


# Stroud District Market Towns Study

## Transport and Accessibility Assessment:

Berkeley; Dursley; Nailsworth;  
Stonehouse; Stroud;  
Wotton-under-Edge

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## 1. Introduction

1.1 Atkins was commissioned in October 2003 to investigate town centre “healthcheck” processes at the centres of: Berkeley; Dursley; Nailsworth; Stonehouse; Stroud; and Wotton-under-Edge. This report investigates Transport and Accessibility Indicators, one of three key study areas (the others being Economic Indicators and Shopper Behaviour and Perceptions) to be assessed to provide baseline data as part of the overall Market Towns Study.

1.2 This report provides an analysis of accessibility and transport in the six centres to include:

- ◆ Public Transport;
- ◆ Vehicles; and
- ◆ Cycling and Walking (to take account of disabled access).

This analysis includes illustrative material in the form of a transport inventory for each of the six locations, which have been verified and amended through consultation with community representatives where possible.

### BACKGROUND TO STUDY AREAS

1.3 The key market towns within the district of Stroud are all involved in “healthchecking” initiatives, each of which are run by local people with the role of identifying community need to inform the production of detailed market town action plans aimed at community-led regeneration. There are two principal towns involved in the South West Regional Development Agency’s (SWRDA) Market and Coastal Town Initiative (Stroud and ‘Cam and Dursley’) whilst the remaining four towns included in this study (Berkeley, Nailsworth, Stonehouse and Wotton-Under-Edge) are committed to undertaking the Countryside Agency healthcheck, which is promoted under the MCTi.

1.4 There are significant differences between each of the towns in terms of population, range of services, geographical area and location. The purpose of this report is to provide a transport and accessibility baseline data resource for each of the six market towns. The principal focus was agreed with Stroud District Council as being the defined town centre boundaries of each of the towns as illustrated in the Local Plan. Subsequent consultation has resulted in some extensions to these area boundaries to highlight edge of centre transport facilities, however time and budget have necessitated that district/regional links are identified only in general terms. The collation of more detailed information will occur as communities drive the healthcheck process forward, focussing on locally identified priority issues.

### METHODOLOGY

1.5 This report comprises findings of two key areas of work: firstly, a desk based review of policy, public transport services and other relevant documents; and secondly, a walkover transport inventory survey, which took place in each of the six towns on the 18<sup>th</sup> and 19<sup>th</sup> November 2003. The walkover provides a snapshot of issues from the

perspective of a visitor to the town and as such, local views have been sought to highlight hidden/locally important issues that may not be immediately apparent.

- 1.6 National, regional and local policy documents regarding town centre transportation have been reviewed. Non-specific policy documents are summarised in the following chapter, whilst town specific policies and proposals, as set out in the development plan and Local Transport Plan (LTP) for the Stroud District, are summarised at the end of the transport inventory chapters.
- 1.7 A summary of emergent issues regarding public transport, vehicular and walking/cycling accessibility is then made and conclusions are drawn in our final chapter.

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## 2. Policy Background

- 2.1 The following is a summary of relevant national, regional and local transport policy documents that have relevance to this assessment.

### **NATIONAL AND REGIONAL TRANSPORT POLICY**

#### **Making the Connections: Final Report on Transport and Social Exclusion – Social Exclusion Unit February 2003**

- 2.2 This document intends to build on the Government's Ten Year Plan for Transport and Local Transport Plans and become a starting point for future change. The report is principally concerned with the accessibility of local services and activities with regard to social exclusion. It highlights the problems people face accessing services as a result of social exclusion, how a lack of public transport provision and inappropriate/inaccessible siting of services can reinforce social exclusion, and how the effects of road traffic disproportionately impact on socially excluded areas and individuals.
- 2.3 Problems associated with transport and the location of services are seen to contribute to social exclusion by preventing people from accessing the five key areas of work; learning; healthcare; food shops; and social, cultural and sporting activities; and the adverse impact of traffic on deprived communities and individuals is also noted. Such problems are seen to reinforce social exclusion (by preventing communities and individuals breaking out of the cycle of deprivation) and undermine government objectives that aim to combat poverty and social exclusion.
- 2.4 The report continues by defining the underlying causes of what it cites as "the problems" and the Government's strategy for solving them. This includes suggestions to improve public transport, the introduction of more innovative travel options and changing the location or delivery of the services people need. The concluding action plan then suggests measures to be taken and indicates possible allocation of responsibilities for actions.
- 2.5 Local authorities are identified as having a role to play in achieving the objectives set out within the report and it is stated that they should lead the way on accessibility planning at the local level. This report provides a good starting point for assessing the current situation in the Stroud District, which communities can then carry forward to identify means of ongoing monitoring and achieving future change.

#### **RPG 10: Regional Planning Guidance for the South West (September 2001)**

- 2.6 RPG 10 sets out a regional tier of planning guidance for the South West to 2016 and beyond, and it is in accordance with this document that local authorities must prepare their Local Development Plans and Local Transport Plans.
- 2.7 The Regional Transport Strategy (RTS) contained in RPG 10 sets the regional context for transport planning. Its main objectives are to:
- ◆ Support the spatial strategy of the RPG;

- ◆ Reduce the impact of transport on the environment;
  - ◆ Improve accessibility by public transport, walking and cycling;
  - ◆ Create a modern, efficient and integrated transport system that will meet all of the region's travel needs; and
  - ◆ Ensure a safe regional transport network.
- 2.8 The document notes that public transport in the region's rural areas is generally inadequate, causing car usage to be considerably higher than the national average. The importance of small towns as service providers for their surrounding areas is highlighted, as is the need for investment in transport and social infrastructure within the Gloucestershire area. These are important factors to take into consideration in the ongoing work to develop strategies for the future of the Stroud District's Market Towns as they serve a sizeable rural hinterland between them.

### LOCAL TRANSPORT POLICY

#### **Gloucestershire Structure Plan Deposit Draft Third Alteration: Gloucestershire County Council (January 2003)**

- 2.9 The Structure Plan is due for adoption in Autumn 2004 and will then provide the strategic framework for planning land use in the County until 2016. Although not yet adopted, this document provides the most recently published indication of the likely direction of future policies and therefore sets the most appropriate context for the study.
- 2.10 The Structure Plan has a strong focus on the principles of sustainable development, including the integration of land use and transport. With regards to transport, the Structure Plan's main objectives are to:
- ◆ Contribute towards a reduction in both the global and local environmental effects of road traffic; and
  - ◆ Minimise development on Greenfield land and the need to travel.
- 2.11 The main priorities for transport are:
- ◆ Making it easier to travel in and around urban and rural areas;
  - ◆ Locating development in areas which are accessible to services and jobs by walking, cycling and public transport; and
  - ◆ Improving the links between town and country.
- 2.12 There is strong reference to policies of the Gloucestershire LTP. Taken together, the Structure Plan and the LTP form a complementary set of policies to guide development across the County.

#### **Gloucestershire Local Transport Plan: Gloucestershire County Council 2000**

- 2.13 The Gloucestershire Local Transport Plan (LTP) reflects the County level interpretation of Central Government's 'new' agenda for transport (as defined in the 1998 White Paper) and sets out the strategies that the County Council will seek to implement from 2000 to 2005. The LTP replaces the Transport Policies and Programme (TPP) as the Local Authority's bid to Central Government for the funding

of transport schemes in the county and covers a far wider range of issues than the document that it replaces.

