

Responses to Traffic Issues in Evesham

Laura Deacon **Ideex88@gmail.com** **17/5/2016** 18/5/2016

Make Mill Bank two way, sort out swan Lane and waterside signals,

I think the whole road from the high street leading back down swan lane needs to be back to a two way system.

The traffic roads for Hampton, Waterside, Town and Cheltenham road need to have a filter lane for traffic coming off Cheltenham road towards waterside and from town across to Hampton.

Waiting for forward facing traffic before you can move across takes too long and the lights change back to red before you get chance to do so

Robert Ladbrook **robertl@auto-sleepers.co.uk** **17/7/2016**

Make Mill Bank two way, stop building houses

Kate Gardner **kategartner@aol.com** **21/5/2016**

Hi, as I am unable to attend the meeting on 28 June, I would like my ideas to be put forward.

1. There needs to be better access to Port St than the system currently in place where all traffic is sent through town to the bridge. It would make sense to make Swan Lane two way so cars can turn into Swan Lane and drive down via Mill bank. Then reverse the direction on Oat st so cars can turn into Oat St from Mill Bank and drive to the High St that way. That would ease the traffic flow on a north/south basis through town and make it easier for people to get to Bengeworth. This may improve business for traders as well.

2. I live just off Cheltenham Rd and at peak weekday times and Saturdays there is a long line of traffic going down to the bridge. What makes this worse is the length of time the lights take to change as they operate on a number of variations. One obvious solution would be to extend the bypass round to the other side of Hampton, which is what should have happened when it was originally built. However, in the unlikely event of that happening, there needs to be a solution to improve the whole south/north flow.

Andrew Racey **andrewracey1947@gmail.com>** **21/5/2016**

Mr Goodwin. Hello , I see from the Journal that you require comments on the traffic situation in Evesham. Well hopefully you will have better luck than many of the residents, including me who have in the past sent numerous letters to the paper and our local Councillors . All suggestions have fallen on deaf ears.

Going back 15 plus years we had a two way traffic flow system in Swan Lane, this was stopped " for a trial period " because of the number of heavy goods vehicles driving in and out of the Stokes Lovell bacon factory. The view being by those " supposed traffic experts" that it would be safer to have these articulated vehicles travelling one way up Swan Lane. Along with many residents I couldn't understand why this was done but we were presented with a decision which we could not influence.

Now after the massive flood which caused the factory to close, and never reopen the site was sold for housing, mainly flats. So the massive articulated vehicles disappeared along with the reason to have a one way traffic flow. The development of the factory site, plus the old football field and other flats etc in Common Lane means there must be over 200 properties in that area. How do the 400 cars or vans (all these places have at least two vehicles) get to their flats. Well usually by coming down the High Street, along Waterside and over Abbey Bridge, this means a huge amount of traffic taking a route they could avoid if Swan Lane was made back into a two way road.

I have lost count of the number of letters that people have written asking for this to happen, our Traffic Cabinet Member Councillor Smith doesn't even reply to letters on this subject, nor do Worcester Highways Department. The only comments I have heard is that busses would have a problem passing one another, if that's an issue then sack the drivers as they should be more than capable of negotiating the couple of bends.

We also need the bypass around Evesham extending to the Pershore Road but with all the new houses being built at Hampton the area which should be designated is slowly disappearing .

I am sorry I cannot make your meeting next month as I am away, but hopefully my comments may add fuel to the fire.

Andrew Racey

Coldicott Gardens.

Anthony Dowling antandgail@googlemail.com 22/5/2016 & 30/5/16

I may not be able to attend the public meeting scheduled for June 28th but I attach a copy of a letter I sent to Worcestershire County Council in 2014. The main aim of this was to provide a more balanced loading of the two main bridges across the Avon in Evesham.

In previous correspondence with you before and after the Abbey Bridge closure I have expressed my view of the stupidity of an 'anticlockwise' one-way system when we drive on the left and that is the minimum change that could be implemented easily and cheaply.

The attached proposal of mine addresses some of the reasons behind the long queues through town but not all. There is a considerable amount of traffic not intending to visit Evesham that nevertheless affects the queues, this is the traffic that comes from the Pershore Road into the Cheltenham Road and vice versa. I'm afraid this could only be cured by a by-pass on the south west of the town.

The other traffic problem is that the eastern by-pass that gets clogged up at rush hour. I don't believe there are any cheap solutions to this problem. Some part-time traffic signals on some of the roundabouts may help but to solve it completely would need major roadworks including overpasses.

