

STROUD TOWN COUNCIL **WALKING AND TRANSPORT STRATEGY**

March 2004

VISION

To create an attractive town environment which encourages people to move about on foot; and in which it is easy for those with mobility difficulties to move around. At the moment motor vehicles dominate and affect the safety, ease and desirability of pedestrian movement, and the balance needs redressing. The following desired outcomes will help this:

- Pedestrians able to walk safely and directly between residential areas, schools, town centre and other facilities
- Cyclists able to cycle safely and directly between residential areas, schools, town centre and other facilities
- Easily accessible quality public transport linking all main residential areas and facilities – bus, taxi, train
- Motorists to have relatively unimpeded travel along main routes; and good access to cheap car parks, and to other facilities at steady speeds which do not endanger pedestrians or cyclists

Although there may be some conflicts between these desired outcomes they can be resolved if more people can be encouraged to shift to walking, cycling and public transport and thus reduce congestion and pollution and improve health.

AIM

The aim of this Strategy is to influence and encourage a shift to walking, cycling and public transport in order to make the town a safer and more attractive place to live, work and visit.

Notes

This Strategy is based on and guided by the ‘Stroud Town Council Transport Plan 2001-2006’ adopted by the Town Council on 5.3.01; the Transport Plan was based on the Government’s 1998 Transport White Paper, and on Gloucestershire’s LTP 2001/2 – 2005/6.

RSIN numbers refer to numbers used in ‘Road Safety Improvements Needed’ document, Stroud Town Council 2001.

We have indicated whether we believe requirements can be achieved in the short term [within 18 months], the medium term [within three years] or the longer term; and have ordered them thus. However this ordering does not imply priority.

- (P) Priority items
- * Plans are being/have been developed by GCC
- ** STC is working on this
- *** The Concordat is working on this.

DESIRED OUTCOME 1

Pedestrians able to walk safely and directly between residential areas, schools, town centre and other facilities

Requirements

Pavements/surfaces

Short term:

- Surfaces even without trip hazards, regularly cleaned
- Dropped kerbs on pedestrian routes, otherwise high kerbs to deter vehicles

Medium term:

- Busy pavements wide enough for two pushchairs to pass without stepping into the road
- Pedestrianised main shopping area with time limited access for delivery vehicles /delivery hub for goods / weight limit for lorries

Crossings

Medium term:

- Pedestrian controlled crossings over busy roads on main pedestrian routes, with default settings green for pedestrians.
- Safe crossings on less busy routes.

Networks/traffic limitation

Short term:

- Attractive, safe and 'feel safe' routes (quality street furniture, planting, alleys lit (or avoided), safe routes through car parks, signposting)
- Reduced speeds outside schools at arriving/leaving periods
- Measures to deter cyclists from cycling in pedestrianised zones, and on pavements in 30mph zones

Medium term:

- Traffic calming features to reduce rat runs
- Traffic reduction/slowing in residential areas split by through roads
- Homes, shops, schools, medical centres, transport hubs (bus and railway stations), recreational sites and other facilities all linked
- Direct routes; walkers not expected to go out of their way to cross a road in the town centre; otherwise not more than 10 metres off a regular pedestrian route.

Prioritisation Criteria

Degree/perception of danger and likelihood of serious accidents.

Degree of difficulty – trip hazards, steepness, lack of handrails etc

Number of pedestrians using route

Need to complete network of footpaths to encourage walking.

Work to be done includes:

It is assumed that plans already timetabled/being developed by GCC will go ahead: i.e.

Bisley Old Road

Farmhill Lane – upgrade of crossing Matthews Way to Archway

Folly Lane

Matthews Way 20mph zone

Reservoir Road – white line at Langtoft Road
Slad Road in Springfield Road area
Slad Road crossing at west end of Park Gardens (RSIN 32)
Summer Street
Stroud Town centre 20 mph zone
Thompson Road 20mph zone
Merrywalks/Bath Road/Cainscross Road junction

General

- 20mph maximum speed in all residential non through roads
- Dropped kerbs at points where pedestrian routes cross kerbs
- Higher kerbs to prevent cars mounting pavement (but not at points in pedestrian ‘walkways’), and improved enforcement

Pavements/surfaces. To include: -

Improved Pedestrian Access to Town Centre, particularly:

- (P) Wider, safer footway from Waitrose to Brunel Mall. (RSIN 2)
- (P) Slad Rd/Gloucester St with improved pavement Gloucester St, and wider pavement outside Citizen office.
- (P) Improved handrail Park Gardens (STC)
- (P) to Rowcroft from Cheapside and pedestrian underpass.