- 2.14 Following the definition of the County's transport problems and opportunities, the LTP outlines Gloucester's objectives for transport, which focus on improving and protecting the environment, accessibility, safety, and the economy as well as integrating land use and transportation. To achieve these aims the LTP contains several sets of strategies including:
- ◆ "Overarching Strategies", which cover issues such as: land use, social inclusion, health, rural transport, and economic development;
  - ◆ "Transport Topic Strategies", covering a wide range of areas including walking, cycling, public transport, travel awareness and parking;
  - ◆ "Local Area Strategies", including one for the Stroud Valleys Area, which is addressed later in the LTP; and
  - ◆ "Corridor strategies".
- 2.15 These are followed by an implementation programme which includes causal chains, aiming to demonstrate explicitly the linkages between policy, strategy development, implementation, and targets and monitoring.
- 2.16 This culminates in a vision for the County, which includes reducing car use in the long term, fostering growth in the number of journeys made by non-car modes, the provision of high quality public transport and safe travel using all modes of transport. It is hoped that such changes will assist in improving quality of life for residents, creating suitable access to all development via a more sustainable network and allowing continued growth of the economy.
- 2.17 The Stroud Valleys Area Strategy, one of several Local Area Strategies contained in chapter six of the Gloucestershire LTP, is of particular importance to this study due to its local area specific focus. Its objectives for the Stroud Valleys Area are as follows:
- ◆ To increase the proportion of journeys made by other modes of transport than the car;
  - ◆ To enhance the environment and improve the air quality of Stroud Town Centre;
  - ◆ To reduce transport related crime and fear of crime;
  - ◆ To promote the regeneration of Stroud Town Centre through improvements in accessibility for all modes;
  - ◆ To promote more efficient use of transport by commuters and businesses; and
  - ◆ To encourage modal shift (towards non-car modes) for district wide and local car journeys.
- 2.18 In order to assess and encourage progress toward these aims, work in the District's market towns will need to focus on identifying appropriate indicators and acting where issues are highlighted through healthchecking.

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**Stroud District Local Plan, Revised Deposit: Stroud District Council October 2000**

- 2.19 The Local Plan sets out Stroud District Council's policies and proposals for future development and land use in the district until 30<sup>th</sup> June 2011. It aims to provide a clear framework to allow co-ordination of infrastructure provision, set clear policies against which to assess development proposals, and control and balance the competing needs of development in a way that is in the long term public interest.
- 2.20 The 'Transport' chapter of the Plan aims to encourage the use of non-motorised transport and ensure accessibility of services by all modes is optimised. Policies aim to ensure that new development, where appropriate, caters adequately for pedestrians, cyclists and the disabled and is adequately serviced by public transport. It is stated that cycling and walking routes and networks should be safe, convenient and provide an attractive alternative to motorised transport. Furthermore, the Plan states that no new development should hinder current or proposed cycle routes or public transport links, including rail stations and former halts, which may be reopened to improve future accessibility.
- 2.21 High levels of car ownership and commuting within the district mean some urban areas are already facing traffic related problems. With current projected traffic growth suggesting that this congestion could increase significantly, there is a threat to both the local environment and the quality of life of local people, plus the risk that there will be further loss of confidence in the town centres of Stroud and Dursley. It is hoped that enforcement of the Plan's policies will help to reduce the threat of traffic congestion, minimise the need to travel and provide access to services via a wide choice of transport modes. General transport objectives are as follows:
- ◆ To help reduce the overall need to travel;
  - ◆ To help reduce the overall length and number of motorised journeys; and
  - ◆ To ensure development proposals provide for alternative means of travel, at an appropriate scale, to the private car.
- 2.22 Policy T1 deals with the Plan's general aim for transport, stating that development will only be permitted if it deals satisfactorily with the need to: minimise travel; provide access via a wide choice of transport modes with appropriate provision for the disabled; ensure layouts for development proposals be designed to encourage walking, cycling and the use of public transport; provide for traffic calming wherever possible; and provide for highway improvements and parking in accordance with the Council's guidelines.

**Stroud Rural Access Study (Final Report) January 2002: Halcrow Group Ltd for Stroud District Council**

- 2.23 DSC commissioned Halcrow Group Ltd. to undertake this study in 2001. The aim was to determine how the travel needs of those living in three clusters of rural parishes can be met, by establishing current transport provision, the requirements of parish groups and recommending strategies to solve current problems.
- 2.24 Consultation with local people and operators found that bus services were heavily subsidised, concentrated in certain areas and infrequent, with many parishes having no provision during the evening or on Sundays. Taxis were extremely expensive and

although initiatives such as voluntary car schemes did help, their operation periods were deemed to be limited and still very costly for some.

- 2.25 The report ends by outlining funding mechanisms available and a range of possible transport initiatives which could potentially provide appropriate solutions, such as flexible route bus services, demand responsive services, dial-a-ride and taxibus, some of which are now operational in the case study towns.
- 2.26 For many of these parishes, the Towns in this study provided their most direct access to essential services. The ongoing assessment of the quality of rural access represents an important element of the healthchecking process that this Market Towns Study informs. However, the focus of the Atkins study, as stated previously, has been agreed as being primarily town centre based. As such, only general links between town and rural areas are indicated, as opposed to detailed assessment. It is assumed that this level of detail would be more appropriately undertaken by the communities themselves as they have the benefit of intricate local knowledge.

### 3. Public Transport Analysis

3.1 This chapter provides an assessment of public transport provision and accessibility within the six case study towns: Berkeley; Dursley; Nailsworth; Stonehouse; Stroud; and Wotton-under-Edge. The assessment comprises an overview of public transport facilities in each of the towns, drawing on information collected from the walkover inventory surveys carried out on the 18<sup>th</sup> and 19<sup>th</sup> November 2003, plus bus timetable information. The information provided for each town should be read in conjunction with the details of relevant public transport policy and proposals affecting the local area provided towards the end of this chapter, which is concluded with a summary of key issues.

#### PUBLIC TRANSPORT FACILITIES AND SERVICES

3.2 The following is an overview of the public transport facilities including rail, taxi, public bus facilities and “on-demand” bus facilities in each of the six centres:

#### Berkeley

3.3 A map showing the public transport facilities and access issues in Berkeley can be seen in Figure 3.1.

#### Bus Services and Facilities

**Table 3.1 – Berkeley Bus Services**

Number	Operator	Route	Frequency
224	Mikes Travel	Dursley - Berkeley - Bristol	Monday to Friday - 0705 and 1625 (2 per day)
91A	Stagecoach in Gloucester	Gloucester - Berkeley - Dursley	2 Sunday services
A3	Applegates Coaches	Patchway - Berkeley - Dursley - Cheltenham - Moreton in Marsh	Second Tuesday in each month, staggered return service, bookings in advance
A34	Applegates Coaches	Lower Cam - Dursley - Berkeley - Bath	First Mon of every month, advance bookings to Bath only
B7	Beaumont Travel	Gloucester - Berkeley - Thornbury	Mon-Sat six times per day
Village Link - Blue	Beaumont Travel	Dursley - Berkeley / Slimbridge Areas	Mon-Sat 10 services per week, 3 fixed to Berkeley, rest require booking

3.4 Table 3.1 shows bus operations serving Berkeley. As can be seen there are few regular services, the exceptions being the 224 and B7. The 224 operates between Dursley and Bristol, allowing a return trip to Bristol on weekdays, whilst the B7 operates a sporadic service to Gloucester and Thornbury from Berkeley, although there are six return journeys to Dursley per day upon this route. A regular Stagecoach service operates twice on Sundays allowing a return trip from Berkeley to both Dursley and Gloucester.