"11th May 2014

Mr P Blake

Head of Environmental Services Worcestershire County Council

Dear Mr Blake,

A PROPOSAL TO IMPROVE TRAFFIC FLOW IN EVESHAM

I am not sure whether you or someone in the Highways Department is the appropriate recipient of this letter. Please could you forward it if you believe it would be better dealt with elsewhere.

Following the reopening of Abbey Bridge it is clear that the general traffic flow in Evesham has not been improved and is in some respects worse than before the closure. I did hear that the Council was considering how to improve traffic in some of the county's towns and hope that my suggestion will be seriously considered in any modelling that might be undertaken.

My proposal is based on an understanding of the main traffic routes, the type of vehicles using those routes and taking into account observations made during the bridge closure. I have tried to make the simplest possible changes to the existing arrangements.

The core of my proposal is to allow two-way travel on Mill Street for cars and light vehicles only. Traffic separation at the sharp corner by the Mill Bank junction would be maintained by using small central 'keep left' signs. A 20mph limit on the full length of this section would be advised in order to maintain control. There would be 'width restrictions' at both ends of Mill Street (i.e. at its junctions with Workman Bridge/Bridge Street and Chapel Street/Oat Street) as it is not expected that signage would be sufficient to prevent access by HGVs and other prohibited vehicles. (Access for emergency vehicles to Mill Street would be possible by using the 'wrong side of the road' under blue light conditions.)

In order to make this arrangement practicable it would also be necessary to reverse the one-way system in Swan Lane, Chapel Street and Oat Street.

The banning of HGVs from Mill Street would not be a significant problem since deliveries to the Riverside Shopping Centre could continue to be made by using the Workman Bridge though they would now be required to return over the Workman Bridge. Deliveries to the Co-op, Aldi etc would be via High Street and the reversed one-way system.

Buses would no longer be able to use Mill Street and would need to use Abbey Bridge to reach the town centre. This would have an adverse effect on the siting of the current bus station that would now be at the wrong side of High Street. This problem could be solved in a variety of ways such as (a) making all buses go to the railway station to turn, (b) swapping the bus stands with the taxi and disabled parking section in High Street or (c) turning the Chapel Street car park into a new bus station.

The main advantage of the proposal is that both bridges across the Avon would now be fully utilised thus significantly reducing the length of journeys to Port Street and the volume of traffic using Abbey Bridge. In addition the traffic lights at the end of Swan Lane could be eliminated although a simpler set would almost certainly be required at the Oat Street, High Street junction.

I hope this proposal will be studied seriously as I believe it would significantly reduce the extent of traffic queues in the town.

Yours faithfully

A R Dowling MA DPhil FIMechE CEng

A R Dowling emailed again 30/5/16

Dear Colin,

I have put together the attached diagrams that I hope will make clear the main features of my proposal. We are going on holiday for a couple of weeks after which I should be in a better position to confirm whether or not I will be able to attend the meeting.

Best wishes,

Anthony

Philip Cooper

philcooperalice@aol.com

22/5/2016 and 25/5/16

I have had proposal for alleviating Evesham's traffic problems awaiting a discussion with Worcestershire County Councils Highways Dept for a couple of years but never had the chance to put it forward.

I'm awaiting their department to call me back but I haven't had the call yet.

I would like to put my ideas forward to the meeting on the 28th of June at the Town Hall.

I've lived in Evesham since 1963 and have cycled, motorcycled and driven in the town for many many years so have a very personal knowledge of Evesham's problems

How would this need to be presented the meeting?

Hello Colin and John of Evesham Civic Society.

Firstly I will say that at the moment Evesham Town Centre can be viewed as an Island with 4 roads in (2 over the river and 2 over the railway) and 3 roads out.

This alone creates traffic congestion on those roads exiting the town.

Therefore it's wise to open up the 4th exit point relieving traffic on the other 3.

This is my very basic brief idea which will have far more detail at a presentation .

Oat Street still being kept one way from the High Street Box Junction leading onto Mill Street that's been made Two way with entry to it via a Box Junction at the other end of Oat Street.

Mill Street is a wide and vastly under used road (mainly used for folks parking on double yellow lines).

This proposal keeps a One way Two lane Road from Chapel Street into Swan Lane where traffic can still queue quite considerably at the Traffic Lights into High Street.

It will not have any impact on the pedestrianised areas of the town.