Other:

- Pavement extension town side of Brick Row along Lansdown (RSIN 6/15)
- Pavement from Old Police Station to Beeches Green zebra.
- Improvements to bottom part of steep path next to previous Whitehall Post Office.

Crossings. To include:

Crossings to schools and play areas, particularly:

- (P) Top of Paganhill Lane (particularly needed for school children leaving Archway via Park End Road entrance (RSIN 27) and/or Farmhill Lane
- (P) A46 Wallbridge, from RJD Fine Arts to Industrial Estate/ canal path to Ebley (RSIN 28)
- (P) Ryeleaze Road, near school, for Brick Row housing and for Bellevue Road (RSIN 23)
- (P) Folly Lane, to school and playing field.
- Across bottom of Parliament Street (RSIN 35)
- Crossing over Farmhill Lane to enable access to Barrowfield Road primary school
- Across Parliament Street, just above Ryeleaze Road particularly for children from Brickrow and Bellevue Road area to access Castle Street school. (RSIN 10)

Other:

- London Road near entrance to Arundel Mill - just east of bypass roundabout (RSIN 30)
- Ryeleaze Road, at junction with Parliament Street (RSIN 9)
- Lansdown – on the out of town side of Brick Row
- Near Salmon Springs, across A46 to pavement alongside Stratford Park
- Parliament Street – crossing from Leazes to Acre Street, just above the Leazes (RSIN 11)
- Crossing over Summer Street at Parliament Street end (RSIN 14)
- Crossing at top of Hollow Lane (RSIN 13)
- Springfield Road to Lansdown across Slad Road

- Across bottom of Peghouse Rise on Slad Road
- Mini roundabout bottom of Gannicox with integrated crossing points
- Visibility dangers for pedestrians crossing Lansdown near top of Gloucester Street

Networks/traffic limitation. To include:

- (P) Full, enforced pedestrianisation of Bedford Street and Kendrick Street
- (P) Absolute ban on pavement parking, with enforcement mechanism.
- (P) Limited delivery times in town centre*** until delivery hub possible
- Pavement up lower part of Hollow Lane, with bollards to prevent parking on wide pavement just above.
- Parkend Lane – speed restrictions/safety measures in narrow part to safeguard schoolchildren)
- Path from top of Langtoft Road to Parliament Street School/playing field; but would probably need to be through SDC property (?SDC)
- ‘Think pedestrian’ type signs at entrances to town centre

DESIRED OUTCOME 2

Cyclists able to cycle safely and directly between residential areas, schools, town centre and other facilities

Requirements

Network of segregated cycle tracks

Short term:

- Tracks smooth and surfaced, and regularly cleared of debris particularly hedge clippings

Medium term:

- Cycle tracks linked to main destinations.
- Direct, and lit
- Attractive and safe
- Well signposted routes linking main facilities.
- Cyclist controlled crossing over busy roads, with default setting green for cyclists.

Roads designed and maintained to enable safe cycling

Short term:

- Well maintained road surfaces with the 1.5m closest to the kerb particularly smooth and even (no potholes, protruding or dropped drains, etc), and cleared of debris.

Medium term:

- In-built facilities (cycle lanes, advanced stop lines, etc)

Cycle parking

Short term:

- Secure, overlooked, cycle parking next to destinations

Prioritisation Criteria

Degree of danger and likelihood of accidents
Provision of safe routes to secondary schools
Degree of difficulty – potholes, raised kerbs, drains, etc
Need to complete cycle route network

Work to be done includes:

General:

- High quality, smooth roads without potholes, low/blocked drains, debris including sticks etc are needed everywhere.
- Cycle by-passes/advanced stop lines, etc should (continue to) be included as part of all highway alterations/new build.

Safe Routes to School

- (P) Wallbridge A46 Toucan crossing from RJD Fine Arts to Industrial Estate (RSIN 28)
- (P) Link from Stratford Park route to Matthews Way and Archway School *
- (P) Off road route Bowbridge to Dudbridge
- Parkend Lane – traffic speed reduction particularly in narrow part
- Route from Dudbridge area to secondary schools
- Slad Road/Folly Lane/Beeches Green to Stratford Park

Other

- West to east route through town centre
- Straightening of the cycle track near the bottom of Rodborough Hill *
- Bike warning signs where cycle routes merge with traffic – e.g. near Bell Hotel

DESIRED OUTCOME 3

Easily accessible, quality public transport linking all main residential areas and facilities – bus, taxi and train.