- 3.5 A further regular service to Berkeley is provided 10 times per day, Monday to Saturday, by Village Link, which runs three on-demand bus services throughout the area requiring local residents to request a stop in the town by telephone in advance (although three fixed stops operate on this route per day during the AM and PM peak hours). Village Link is operated as a quality bus partnership between Gloucestershire County Council and Beaumont Travel. Berkeley is served by the “blue” route. Other routes are “red” and “yellow”.
- 3.6 Further “on-demand” services to Bath and Cheltenham are also available, offering return journeys to both towns once per month on a strictly pre-booked basis, operated by Applegate Coaches.
- 3.7 All services are provided by local operators, with the exception of the Sunday service - 91A - which is operated by Stagecoach.
- 3.8 Within the town centre boundary, as defined in the Local Plan, there are no specific bus facilities. A bus shelter exists in Salter Street opposite the Post Office, offering limited timetable information regarding services 224 and Village Link, but no seating.

#### *Taxi Facilities*

- 3.9 There are no specific taxi facilities in Berkeley.

#### *Rail Facilities*

- 3.10 There are no rail services available in the centre of Berkeley, the nearest station being Cam and Dursley, some five miles away to the north east.

## Dursley

3.11 An overview map of the public transport facilities in Dursley can be seen in Fig. 3.2.

### Bus Services and Facilities

**Table 3.2 – Dursley Bus Services**

Number	Operator	Route	Frequency
20	Stagecoach in the Cotswolds	Stroud - Stonehouse - Dursley – Uley	Every 20 minutes
224	Mikes Travel	Dursley - Berkeley – Bristol	Monday to Friday - 0705 and 1625 (2 per day)
210	Applegates Coaches	Highfields/Whiteway – Dursley – Cam and Dursley Station	Hourly
306	First Avon	Dursley – Wotton Under Edge	Mon-Sat 7 times per day (each direction)
62	Ebley Coach Services	Dursley - Nympsfield	1x return journey
91	Stagecoach in Gloucester	Gloucester - Dursley	Mon-Sat Hourly 0900-2300
91A	Stagecoach in Gloucester	Gloucester - (Berkeley) - Dursley	3 Sunday services
A3	Applegates Coaches	Patchway - Berkeley - Dursley - Cheltenham - Moreton in Marsh	second Tuesday in each month, staggered return service, bookings in advance
A34	Applegates Coaches	Lower Cam - Dursley - Berkeley - Bath	First Mon of every month, advance bookings to Bath only
Village Link - Blue	Beaumont Travel	Dursley - Berkeley / Slimbridge Areas	Mon-Sat 10 services, majority variable routes depending on bookings
Village Link - Yellow	Beaumont Travel	Dursley - Allingham - Gloucester	Mon-Sat 1 return service (incorporating red service)

3.12 There are a number of both local and regional services operating from and through Dursley. There is a regular service between Stroud, Stonehouse, Dursley and Uley (the no. 20 provided by Stagecoach) operating approximately every 20 minutes, with further hourly services to Gloucester (91 – operating as the 91A via Berkeley on Sundays) and an hourly rail link service between Highfields/Whiteway, Dursley and Cam and Dursley Station (210). The 306, operated by First Avon, also provides a regular service to Wotton-Under-Edge and back seven times per day.

3.13 Mike’s Travel provides a commuter service to Bristol (via Berkeley) that operates once per day, leaving in the morning and returning in the evening. Ebley’s Coaches operate a twice daily trip to Nympsfield and Stroud (no. 35) and a further daily return journey to Nympsfield (62), both of which run from Monday to Friday.

3.14 The remaining routes serving Dursley operate on an on-demand service: the A3, A34 and Village Link Blue services also serve Berkeley and have been described

previously (in para. 3.5), whilst the Village Link Yellow provides a daily service between the Dursley, Allingham and Gloucester areas.

3.15 The main bus facility in Dursley is the May Lane Bus Station to the south-west of the town centre. Here there are two large shelters with seating and three marked bus bays with some unspecified parking. Services 20, 35, 62, 91, 91A, 224, 306 and A3 have timetable information pointing this location. There is another request bus stop on May Lane however this has no passenger facilities at all. There are two stops serving both directions along the A3195 Castle Street to the north of the main shopping area: the eastbound facility has a shelter, seating and timetable information for the 35 and 20 services, whilst the westbound facility is marked simply by a timetable with information relating to services 35, 20, 62, 210 and 224. There is a further bus stop on Kingshill Road close to the junction and pedestrian precinct.

3.16 Dursley town centre is well serviced by both a bus station on the edge of the town centre and a number of stops within close walking distance to the commercial area. The services offered appear adequate for the area it serves provided users have easy access to timetable information, although the evening services and services to larger settlements are few and infrequent.

#### *Coach Facilities*

3.17 There is a large coach bay on the bend on Castle Street close to the May Lane and Kingshill Road junction. Although there may be certain safety issues with this being on a bend on a busy road, it is well located to serve the town and nearby leisure centre.

#### *Taxi Facilities*

3.18 There are no apparent taxi facilities in Dursley.

#### *Rail Facilities*

3.19 Dursley is served by the Cam and Dursley Rail Station, which is situated 2.3 miles to the north of the town centre on the A4135. Opened in 1994 on the Bristol – Gloucester mainline, Cam and Dursley station offers services to Bath, Bristol, Birmingham, Cheltenham, Gloucester and London Paddington. There are ten services per day serving Cam and Dursley between Bristol and Gloucester and 13 between Gloucester and Bristol. These operate hourly at peak times and every two hours during the day Mondays to Saturdays.

3.20 The station has a number of bus routes serving the local area which provide a degree of integrated public transport. The 210 service operates to and from Dursley, where passengers for the other five study towns have to change. This service is tied in with train services to Bristol and Gloucester, with buses timetabled to arrive/depart within 15 minutes of the train. The timetable indicates that the service is flexible to a degree - if trains are delayed, the bus will wait for up to five minutes after the advertised departure time in an attempt to maintain interchange opportunities.

## Nailsworth

3.21 Public transport access and facilities can be seen in Fig.3.3.

### Bus Facilities

**Table 3.3 – Nailsworth Bus Services**

Number	Operator	Route	Frequency
269	Andybus	Forest Green - Nailsworth - Tetbury - Malmesbury	Thurs and Sat, 2 hourly three times per day from 0950 to 1350
40	Stagecoach in the Cotswolds	Stroud - Nailsworth - Wotton-Under-Edge	Mon-Sat 8.25-17.25 every 2 hours
46	Stagecoach in the Cotswolds	Cheltenham - Brockworth - Stroud - Nailsworth - Forest Green	Mon-Sat hourly
61	Cotswold Experience	Nailsworth to Shortwood	Mon-Tue-Fri 3 trips
61B	Cotswold Experience	Nailsworth to Pinfarthings	Mon and Wed 1 trip
62	Ebley Coach Services	Minchinhampton - Nailsworth - Dursley	Mon to Fri 3 trips
628	Stagecoach in the Cotswolds	Stroud - Nailsworth - Yate - Bath	Mon-Sat approx hourly
93	Stagecoach in the Cotswolds	Gloucester - Stroud - Nailsworth - Forest Green	Mon-Sat every 30-40 mins from 0540 to 2010
T4	Stagecoach in the Cotswolds	Minchinhampton to Stroud (Tesco)	Tues (Shop Service) 1 trip

3.22 Nailsworth is well connected by bus services with Stagecoach in the Cotswolds operating 2-4 services per hour to Stroud (more in the peak hours), with a Bath service each hour, a Cheltenham service each hour and a service to Gloucester operating every 30 to 40 minutes.