The traffic on Abbey Road will be lessened by Traffic being able to split off into Oat Street for those wishing to go to the Bengeworth Broadway Districts.

Again traffic heading for Port Street I feel would not back up as far as the Oat Street Box Junction because of the amount of volume of roadway.

The Traffic going along High Street has the option of heading South for Cheltenham Road and Pershore on Abbey Road or East for Broadway and Badsey via Oat Street.

This will also allow vehicles to access from the High Street the multi storey car park at Riverside Shopping Centre which may help it in it's plight at the moment.

This system would not have the need for traffic lights which just stop the flow of traffic, as witnessed whilst the New Bridge was being rebuilt.

A certain amount of junction widening and a the loss of a few parking bays would facilitate ease of traffic movement within this area of town.

A relatively cheap and simple way to ease Eveshams traffic problems.

Many thanks for the opportunity to present my thoughts from Philip Cooper.

One last update Colin.

Could you put another box junction on the multi storey car park junction at the bottom of bridge street to enable traffic to exit the car park easier.

Philip Cooper 21/6/16

Bob Smith rasmith334@btinternet.com> 25/5/16

Hi Re-request in The Observer, Here are a few ideas of mine.

1 Return Swan lane to two way traffic with a weight restriction to stop HGV`s using it, thus giving a second way into the town utilising the Workman bridge.

2 Put a filter light on the Cheltenham road traffic lights (on the new bridge) to allow vehicles turning into Waterside to do it legally.

3 Provide a bypass from Cheltenham Road island to Hampton then on to Worcester Road to help relieve traffic volume.

4 Alter traffic light priority at Swan lane lights as at the moment at peak times only allows about 6 cars to pass each sequence change (surely the main route into town should take priority).

NOTE

All of the above have been suggested many times before and no notice taken. The high cost of a new bypass should be subsidised by the developers who are building the masses of houses in the town and as for the new island being built in Hampton, the road building contractors should take a lesson from builders in France / Belgium who would have completed in a couple of weeks, not a couple of months as in this case. The highways department should put time limits on these type of contracts all of which contribute to the traffic problems.

Regards

Bob Smith

Alan Pye alan@mjpgye.net 2/6/16

Dear sir,

Further to your recent article in the Observer please find detail below my suggestion for improving traffic movement in Evesham.

The present system of traffic flow is unsuitable for our town, its major problem is that the flow is anti clockwise rather than clockwise.

Anyone who spends any time in town, even town planners, can see that any traffic wishing to go from town to the Bengeworth area has to go to the Abbey bridge and this leads to a tail back into town.

The Abbey bridge lights have to cope with traffic trying to come into and through town, the bypass is now often over loaded because it was not built as a dual carriage way(Highways Dept again at fault).

The simple answer requires some road works and an adjustment to some curbs as well as the reversing of Swan Lane High St to have a roundabout at the top of Oat Street and another between Swan Lane and Avon Street.

Swan Lane to be two way to Conduit Hill thus allowing access to businesses in the area for HGVs.

Chapel St to be one way with the right hand lane being for access to Oat St and Cowl St thus allowing HGVs to Access the Businesses backing onto Cowl St.

Oat St to be one way from the Chapel St Junction to a roundabout in the High St thus allowing HGVs to exit the area without using Mill St.

Cowl St as at present but only left turn on to the Four Ways junction for all vehicles to allow free flow of traffic, HGVs being able to enter at the junction from the right hand lane of Chapel St.

Mill St to be two way throughout but there should be a ban on HGVs on the hill part of the road as it is too narrow for large lorries to pass, this may also have to apply to buses and coaches.

HGVs will be able to access all areas of the town centre via the High St, Swan Lane Cowl St, Oat St and Bridge St as at present and if Buses are required to go via the Workman bridge they could go via the new improved road junction at Mill Bank and Conduit Hill.

Four ways Junction at the north end of Mill St will need to be straightened out to allow traffic to go directly up to High St via Oat St.

With the removal of traffic lights in town the traffic flow will be immediately improved for all of Evesham, the Cheltenham Road/ Davies Road junction will flow better as the flow from town to Bengeworth will have gone over the Workman bridge thus allowing fairer allocations of time to other traffic using the Abbey Road bridge lights.

The above suggestion will look better on a map and will of course cost some money but in the long term will save millions of pounds and make Evesham a place worth visiting with much reduced congestion. Whilst we are on the subject of traffic can we please do something about the stupid parking in town, another cock up by the Highways dept.