Requirements

To set up a Quality Partnership and Quality Contract system for the Stroud locality to improve local bus services.

To carry out a ‘latent needs’ survey to identify gaps in provision, and how to provide growth in the system.

To establish a properly constituted and funded district wide Public Transport Forum to bring improvements to public transport services and planning; the Forum to consult and be consulted, and to improve dialogue between the public, providers, and local authorities.

Other areas identified as in need of improvement include:

Infrastructure

Short term:

- Clean, well maintained, bus and rail stops with shelters and seating.
- (P) Improvements to specific bus stops e.g. Cornhill.
- (P) Safe Merrywalks (temporary) bus station.

Medium term:

- (P) Safe, attractive, comfortable, town centre bus and railway interchange with facilities including taxi ranks.
- More bus stops
- Railway station crossing suitable for those with mobility difficulties

Long term:

- More railway halts with frequent shuttle – e.g. Chalford to Stonehouse

Services

Short term:

- Frequent, regular, reliable bus services throughout the town particularly to areas with sheltered accommodation or difficult topography.
- Frequent, regular, reliable bus and train services to other towns.

Medium term:

- 24 hour/‘Redundant bus’ service – i.e. integrated bus/train/taxi system with taxis/unused buses picking up after usual bus services have finished.
- Mini-hoppers (flexible door to door service).

Long term:

- Bus lanes if appropriate.
- Buses switching from diesel to electric in town.

Ticketing and information

Short term:

- (P) Single timetables covering provision by all operators, and transferable tickets (GCC).
- Ticketing links between town buses, and buses and trains to other places.
- (P) Through ticketing with taxis included at night time.
- (P) Public transport info. at leisure centre/college/TIC/hospitals/etc; and tickets at TIC

Medium term:

- (P) Real-time information easily available for bus and train passengers at every stop

Quality and access

Short term:

- Well maintained, clean buses and trains.

Medium term:

- Easy to board buses and railway carriages.
- High quality seating and facilities on buses and trains, including for local services.
- Bikes on buses and easier access for bikes on trains.

Long term:

- Improved stock.

Marketing

Short term:

- Effective marketing of bus and rail travel, discounts available,

- Well trained, knowledgeable helpful staff

Medium term:

- Affordable fares

Prioritisation Criteria

Areas of greatest need – distance from facilities / proportion of car-less households
Areas where potentially there is most likely to be modal shift to Public transport

Work to be done includes:

All the above are required. However a proper bus/rail interchange is a priority.

DESIRED OUTCOME 4

Motorists to have relatively unimpeded travel along main routes; and good access to cheap car parks, and to other facilities at steady speeds which do not endanger pedestrians or cyclists

Requirements

Parking (This should be read in conjunction with STC Parking Strategy)

Short term:

- Easy access for motorists/pedestrians to safe, attractive, user friendly, well lit car parks
- Good signing to car parks
- Free/cheap parking on periphery of town centre
- Access for those with mobility difficulties to convenient town centre parking close to destinations
- Residents' parking schemes

Movement/lack of congestion

Short term:

- Co-ordinated road works to avoid unnecessary congestion.

Medium term:

- Easy access to residential areas for residents and visitors, at 20mph.
- Well maintained roads.
- Steady speeds and relatively unimpeded travel along main through routes.

Long term:

- Reduction of journey times by smoothing/easing traffic flow.

Commercial access

Short term:

- Satisfactory access to premises; at restricted times to pedestrianised areas

Prioritisation Criteria

Volume of traffic / degree of congestion

Lack of good parking
Adequacy of surfaces

Work to be done includes:

(P) Improved traffic flows on Merrywalks/Bath Road roundabout, combined with safe direct pedestrian crossing facilities including improved access to Bath Road from Dr. Newton's Way (as long as potential cycle route not imperilled) *

(P) Road layout changes Cainscross Rd to ease difficulties due to school buses and car transporters

(P) Improved system of car parking charges**
Better signing to car parks and public facilities ***

Shop Mobility scheme
Central delivery hub
Further promotion of car sharing and car club schemes
Residents' parking scheme