3.23 There are also a number of local services: Andybus operates a local service on Thursdays and Saturdays between Forest Green and Malmesbury. Cotswold Experience operates services to Shortwood three times per week and Pinfarthings once per week. Ebley Coach Services operates a service to Minchinhampton and Dursley, which runs three times per day.

3.24 Bus facilities within the centre are concentrated at the Bus Station, which is in a central location and offers two seated shelters, public conveniences and timetables for services 40, 46, 93, 628, 61, 61A, 61B, 61C, 62, 62B, 67 and 269.

### Taxi Facilities

3.25 There are no specific taxi facilities in Nailsworth.

**Rail Facilities**

- 3.26 There are no rail services available in Nailsworth. The nearest station is Stroud, approximately 4 miles away.

**Stonehouse**

- 3.27 Public Transport facilities for Stonehouse can be seen in Figure 3.4.

**Bus Services and Facilities****Table 3.4 – Stonehouse Bus Services**

Number	Operator	Route	Frequency
14	Stagecoach in the Cotswolds	Stroud - The Stanleys - Stonehouse - Gloucester	Hourly both ways
19	Cotswold Experience	Stroud - Stonehouse - Standish Hospital	No service on Thursdays and Sundays, 2 services per day at 2pm and 4pm
20	Stagecoach in the Cotswolds	Stroud - Stonehouse - Dursley - Uley	Every 20 minutes
208	Beaumont Travel	Upper Cam - Stonehouse - Gloucester	Tuesday and Thursday only – 2 services: 0925 and 1330
242	Beaumont Travel	Arlingham - Stonehouse - Stroud	Friday 0935 returning 1235
Village Link - Red	Beaumont Travel	Stonehouse - Arlingham - Quedgeley	2 return services per day
T 2	Stagecoach in the Cotswolds	Stonehouse to Stroud (Tesco)	Mon and Wed (shop service) 1 trip

- 3.28 Stonehouse is well serviced by bus routes with four buses per hour to Stroud operated by Stagecoach and an hourly Gloucester service. Local operators include: Cotswold Experience, which runs a twice daily service to Standish Hospital (except Thursdays and Sundays); and Beaumont Travel, which operates return services between Upper Cam and Gloucester on Tuesday and Thursday, and between Arlingham and Stroud each Friday. Beaumont also operates the Village Link Red Route, which serves Stonehouse.
- 3.29 Bus facilities appear adequate in Stonehouse, with bus stops serving both directions at either end of the commercial core. Each of these stops has shelters, timetables and low floor access. The stops at the southern end of the High Street have lay-bys.

**Taxi Facilities**

- 3.30 There is a designated space for one taxi along the High Street located adjacent to the Police Station, opposite the Co-op, although this was observed during the walkover surveys as being frequently misused for parking by private vehicles.

### Rail Facilities

- 3.31 Stonehouse has its own station to the east of the centre. This is on the Paddington to Cheltenham line, offering intercity services to both destinations at least once per hour throughout the week.

### Stroud

- 3.32 The public transport inventory for Stroud can be seen in Fig.3.5.

### Bus Services and Facilities

**Table 3.5 – Stroud Bus Services**

Number	Operator	Route	Frequency
14	Stagecoach in the Cotswolds	Stroud - The Stanleys - Stonehouse - Gloucester	Hourly both ways between 0625 and 2145
14b	Stagecoach in the Cotswolds	Stroud - Gloucester	Sundays only approx every 2 hours
19	Cotswold Experience	Stroud - Stonehouse - Standish Hospital	No service on Thursdays and Sundays, 2 services per day at 2pm and 4pm
20	Stagecoach in the Cotswolds	Stroud - Stonehouse - Dursley - Uley	Every 20 minutes
23A	Cotswold Experience	Stroud - Miserden - Cheltenham	Thursday 0900 and 1300 (similar times in opp direction)
23B	Cotswold Experience	Stroud - Miserden - Cranham - Stroud Circular	Friday 0900 and 1300 (similar times in opp direction)
242	Beaumont Travel	Arlingham - Stonehouse - Stroud	Friday 0935 returning 1235
25	Cotswold Experience	Stroud - Summer Street - Bisley - Oakridge	Mon - Fri 6 times per day; Sat 2/3 times per day
26	Stagecoach in the Cotswolds	Stroud - Eastcombe - France Lynch - Brownhill	Mon - Sat, hourly between 0620 and 1840
27	Cotswold Experience	Stroud - The Bourne - Bowbridge - Stroud	Tue, Wed, Thu, Fri once per day between 1000 and 1240
30	Cotswold Experience	Stroud - Randwick - Ruscombe - Stroud	Mon - Fri every 2-3 hours 0750 to 1740 - Saturday 3 times per day 0845 to 1415
35	Ebley Coach Services	Dursley - Nympsfield - Stroud	Mon-Fri (2x per day) 1x return journey
36 (8/8a)	Stagecoach in the Cotswolds	Stroud - Kingscourt	Mon-Sat hourly return journeys 0810-1815
37	Stagecoach in the Cotswolds	Stroud - Cashes Green - Stroud	Mon-Sat 0700-1820 every 15 mins
40	Stagecoach in the Cotswolds	Stroud - Nailsworth - Wotton-Under-Edge	Mon-Sat 08.25-17.25 every 2 hours

Number	Operator	Route	Frequency
46	Stagecoach in the Cotswolds	Cheltenham – Brockworth – Stroud – Nailsworth – Forest Green	Mon-Sat hourly
54	Stagecoach in the Cotswolds	Stroud – Chalford – Cirencester	Mon-Sat hourly
67	Cotswold Experience	Stroud to Woodchester	2 trips per day
628	Stagecoach in the Cotswolds	Stroud - Nailsworth - Yate - Bath	Mon-Sat approx hourly
8	Stagecoach in the Cotswolds	Stroud - Mason Road / Uplands	Mon-Sat hourly 0740-1740
8a	Stagecoach in the Cotswolds	Stroud - Mason Road / Uplands	Mon-Fri hourly 0810-1815, Sat 1010-1410
92	Stagecoach in the Cotswolds	Gloucester - Stroud - Brimscombe - Minchinhampton - Tetbury	Mon- Fri hourly (0625-1905) Sat hourly (0710-1905)
92a	Stagecoach in the Cotswolds	Gloucester - Stroud - Brimscombe - Amberley - Minchinhampton	Mon - Sat, hourly between 0620 and 1840
93	Stagecoach in the Cotswolds	Gloucester - Stroud - Nailsworth - Forest Green	Mon-Sat every 30-40 mins from 0540 to 2010

- 3.33 As the main centre serving the district, Stroud has a number of bus routes covering a wide area, most of which operate out of the Stagecoach owned Stroud Valleys Bus Station adjacent to the Merrywalks shopping centre. Stagecoach in the Cotswolds is the predominant operator with services to Gloucester, Bath and Cheltenham, as well as services catering for local settlements (such as Nailsworth, Dursley and Wotton-under-Edge). Cotswold Experience also offer a number of services almost exclusively covering nearby settlements, although these are not as regular as most operated by Stagecoach (and offer less services throughout the day than those offered by Stagecoach).
- 3.34 Most services finish in the early evening with the latest service (14 to Gloucester) leaving Stroud Bus Station at 2145 and returning at 2245. The majority of vehicles used for the local services are minibuses with around 35 seats, although double-deckers are still used for longer journeys.
- 3.35 Virtually all Stroud services operate via the Bus Station, which is poor aesthetically and, although it offers shelter, there is no seating, no low floor access, limited timetable information and poor lighting at night. There are a few further bus stops located within and in close proximity to the town centre, with a series of request stops along Cornhill/Parliament Street covering services 19, 23, 25, 27, 30 and 67 in both directions. There are no shelters at any of these stops and only timetable information at one (which includes a speaking information point). There are further request stops on Ryeleaze Road for the 8 and 8a town services, as well as along Russell Street for the no.67, which runs only twice per day.

