

November 1993

STROUD TOWN COUNCIL - TRANSPORT POLICIES

Listed below are matters resolved by Stroud Town Council since its inception in May 1990 which are still outstanding. TWP refers to the Transport Working Party, which met for the last time on 29 Oct 1992. Responsibility for representation to outside bodies on transport matters and the development of transport policies was taken on by the Planning Committee (PC), 5/10/92, ratified 9/11/92.

High Street

That the TC writes to GCC asking that loading/unloading be banned between 10am and 4pm, and that there be a physical barrier during those hours. Outside these hours traffic should be for access only. (TWP 6/9/90, ratified unanimously 8/10/90)

That the TC writes to SDC asking them to substantially reduce charges for access across car parks to rear of properties (traders in High Street/London Road). (TWP 6/9/90, ratified 8/10/90)

That STC writes to GCC and asks for traffic to be banned from the High Street and Kendrick Street for a core period of 10am to 4pm, with the exception of security deliveries to the banks, and access to the church. (11/3/91 - nem. con. Reiterated TWP 1/4/92, ratified 13/4/92. Reiterated PC 10/11/92, ratified 11/1/93. Reiterated PC 1/2/93, ratified 8/2/93.)

STC urges GCC to treat as top priority adjusting as necessary the orders on the High Street to ban traffic for a core period of 10am to 4pm, with the exception of security deliveries to the banks and access to the church (TWP 28/8/91, ratified 9/9/91).

Off Street Car Parking

Should be free for the first hour to encourage shoppers. (TWP 6/9/90, ratified 8/10/90)

- 1) That STC calls on SDC to stop discriminating against the people of Stroud, and introduce free car parking the same as they have in Nailsworth, Stonehouse, Dursley and Wotton-under-Edge, and
- 2) That this council urges GCC not to agree to the increase in parking charges requested by SDC (10/2/92).

STC is strongly of the opinion that there should be equality in the pricing structure for town centre short term parking throughout Stroud District. STC's preference is for 1 hour free parking in town centre car parks (local plan submission, 16/3/93).

A46/A419 Junction

There should be an improved junction between the East-West bypass (Dr. Newton's Way), Bath Road and Cainscross Road (10/12/90).

That STC calls on GCC to treat as a matter of priority improvements to the junction between the A46 and A419 at Wallbridge, Stroud, specifically:

- 1) that Dr. Newton's Way be widened near its junction with Bath Road to enable separation of traffic turning left and right out of Dr. Newton's Way
- 2) that a new spur road be constructed between this junction and Cainscross Road to enable through traffic on the A419 to bypass the present double mini roundabout (plan submitted) (13/5/91).

STC urges GCC to treat as top priority..

- the creation of an additional lane at the end of Dr. Newton's Way at the junction with Bath Road, by removal of an unused length of pavement approx. 100m long and 2m wide
 - the formation of a direct access to Cainscross Road from the end of Dr. Newton's Way
 - improvements to Merrywalks to ease the flow of traffic including a right turning lane for traffic turning into the multi-storey car park and buses turning into the bus station.
- These 3 measures and any further improvements to Stroud's bypass roads to be implemented before the closure of King Street (Report amended by TWP 28/8/91, ratified 9/9/91. First 2 points reiterated TWP 1/4/92, ratified 13/4/92).

Immediate measures to increase usage of Dr. Newton's Way as follows:

- taking out of unused pavement on south side of entrance to Bath Road in order that a filter into Bath Road can operate
- urgent need for provision of a straight through 'missing link' between Dr. Newton's Way and former Superdrive premises in Cainscross Road, especially in view of predicted traffic increase on bypass (PC 10/11/92, ratified 11/1/93. 'Missing link' point reiterated in local plan submission, 16/3/93).

Buses

There should be an integrated transport system with closer links between bus and train services (10/12/90).

There should be a bus passenger interchange in the vicinity of the railway station (TWP 1/4/92, ratified 13/4/92).

Russell Street bus stops should be moved: upper one to London Road (outside Stroud and Swindon branch office), lower ones to 'King Street Parade' (outside Aspens) (TWP 1/4/92, ratified 13/4/92).

No bus stops in Russell Street (PC 10/11/92, ratified 11/1/93).

Pedestrian Priority

STC supports pedestrian priority within the town centre subject to the following:

- 1) full public consultation
- 2) consultation with local businesses
- 3) provision for buses and taxis, the disabled, bicycles, short-term parking and adequate loading and unloading facilities
- 4) the pedestrianisation is carried out in stages so that there is no wholesale obstruction of trade in the town centre (10/12/90).