Alan Pye.

Evesham resident since 1950.

Alan Pye. On 22/6/16

No bother Colin, hope it helps, I think a roundabout at Davies Rd/Cheltenham Rd would also ease traffic. At the end of the day we need an extension to the bypass and a double up on the existing one which of course is not going to happen in my lifetime.

Regards

Simon E Brown email 23/6/16

Dear Mr Goodwin

See the article in the Observer about the public meeting about Evesham's traffic, may I raise the following as possible debating issues? I do not think for a minute that there is only one solution to the current problems, rather it is a combination of factors and I believe that the following three issues are the main ones to be addressed.

1. Traffic flows into Evesham reasonably well. The problems arise in the town itself as the traffic simply does not flow easily and there are too many stop-starts (at lights and Pelican crossings) and that's when long queues form. It has been discussed at length that the anticlockwise one-way system that we have does not work well and I believe that this should be considered a priority. To get to Port Street from Evesham station or Greenhill, or from the Tesco/M&S area by having to drive all the way down the High Street through town, across the bridge, back along Waterside and then into Port Street is plainly ludicrous. Surely the obvious answer is either to reinstate the two-way traffic into Swan Lane or to keep the left turn into Oat Street and then look at directing the traffic safely via Mill Street down to the Workman Bridge and out of town to the east.

2. Another factor that causes a huge amount of difficulty is the lack of a filter light from the Cheltenham Road into Waterside at the Abbey Bridge. Highways state that priority must be given to traffic travelling north to south and that a filter light would be counter-productive. I don't believe this to be the case. Firstly, some drivers are avoiding the right turn at the bridge and going down Fairfield Road, round and then down Coopers Lane which, in itself, is a problem with cars weaving in and out of parked vehicles and increased traffic going past the schools. However, if traffic were allowed to go out of town via the Workman Bridge (as in my first point) then the traffic coming south over the Abbey Bridge would be reduced and so help the situation further.

3. Parking in the High Street is made hazardous by the angled parking areas being the wrong way to the traffic. This is another of the stop-start factors which holds up traffic flow. The angled bays just north of the Post Office, for example, and those further up the street towards the station, can only be entered easily by traffic coming north to south, so drivers go straight into them. They then have a problem as they need to reverse back out, either across one lane and into the other to continue north to south, or reversing into oncoming traffic if they want to go north.

If south-to-north traffic wants to use them, they have to stop (so holding up traffic behind them) and then reverse back towards that traffic and into the angled bay.

These bays need to be reversed and angled towards the traffic.

I am hoping to attend the meeting and would be happy to talk about any of these issues.

Kind regards

Simon Brown

4 Simon De Montfort Drive

WR11 4NR

Barry Williams email 23/3/16 Subject: Traffic reducing suggestions

I have just seen this on the Evesham Observer website and thought I would put forward my ideas that may contribute to alleviating the congestion in and around Evesham town centre

1. Hampton Crossroads. I think the traffic would flow better if there were two longer lanes for traffic at the bottom of Cheltenham road. If you are travelling along waterside or from Hampton it is only you who can turn left, right or carry straight on, this allows far more traffic to flow from either direction when it is your turn to go. The

traffic from Cheltenham road has a very small right turn lane which often results 1 or maybe 2 cars turning right as the traffic opposite is also flowing at the same time. If the traffic opposite was stopped and a larger right lane introduced this would stop the congestion backing up to beyond the Bypass roundabout at peak times. Often people who want to turn right along waterside are stopping people who wish to carry on or turn into Hampton as they have no lane to move into. There is a larger lane for vehicles coming from the town centre to turn right but again only a limited number can turn right into Hampton due to the opposite flow, this has the same back logging effect when the lanes reduce to one near the turning for Evesham leisure centre, again causing significant jams.

2. School runs.....increase public transport to eliminate the need for so many cars on the road during school collection and drop off times. When the schools are closed the traffic in and around Evesham is much better and journey times are reduced significantly

3. Two lanes on Evesham Bypass from Twyford island up to and beyond the Badsey Island. Several years ago the bypass configuration was changed and in my opinion it has caused issues that didn't exist before, people are unsure what the middle lane is for (chevron section) , so why not introduce two lanes travelling south to allow a better flow of traffic from Greenhill, Chadbury and the Alcester Bypass along the Evesham Bypass heading south towards Cheltenham

4. Introduce a bypass from Evesham United roundabout through to Hampton (Pershore Road) this would reduce the traffic going down Cheltenham Road

I hope these suggestions are helpful

Regards

Barry Williams

Reply from VECS - Thank you Barry for your response.