- 3.36 Although services in Stroud are fair, facilities are very poor. There are few stops to the south of the town, forcing passengers to start their journeys at the bus station which is difficult to access and unpleasant to wait in. There is no real time information or low floor access, which are features that are becoming standard throughout the UK.
- 3.37 *It should be noted that since the completion of the survey work, new timetables have been issued (20.01.04). The implications of changes to the overall level of provision are summarised in the Appendix of the Stroud Data Compendium that supplements this report.*

#### Taxi Facilities

- 3.38 There is a large taxi rank outside Woolworths on Rowcroft. There are ten spaces for taxis at this location, including a taxi only queuing area along Rowcroft Retreat with space for six vehicles. There are a further four taxi spaces adjacent to the station and space for three or four taxis on the London Road rank, outside the cinema.

#### Rail Facilities

- 3.39 There are mainline rail services at Stroud Rail Station to the south-west of the town centre with regular departures to Cheltenham, Gloucester and London Paddington. The station is managed by Wessex Trains and facilities are standard with a seating area and manned ticket office during busy periods. There are no public transport interchange facilities currently operating at the station.

#### Wotton-Under-Edge

- 3.40 Public Transport facilities for Wotton-under-Edge can be seen in Fig.3.6

#### Bus Services and Facilities

**Table 3.6 – Bus Services in Wotton-Under-Edge**

Number	Operator	Route	Frequency
288	Cotswold Experience	Hail and Ride – Wotton Hopper (to North Nibley, Coombe and Bearlands and Kingswood)	Tuesday and Friday 3 times per day
288	Cotswold Experience	Wotton Hopper to Hillesley and Tresham	Tuesday and Friday 2 times per day
306	First Avon	Dursley – Wotton Under Edge	Mon-Sat 7 times per day (each direction)
309/310	First Avon	Wotton-Under-Edge – Thornbury – Bristol	Mon-Fri (7 times per day each direction) Sat (6x)
626	South Gloucestershire Bus and Coach	Wotton-Under-Edge – Charfield – Bristol	Mon-Fri 1xAM and 2xPM
40	Stagecoach in the Cotswolds	Stroud – Nailsworth – Wotton-Under-Edge	Mon-Sat 8.25-17.25 every 2 hours
621/623/627	South Gloucestershire Bus and Coach	Yate – Wotton-Under-Edge	Mon-Fri approx every 40-45 mins 7.30-6.30

Number	Operator	Route	Frequency
M1	Mikes Travel	Thornbury - Wotton-Under-Edge - Gloucester	Mon-Sat once daily (variable stops)
423	South Gloucestershire Bus and Coach	Yate to Wotton Under Edge	Mon to Fri (1 trip)
427	South Gloucestershire Bus and Coach	Yate to Wotton Under Edge	Mon to Fri (4 trips)

- 3.41 Wotton-Under-Edge has an adequate bus service, with seven regular bus services to Bristol per day, operated by First Avon, and a daily service to Gloucester. South Gloucestershire Bus and Coach run a regular service to and from Yate (621/623/627) as well as two trips per day to Bristol and Thornbury. There is a service every two hours to Nailsworth and Stroud (operated by Stagecoach) and a First Avon service to Dursley, which operates seven times per day. Several services operated by South Gloucestershire Bus and Coach operate between Wotton-under-Edge and Yate.
- 3.42 The Wotton Hopper (service 288) is a relatively new initiative set up to provide a twice a week service to Wotton-under-Edge and its surrounding villages which have no other bus service. It is operated by Cotswold Experience and receives funding in the form of the Countryside Agency's Parish Transport Grant scheme (information is available at <http://www.countryside.gov.uk/EssentialServices/Transport/index.asp>). Passengers "hail and ride" at any point along its route.
- 3.43 There are few bus facilities in Wotton-under-Edge. The Wotton Hopper has a designated stop in the town centre adjacent to the post office along Long Street (the only bus stop within the shopping area). Further bus stops are located on Bear Street and Haw Street with few facilities and there is a bus stop along Old Town with a brick shelter and timetable for services 40 and 427.

#### *Taxi Facilities*

- 3.44 There is an allocated space for two taxis outside the entrance to the Co-op supermarket on Long Street.

#### *Rail Facilities*

- 3.45 There are no rail services available in Wotton-Under-Edge. The nearest station is approximately five miles away at Cam and Dursley although there is no direct bus route. There are, however, regular buses to Yate Rail Station, which is approximately 10 miles away.

### **PUBLIC TRANSPORT POLICY ANALYSIS**

#### **Gloucestershire Local Transport Plan**

- 3.46 The main objectives regarding public transport in the Stroud Valleys Area contained in the Gloucestershire Local Transport Plan are as follows:
- ◆ To ensure transport is available to enable people with mobility handicaps to make essential journeys;

- ◆ To integrate public transport services within the district; and
- ◆ To encourage modal shift (towards non-car modes) for district-wide and local car journeys.

*Problems identified in the survey are as follows:*

- ◆ The bus network shows a lack of orbital routes connecting the peripheral main towns and villages;
- ◆ General lack of shelters or continuity of bus shelters throughout the area; and
- ◆ Poor interchange between bus and rail.

*Opportunities are:*

- ◆ The former Stonehouse (West) railway station is being considered for re-opening; and
- ◆ An improved level of service is proposed for rail journeys from Stroud.

*The Public Transport Strategy states that measures are to include:*

- ◆ Wholesale improvements to the bus infrastructure, such as bus shelters, raised kerbs and construction of new shelters;
- ◆ Provision of detailed passenger information through notices and timetables at every bus stop;
- ◆ Provision of an improved corridor with 'bus stop clearways' from Stroud town centre towards the east, via Parliament Street;
- ◆ Development of quality bus partnerships to develop the local bus network;
- ◆ Improvements to the access roads to the railway station by removing parking along Station Road and Cheapside; and
- ◆ Providing an attractive rail and bus interchange at Stroud railway station which will greatly improve the attractiveness of alternatives to car use.

3.47 Although many of these measures refer only to Stroud, their principles are applicable to other towns in the study. If such measures were to go ahead, public transport in the District would be improved as a whole and consequently benefit all towns in the study area.

*Implementation*

3.48 The capital programme for the year 2000/2001 allocated £425,000 to the Stroud Valleys Area Strategy as a whole. Of this, £10,000 was to be spent on starting to upgrade bus stops with further amounts available in following years.

3.49 For the period 2001/2 to 2005/6, the Gloucestershire LTP will bid for £607,000 to go towards public transport improvements in the area. As this money is not guaranteed, there is no specific reference as to how this will be spent. However, the Strategy indicates a desire to increase the amount of public transport.

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### Stroud District Local Plan

- 3.50 Stroud District Local Plan sets out the Council's policies and proposals for future development and land use in the district until 30<sup>th</sup> June 2011. Once adopted, the Plan's policies will be used to assess any development proposals within the district, including those for transportation.

#### *Objectives*

- 3.51 With regard to public transport, the Local Plan's main objectives are to ensure that uses generating large numbers of trips are located in places which are/have the potential to be served by public transport, and to improve the integration and interchange facilities of different modes of public transport.