King Street to be pedestrianised between 10am and 4pm, when proposals for High Street, A46/A419 junction and Town Centre Traffic (all cf.) have been implemented (9/9/91).

Town Centre Traffic

STC believes there should be traffic calming measures linked to a speed limit in the town (10/12/90).

GCC is asked to proceed at a suitable time with the following measures:

- 1) town centre traffic calming measures to include the creation of raised pedestrian crossings in the following locations:- Sims Clock (Russell and George Street), London Road (end of Union Street), King Street (existing crossing) and at other existing crossings, and also suitably placed tree planters,
- 2) the implementation of a speed restriction of 20 mph in the town centre,
- 3) the implementation of a weight restriction of 7.5 tonnes in the town centre (i.e. Gloucester Street, King Street, George Street, Russell Street, London Road, Rowcroft, High Street, Kendrick Street, John Street, Threadneedle Street and Union Street), except for access.
- 4) free short term (maximum 20 minutes) on-street parking in the town centre. (TWP 28/8/91, ratified 9/9/91).

20 mph limit in town centre, and provision of long raised ramps, specifically at pedestrian crossing at bottom of Union Street (PC 10/11/92, ratified 11/1/93).

STC is of the opinion that the application of through traffic exclusion policies opens up the opportunity for the reinstatement of shorter term (half hour) on street parking within town centres themselves and that such provision would be an important stimulus to commercial activity in the town centres (Local Plan submission, 16/3/93).

'King Street Parade' to be made two-way, but for buses and taxis only. Rowcroft would become one way (downhill) (TWP 1/4/92, ratified 13/4/92).

'King Street Parade' to be made available for buses and cyclists only with allowance made for taxis and delivery vehicles (PC 10/11/92, ratified 11/1/93).

Rowcroft to become one way for general traffic in a downhill direction, with a reserved lane for buses and cyclists only in the uphill direction (PC 10/11/92, ratified 11/1/93).

Rowcroft Retreat to be formally a one way road between the rear access of Lloyds Bank and King Street Parade (PC 10/11/92, ratified 11/1/93).

Ban 'U turn' from George Street into Russell Street by Sims Clock for heavy vehicles (TWP 1/4/92, ratified 13/4/92).

The turn from George Street to Russell Street and from Kendrick Street to Russell Street to be prohibited for all vehicles over 7.5 tonnes gross weight (PC 10/11/92, ratified 11/1/93).

Urban Gateways/Town Approaches

STC urges GCC to treat as top priority changing the priority at the Slad Road/ Gloucester Street junction. Also improved directional signing must be provided all round the town to discourage through traffic from using the town centre (TWP 28/8/91, ratified 9/9/91. Reiterated TWP 1/4/92, ratified 13/4/92. Reiterated PC 10/11/92, ratified 11/1/93).

Priorities at London Road/Cornhill junction should also be altered to discourage through traffic from travelling through the town centre (TWP 1/4/92, ratified 13/4/92).

In view of future Waitrose traffic, removal of mini-roundabout at bottom of Cornhill and alteration of priority so that traffic coming from Four Clocks gives way to traffic from Cornhill. Kerbing to be altered accordingly (PC 10/11/92, ratified 11/1/93).

Primary and local signing on approach from Cirencester to be improved; major sign to be altered to read 'Stroud Town Centre **only**'; improved signing on Beeches Green approach; 'two way traffic' sign required at exit from Slad Road (PC 10/11/92, ratified 11/1/93).

Ryeleaze Road

STC feels that circumstances do not justify the complete closure of Ryeleaze Road. (various options submitted for study by SDC/GCC) (9/9/91).

Suburban Traffic Calming

STC calls on GCC to immediately implement traffic calming solutions along Nelson Street and Middle Street. Further that within 2 years a full and comprehensive calming scheme be installed for all of the Stroud parish (9/12/91).

STC should reiterate to GCC the urgency of an area wide traffic calming scheme for Stroud, and in particular for Middle Street/Nelson Street, Summer Street, Folly Lane, Slad Road, Bisley Road, Bisley Old Road (TWP 21/5/92, ratified 8/6/92).

Railways

STC would encourage the opening of rail halts within the Stroud Valleys (10/12/90).

The TC would like to encourage more freight to go by rail than road (10/12/90).

Cycling

£300 allocated to install 8 cycle racks - sites to be investigated by Friends of the Earth.
(TWP 6/9/90, ratified 8/10/90)

There should be cycle ways in the town safe for cyclists to use (10/12/90).

That STC supports the principles of a safe cycling network for the Stroud area and would sponsor, along with adjacent parish councils, Friends of the Earth and cycling groups, the publication of a handbook on cycling in the area (12/8/91).

Graham Gill

29th Nov 1993