Generally the Traffic Model for Evesham is the province of Worcestershire CC Highways. The points you mention are very relevant and we have tried to get a response from Highways England to the A46 and 44 trunk road proposals, but without success. We are still trying! **(Response received see display)**

With your approval we will pin your proposals on the display board on the night. If you would like to substantiate them by diagrams or sketches please let me know.

Stuart Nightingale email 25/6/16

Hi John,

This is my idea for a long term solution to improve traffic flow in Evesham as more houses are built as the town grows over the next few years.

Mill bank stays as one way as it is. New T junction when it meets Swan Lane. Swan Lane two way. Then the road widened and improved down Common Road and under a widened Railway bridge by the old scrap yard. A new road then constructed across land which I believe already is owned by Worcestershire County Council towards where the old dismantled railway embankments finishes, then follow the existing old railway track to the Bypass with new round about. Some money could come from the housing developers. This route would make getting out of town easier and reduce traffic in High Street, Waterside and Port Street. Also would help residents in the Rynal and old football ground housing estate.

Another option to save costs would be to leave the railway bridge down Common Road as it is and put a priority junction similar as the ones in Davies Road or traffic lights.

Regards,

Stuart Nightingale,

Dumbleton,

WR11 7TY.

Lee Fisher jobseekerlrf@hotmail.com 22/5/2016

I have 2 suggestions that will improve the traffic situation in Evesham

1. Make Swan Lane and Mill Bank into two way traffic .
2. Extend the Evesham Bypass and widen it and make it two lanes of traffic from the Broadway Roundabout to the Badsey roundabout because cars regularly over take to get to the Badsey roundabout to turn right to Badsey and I think that having an extra lane would make it safer.

Steve Rimmer email 26/6/16

Dear Mr Goodwin

I would like to add my ideas ahead of your meeting on Tuesday.

Firstly to improve traffic flow from the southbound A46 at Twyford Island we should have 3 distinct lanes, left into the Country Park, middle for the bypass and right for the Worcester Road.

We need to stop inconsiderate drivers making two lanes of traffic where there is only room for one as you enter the bypass. This is dangerous as cars are often straddling the lane of traffic heading north.

We also need to correct the white markings at the Badsey island as the right lane has a "straight on" arrow but is labelled with the B road – so should only be for turning right.

There should be similar restrictions at the Broadway island and the one near Frankie and Benny, left lane for left turn or straight on and right lane for turning right ONLY.

The situation in town is more straightforward in that we need to make Swan Lane two way with immediate effect. This will alleviate traffic flow through town and also significantly reduce the volume of traffic going across the new bridge near Waterside.

Traffic in Evesham has been a challenge ever since this change was made many years ago. Despite protestations from one councillor Swan Lane is wide enough for two cars – clearly as there are two lanes of traffic often queued up by the Swan pub. Surely we can offer residents free parking in the area where the old Swan Lane car park used to be so that the road is clear.

Also we should correct the parking bays along the one side of the High Street as they have clearly been "put in" the wrong way round, This also leads to disruption as cars need to back into them rather than just drive forward into the space.

I would be very interested to hear how many people suggest a change to Swan Lane – this is not new but the people responsible for traffic in town have refused to act. As a result you see long jams several times a day that do deter people shopping in Evesham.

Yours sincerely

Steve Rimmer

Ian Simpson email 22/6/16

Colin,

I recall that at a previous VECS meeting I suggested that Evesham should start up a 'Park & Ride' facility to gain access to the town centre - based up at Twyford (with access off the A46, just north of the big roundabout - leading towards Bidford). An additional (or alternative) P&R site could be located at the other end of the by-pass (around the new football ground - on the Cheltenham Road). This could be a mini-bus service or coach service- depending on passenger volumes, at different times of the day and the year. As to pricing of this service - it could be set at say, £1 per a return journey (as Stratford have now implemented) for the journeys to and from the town centre, but with free parking for the vehicles using the P&R sites.

My vision also includes pedestrianisation of more of the town centre, as an adjunct to any P&R facility. This could therefore be used by people working in and around the town centre, as well as shoppers and visitors. Closure of part of the High Street should also be considered - to eliminate through traffic?