#### *Strategy and Implementation*

- 3.52 To achieve these objectives, the Plan contains several policies and initiatives, including:
- ◆ *Policy T6* – which states that where appropriate, development proposals should cater for the needs of bus and taxi operators, to encourage operational efficiency, maximise bus passenger traffic and include ancillary facilities such as shelters;
  - ◆ *Proposal T7* – refers to the allocation of land between Stroud Railway Station and London Road for access and provision of a Transport Interchange (to include a dedicated lane for buses, taxis, pedestrians and cyclists; bus stopping space for around seven buses; secure under-cover cycle parking; and provision for disabled parking and taxis);
  - ◆ *Policy T8* – which supports the opening/re-opening of passenger rail stations and halts, as well as the provision of rail freight facilities where feasibility studies are completed to identify acceptable sites; and
  - ◆ *Policy T9* – This will prevent development which would result in the loss of land or facilities necessary for the efficient operation of existing rail stations or the provision of re-opened stations/halts.
- 3.53 The Council is very keen to re-open rail facilities within the District. As indicated in the plan, consideration is being given to the provision of a new passenger station at Hunts Grove. The Plan also contains proposals for the re-opening of the Stonehouse Station on the Bristol line, and of the Ebley halt, to ease congestion and allow short journeys to Stroud Town Centre.
- 3.54 The Plan also highlights opportunities to re-open old halts along the Cheltenham to London line (which has stations at Stroud and Stonehouse), and to develop further stations along the Cheltenham to Bristol line at Stonehouse and at Charfield.
- 3.55 Communities should ensure that they remain informed of progress in relation to these proposals as the Town Action Plans are developed, as they may have strategic implications.

### *Other Initiatives*

- 3.56 The Stroud District Ring and Ride and the Stroud Voluntary Car Service are both run by members of Stroud Volunteer Centre, for elderly, frail, housebound and disabled people living in Stroud and the surrounding district.
- 3.57 The service can be used for trips to doctors, hairdressers, day centres, visiting relatives in hospital etc. as well as hospital appointments in the Stroud District (including Standish and Berkeley) by people who are not entitled to an Ambulance Service or Hospital Car Service. Although the Voluntary Car Scheme appears to accept a wider variety of trips than the Ring and Ride Service, at least two working days notice are required when requesting the service, rather than the “as much notice as possible” asked for by the Ring and Ride. Both services operate between 9.30am and 1pm Monday to Friday and allow bookings to be made during these times.
- 3.58 Transport for the Ring and Ride Service comes from five minibuses with tail lifts and two modified estate cars, whilst volunteers use their own cars for the Volunteer Car Service. The minimum charge for both services is £2, with an extra cost of 37p per mile after the first two miles for the Voluntary Car Service, however fares are reviewed annually to try and keep them as low as possible.

### **PUBLIC TRANSPORT ACCESSIBILITY – EMERGING ISSUES**

- 3.59 From the evidence presented in this chapter, we can identify the following issues as being emergent with regard to public transport accessibility within the six towns:
- ◆ Although bus services appear adequate over the course of a week, there is need for improvement in certain areas, potentially through consolidation of routes and improving services to more remote towns (i.e. Wotton-under-Edge and Berkeley);
  - ◆ The provision of innovative rural bus partnerships should be expanded and improved. The Village Link and Wotton Hopper both appear to be successful examples of on-demand services, well suited to improving rural access;
  - ◆ Bus infrastructure facilities in all towns are generally poor and in need of improvements. Bus shelters are predominantly in poor condition in all towns with little seating, limited timetable information, and no real time information. There are raised kerbs at bus stops in Stonehouse, but this is not the case in the other town centres. Facilities are notably poor in Berkeley and Wotton-Under-Edge;
  - ◆ There is a need to improve Bus and Train Station facilities and interchange capabilities in Stroud. The current bus station is of poor environmental quality with few facilities. A bus station/rail interchange is supported by local policy and should be promoted;
  - ◆ Rail network enhancements are supported by local policy. The re-opening of halts and improvements to services should be fully promoted along with a bus interchange.

## 4. Vehicular Accessibility

- 4.1 This chapter provides an analysis of the vehicular accessibility of each of the market towns commencing with an analysis of vehicular access based on the surveys carried out. This examines routes, access restrictions, on and off street car parking, parking restrictions and servicing. The chapter is completed by a consideration of local policy in relation to vehicular accessibility/facilities and a summary identifying issues emerging from the assessment.

### ACCESS ANALYSIS

#### Berkeley

- 4.2 An inventory of vehicular access, parking and traffic orders for Berkeley can be seen in Fig.4.1.

#### Routes

- 4.3 The main vehicular route into Berkeley is from the A38 onto the B4066. Berkeley is bisected by unclassified roads which meet in the town centre. Marybrock Street/High Street run in a north/south direction, whilst Canonbury Street/Salter Street run east/west. The majority of visiting traffic is directed in and out of the town from the B4066 along Canonbury Street. Due to the River Severn there is a no through route to the west of Berkeley although access remains to the decommissioned Berkeley Power Station. Access to the town from Ham in the south is along High Street, whilst access from nearby settlements in the north such as Sharpness, Newtown and Wanswell is along Marybrock Street.
- 4.4 The majority of through traffic flows along Cannonbury Street and is directed right in front of the Town Hall along Marybrock Street (and vice versa). Frequent U-turns were observed to occur in front of the Town Hall for vehicles visiting the town only.
- 4.5 Berkeley is close to the national network, being approximately 1.5 miles from the A38 and 4.3 miles from junction 13 of the M5.

#### Access Restrictions

- 4.6 There are no apparent access restrictions within the town.

#### Off Street Parking

- 4.7 There are two small public car parks in Berkeley, both operated by Stroud District Council. These are located outside of the town centre boundary to the north and are accessed along Marybrock Street. Both are free, have in the region of 30 spaces and have a 23 hour limit and a weight restriction of 3.5 tonnes (although it is unclear whether these restrictions are policed).
- 4.8 There is a large private car park serving the hospital and various other smaller parking areas serving private premises.

### *On Street Parking*

- 4.9 There are a number of spaces for on-street parking around the Market Place. The northern side has restricted parking spaces consisting of approximately eight bays and six spaces. This places a 1 hour limit on stay with no return within two hours; however it is unlikely that this is enforced. To the west of here along Canonbury Street are a number of unrestricted spaces, mainly used by residents. Salter Street to the South, between High Street and Coach Close, is entirely unrestricted.

### *Traffic Orders and Restrictions*

- 4.10 There is “No Waiting” (double yellow) along the High Street, part of Salter Street and all of Marybrock Street. There is “No Waiting” (single yellow) along most of Canonbury Street between 8.00am and 6.30pm.

### *Servicing*

- 4.11 There are no designated servicing areas in Berkeley. Servicing is carried out on street.

### **Dursley**

- 4.12 An inventory of vehicular access, parking and restrictions can be seen in Fig.4.2.

### *Routes*

- 4.13 Dursley town centre is located on the A4135, which passes through the town in a north-westerly direction. Most vehicular traffic will therefore access the town via this road. There are minor roads feeding the town from the south-west and north-east, which serve local traffic to nearby villages and hamlets.

- 4.14 Dursley is 4.7 miles from Junction 13 of the M5.

### *Access Restrictions*

- 4.15 The central shopping street, Parsonage Street, is pedestrianised except for deliveries, for which a one-way system is in place – delivery vehicles are permitted to enter from the junction with Kingshill Road and must leave at the Town Hall end. Traffic is restricted from circulating to the south of the Town Hall from Silver Street and the A4135 is directed to the north.

### *Off Street Parking*

- 4.16 There is an adequate supply of off-street public car parking, with both short stay and long stay car parks close to the swimming pool to the north of the town centre. Both of the car parks are run by Stroud District Council (SDC) and parking is free. The short stay car park is immediately adjacent to the swimming pool and is limited to a maximum two hour stay. There are approximately 70 spaces and one disabled bay. The long stay car park is larger than the short stay, although it is located further from the town – there are approximately 130 spaces with a parking time limit of 23 hours. Access for both is via a minor road from Castle Street, adjacent to the fire station.

- 4.17 There is another public car park directly to the south of the SDC short stay car park, between Castle Street and the rear of shops on Parsonage Street. There is no signage to indicate ownership or restrictions. Adjacent to this are three disabled bays, which are in very close proximity to the shopping area.
- 4.18 There are several private car parks in the centre. One is between Castle Street and the rear of buildings on Parsonage Street providing space for approximately 12 cars. Tomlinson and Harris Solicitors has a car park accessed from May Lane. The British Legion Club has private parking adjacent to the Bus Station.

#### *On Street Parking*

- 4.19 There is very little on-street parking in Dursley – provision comprises three spaces on the northern side of Silver Street, six spaces in the access road off Castle Street and approximately six spaces in the lower part of Kingshill Road. These are all limited to a one hour stay with no return within 1 hour after leaving, enforceable between 8am and 6.30pm (with the exception of Silver Street, which is only limited until 6pm).

#### *Traffic Orders and Restrictions*

- 4.20 All streets with vehicle access have “no waiting at anytime” restrictions, apart from the parking spaces described in paragraph 4.17.

#### *Servicing*

- 4.21 All servicing is carried out on-street, with the exception of Somerfield – the store has a dedicated service area to the rear of the store, accessed from May Lane. There is a loading bay in front of the Town Hall.

#### **Nailsworth**

- 4.22 Vehicular access, parking and restrictions can be seen in Fig.4.3.

#### *Routes*

- 4.23 Nailsworth town centre is bisected by the A46, which causes a degree of severance within the town. The A46 brings in the majority of traffic from both a northerly (Stroud) and southerly direction (Bath). Settlements to the south west of the town, such as Dursley and Wotton-under-Edge, are linked to Nailsworth via the B4058, whilst access from the south east is provided via the B4014. Unclassified roads enter Nailsworth from Nympsfield and Minchinhampton.

- 4.24 Nailsworth is 6.2 miles from Junction 13 of the M5

#### *Access Restrictions*

- 4.25 There are one-way systems in operation along Market Street and Church Street, preventing traffic turning onto the A46 Fountain Street.

### *Off Street Parking*

- 4.26 There is a reasonable supply of off-street parking, although this appears to be operating close to capacity at busy times. On the western side of Old Market there is a car park, containing approximately 20 short stay and 30 long stay spaces. This is operated by SDC and has parking time limits of two hours and 23 hours respectively. There is another SDC owned car park to the east of Old Market, which incorporates parking to the rear of the parade of shops next to the bus station. This car park has a four hour limit and includes three disabled spaces, two of which have direct pedestrian access onto Market Street. There are a further 12 spaces in the Bus Station and 18 bays at the Northern end of Old Market – both of these parking areas are controlled by SDC and have a two hour limit. All car parks are free of charge.
- 4.27 Somerfield provides a large shoppers car park to the east of the town, accessed from George Street. This offers two hours free parking to its customers. The new Tesco convenience store on Old Market also provides customer parking.

### *On Street Parking*

- 4.28 There is a degree of on-street parking in the town centre: there are areas along Old Market, on both sides of the street adjacent to the Police Station and outside the row of shops at the southern end of the street all with a waiting limit of 30 minutes and no return within 30 minutes after leaving; and there is some unrestricted on-street parking at the northern end.
- 4.29 There are four spaces on Fountain Street set aside from the main carriageway in a lay-by. These have a waiting limit of one hour with no return within an hour of leaving. There are a further four spaces in front of the Lloyds Bank which are unrestricted. Illegal parking issues were observed opposite the bank on Tabram's Pitch involving users of the bank and nearby shops stopping on double yellow lines.

### *Traffic Orders and Restrictions*

- 4.30 There are “No Waiting” restrictions on Fountain Street, George Street, Tabram's Pitch, Spring Hill, Butchers Hill Lane and part of the southern end of Old Market. Old Market and Market Street have “No Waiting” restrictions between 8am and 6.30pm.

### *Servicing*

- 4.31 Most servicing is done on-street, particularly in the older units to the east of the town. Many of the units along Old Market have rear servicing and Somerfield has a dedicated service area.

### **Stonehouse**

- 4.32 The vehicular access, parking and restrictions for Stonehouse are illustrated in Fig.4.4.

### *Routes*

- 4.33 Stonehouse town centre is linear and therefore only has two routes in and out along the B4008 High Street from Gloucester Road, Old Ends Lane to the north and Bath

Road to the south. Access from the A419 (M5/Stroud link road) is achievable from both ends.

- 4.34 Stonehouse is very close to the motorway network with Junction 13 of the M5 1.8 miles away from the town centre via road.

#### *Access Restrictions*

- 4.35 Access into the town centre is straightforward with no access restrictions. Regent Street to the south of the town has been made a no-through route that would otherwise link with the A419.

#### *Off-Street Parking*

- 4.36 There is a large Pay and Display car park at the northern end of the town operated by Stroud District Council charging 10p for up to one hour, 20p for up to two hours, 30p for up to three hours and £1.50 for over five hours. The car park has approximately 90 spaces. Adjacent to the Pay and Display Car Park is the car park for the Health Centre which has seven spaces, yet 14 cars were parked there when the walkover survey was undertaken.
- 4.37 The Co-op has a customer car park with 29 spaces and two disabled bays. Natwest has a customer car park accommodating 14 cars to its rear, HSBC has three spaces. There is a private car park for the offices at Elgin Mall. The adjacent Woolpack Pub also has a patron's car park.

#### *On-Street Parking*

- 4.38 There is a small supply of limited waiting parking along High Street on both sides of the road, with space for approximately 25 cars. There are a further five limited waiting spaces along Queens Road next to the Post Office. Waiting is limited to one hour between 8am and 6pm at each of these locations.
- 4.39 There are four allocated on-street disabled spaces in Stonehouse. Two outside the Post Office and two outside World Choice travel agents at the northern end of the town. There is also a disabled space on the pavement outside the Police Station. The Post Office, Police Station and Duty Solicitors all have private car parks to their rear.

#### *Traffic Orders and Restrictions*

- 4.40 No-Waiting zones between 8am and 6pm exist along High Street from Threshers to the Woolpack Inn. Past these points are "No-Waiting at Anytime" restrictions.

#### *Servicing*

- 4.41 Only Co-op has a designated servicing area. All other servicing is carried out on-street.

## Stroud

- 4.42 Access routes, vehicular access and restrictions for Stroud are illustrated in Fig.4.5.

### *Routes*

- 4.43 A number of main routes serve Stroud. The A46 provides the main routes in from the north (Cheltenham) and south (Bath), whilst the A419 provides linkage from the east (Cirencester) and west (M5). Other routes serving Stroud include the B4066 from the south west (Dursley), the B4070 from the north-east (Little Witcombe) and the B4008 (M5 jct12). Junction 12 of the M5 is 4.45 miles away.
- 4.44 Routes around the town centre are concentrated to the eastern side with the A46 Merrywalks and the A419 Doctor Newton Way as primary distributor roads for the town centre. London Road and Cornhill act as the secondary town centre distributor roads to the South, and the B4070 Slad Road provides access from the North West.