I appreciate that I have not got all the answers in an attempt to ameliorate Evesham's burgeoning traffic volumes - but I can only think that no serious improvement can be made to the situation other than by drastically reducing the town centre traffic movement, within and through the town.

I understand that a meeting on this matter is scheduled for the 28/6, at the Town Hall and I look forward to seeing you at 7.00pm.

If you wish me to give any further information to you - just let me know.

Added to the above by A.N Other 27/6/16

Drop off and pick up points at 4 areas around the town for schools within Evesham, by negotiation with land owners at Hampton, Cheltenham Road, Broadway and /or Badsey Roads and Twyford.

All supervised for safe transport of school children, avoiding the use of cars at a busy time of the day

Derek Markie email 26/6/16

Dear Sir

I hope the attached is a helpful contribution to the debate.

I make no claim that any let alone all the ideas are original, but put them forward as a sequential approach to a range of issues, which I believe would serve our town well.

They do draw on some ideas which have been developed as sustainable solutions in other towns including ones where a major river and through traffic significantly impact on the town itself.

Kind regards

Derek Markie

John Devonshire By post 2/6/16

See image copy of letter dated 2/6/16 at end of spread sheet but VECS response below

Dear John,

Thank you for your response, please make yourself known to me at the meeting. I respect your reasons for not making a "verbal" contribution; I'm of a similar persuasion.

From a personal standpoint I tend to agree with your comments except the link from Hampton to Cheltenham Road. You note I use the word link rather than by-pass because weight restriction and traffic calming along its length, similar to Davis Road, avoiding its use by HGV.

No houses should be built to access directly onto the road, only off cul-de-sac or other estate roads. With 1000 homes being built and planned for that area it will be essential.

The strategic gap between the Hamptons must be maintained, but generally this is flood plain anyway.

The Vale Park 1 & 2 is another issue so I will leave that for now

Your letter will be displayed at the meeting and its comments may be referred to. No doubt we'll talk more when we meet.

Yours sincerely

John Devonshire Letter

'TRAFFIC PROBLEMS' IN THE EVESHAM AREA

I think there is a case for proceeding with caution and not proposing any major schemes. The basis for this is the question 'how bad really are our road traffic problems'. It all depends on what you compare them with. Historically, there is no doubt that they are worse than they were 10 years ago and probably even 5 years ago. However they are almost certainly less of an issue now than pre- 1986 when the original by-pass (the A46) was completed. But are they any worse in Evesham than in towns of a similar size in the UK? Evesham's population must be around 25,000 now, or nearer 30,000 if Badsey and Offenham are included.

Major Road Schemes. If we consider these, there is the problem that building a road almost always encourages additional traffic onto it, thus over time negating its usefulness. It also has a deleterious effect on agriculture and the environment. The Evesham by-pass was probably conceived by the then Dept. of Transport as a trunk route to take through traffic out of the town centre; but it is now additionally used very heavily to get from one part of town to another. As almost always happens, creation of a by-pass leads to the town developing outwards to the edge of the new road, and sometimes as in the case of Evesham's Vale Park, leaping over the by-pass. Those who favour an extension of the current by-pass from the Cheltenham Road roundabout to Pershore Road in Hampton should consider this and the fact that it would push traffic onto the B4084 and through Pershore Town Centre, rather than using the A44 (some years ago the 'A' and 'B' designations of the roads was swapped to encourage traffic to avoid Pershore town centre).

Public Transport, walking, cycling and car sharing One of the problems in 'greater Evesham' is the very poor uptake by residents of alternative methods of getting around for shorter journeys. The bus service is very poor, as it

has been for at least 30 years, especially in the evenings and on Sundays, and is poor when compared to towns of a similar size. There seems to be a disinclination in Evesham to use buses. I do not know why, but it seems to go beyond just being a response to the generally poor provision of services. Walking and cycling for work and shopping could be greatly increased. How many times do we see cars being driven into the town centre with one person in them who is often young and able to walk or cycle. So, possibly, there is a cultural problem here that it would be beneficial to try to change.

Summary I would caution against pressing for major schemes although I am sure there are some minor alterations, such as the provision of a filter from Cheltenham Road into Waterside which could be implemented fairly easily and cheaply. Some projects which have been mentioned over the years and which would entail a greater cost would be the provision of foot/cycle bridges across the River Avon at key points including as a priority one from Waterside into Abbey Park near the bottom of Coopers Lane to take pressure off the very narrow pavements on Workman Bridge.

J. Devonshire

2 June 2016

June Elvin response 26/6/16