### *Access Restrictions and Traffic Orders*

- 4.45 There are a number of access restrictions in and around Stroud town centre, which is partially pedestrianised and also has areas of pedestrian priority. Streets allocated as Pedestrian Priority Zones (i.e. – loading only) include: High Street; Kendrick Street; Bedford Street (around the Subscription Rooms), Shambles, Union Street; John Street; Swan Street; and Threadneedle Street.
- 4.46 King Street is pedestrianised for most of the day with no vehicles allowed except for loading before 9am and after 5pm, however in practice the street tends to have the feel of pedestrian priority throughout the evenings as well. This is enforced with a barrier at the junction with High Street. When loading is allowed, a one-way system is in place with vehicles directed from Gloucester Street down to the junction with George Street.
- 4.47 All vehicles are banned from High Street between 2pm and 6pm, whilst loading is allowed by lorries between midnight and 2pm, and between 6pm and midnight Monday to Friday. A one-way system for service vehicles is in place, which directs them from Gloucester Street and around to Kendrick Street. The lower end of High Street (past the junction with Kendrick Street) is two-way and loading is not permitted between 9am and 5pm on Saturdays and Sundays. There is a turning area at the bottom of the High Street for delivery vehicles.
- 4.48 The lower end of Kendrick Street is two-way for access although it is designated for loading only. This appears to be frequently breached. A one-way gyratory exists for delivery vehicles encompassing Threadneedle Street, Union Street and John Street which is covered by the above order. The Shambles, Swan Street and the lower end of Union Street are all pedestrian only, although can be used to access properties for deliveries.
- 4.49 A one-way system is in place along Gloucester Street and Lansdown providing access to the northern part of the town centre for any vehicles. London Road is one-way from its roundabout with Cornhill and a gyratory exists encompassing Rowcroft (from its junction with Russell Street), George Street and Russell Street (from its junction with London Road). Rowcroft Retreat is designated as Taxis and

Pedestrians only from the Merrywalks service area and a one-way system operates for these taxis.

### *On-Street Parking*

- 4.50 There is a limited supply of on-street parking around Stroud town centre, all of which is restricted by traffic orders. There are approximately 10 spaces along Gloucester Street on the western side. This is covered by a No-Waiting zone between 7.30 am and 8.30pm. However, between 9am and 4.30pm parking is permitted, restricted to a 30 minute wait, with no return within 30 minutes. This order is in place Monday to Saturday.
- 4.51 On-street parking is also available along Lansdown with approximately 10 spaces where a 2 hour wait is permitted with no return within 2 hours of leaving. There are five disabled spaces along Lansdown.
- 4.52 There is further on-street parking along George Street (approximately eight spaces), London Road (approximately eight spaces), Russell Street (approximately four spaces) and the approach to the station (approximately eight spaces). These are all covered by orders imposing a restriction of 30 minutes waiting time, with no return within 30 minutes between 8am and 6.30pm.

### *Off-Street Parking*

- 4.53 There are a number of private and public off-street car parks open to the public. Their facilities and charges are summarised in Table 4.1 below:

**Table 4.1 – Designated Public Car Parks in Stroud**

Car Park	Type	Charges
<i>Public</i>		
Church Street	Short Stay - surface	40p up to 1 hour 70p up to 2 hours
London Road Surface/Multi-Storey Levels 1 and 1a	Long Stay - surface / Multi-storey	40p up to 1 hour 70p up to 2 hours 90p up to 3 hours £1.50 up to 4 hours £2.00 over 4 hours
London Road Multi-Storey Levels 2 to 5a	Short Stay - Multi-storey	40p up to 1 hour 70p up to 2 hours 90p up to 3 hours
Merrywalks North and South	Short Stay – surface	40p up to 1 hour 70p up to 2 hours 90p up to 3 hours
Parliament Street	Long Stay - surface	40p up to 1 hour 70p up to 2 hours 90p up to 3 hours £1.50 up to 4 hours £2.00 over 4 hours

Car Park	Type	Charges
Cheapside	Long Stay – surface	40p up to 1 hour 70p up to 2 hours 90p up to 3 hours £1.50 up to 4 hours £2.00 over 4 hours
<i>Private</i>		
NCP Merrywalks	Long Stay - Multi-storey	80p up to 1 hour £1.40 up to 2 hours £1.80 up to 4 hours £2.60 up to 6 hours £3.00 up to 24 hours

- 4.54 As well as the above car parks intended for predominantly town centre customers and workers, there is additional parking by the station for rail users, including a private car park offering week long stays.
- 4.55 A number of employers provide private parking for their staff including: Stroud and Swindon who have multi-storey parking; offices on Rowcroft have rear parking accessible from Merrywalks; the Police and Magistrates Courts both provide staff parking and there is a large private car park, accessed through the Church Street car park for premises on the High Street.

#### *Parking Orders and Restrictions*

- 4.56 Most of the routes around the town centre are designated as “No-Waiting at Anytime”. This includes the entire length of Cornhill/Parliament Street and Merrywalks, most of: Church Street; London Road and Russell Street; Rowcroft; George Street; Bedford Street; Kendrick Street; and sections of Gloucester Street and Lansdown.
- 4.57 Limited waiting restrictions are in place on the entire length of Bath Street, a small section of Lansdown, Nelson Street and Fawkes Place, all of which have “No-Waiting” between 8am and 6.30pm.
- 4.58 Illegal parking was observed on Fawkes Place, Bedford Street, Kendrick Street, Rowcroft and Lansdown.

#### *Servicing*

- 4.59 There are dedicated servicing areas for the Merrywalks shopping centre on Rowcroft Retreat and at the end of Bath Street. There is a service yard for the High Street and Somerfield Store on Union Street accessed from Cornhill and the rear servicing of High Street and Kings Street is accessible from Fawkes Place. There is a loading bay on the southern side of Rowcroft opposite Woolworth’s. Most other deliveries are carried out on-street, with the pedestrian restrictions preventing them at the times outlined in para.4.43. Kings Street is the only street where deliveries are not allowed for most of the day.

### Wotton-under-Edge

- 4.60 All vehicular access, parking and restrictions for Wotton-under-Edge are illustrated in Fig.4.6

#### *Routes*

- 4.61 Wotton-Under-Edge lies at the convergence of the B4060, which is the main access road to the town from the north (Dursley) and south (Yate/Chipping Sodbury), and the B4058 (Nailsworth). There are no A-roads within the town; however it is well linked to the A46 and M5 junction 14 which is 3.9 miles away.

#### *Access Restrictions*

- 4.62 The main shopping street (Long Street/High Street) is a one-way system, accessed from Church Street and Ludgate Hill.

#### *On Street Parking*

- 4.63 There is a substantial amount of on-street parking along Church Street and Long Street/High Street, with approximately 11 spaces on the western side of Church Street, with a traffic order permitting an hour stay with no return within one hour, Monday to Saturday 8am to 6.30pm. There is space for approximately 40 cars along High Street and Long Street in the permitted bays, all of which are covered by a traffic order, again permitting one hour waiting, with no return within one hour. This applies between 8am and 6pm. The same order applies to Market Street, which has space for approximately six cars. There are also disabled on-street spaces next to the Post Office, close to the junction with Orchard Street and close to the Co-op. Both offer space for two cars.
- 4.64 Parking is unrestricted along the B4058 Old Town and there are areas of unrestricted parking along the B4060 Bear Street/Haw Street.

#### *Off Street Parking*

- 4.65 There are three main public off-street Car Parks in Wotton-under-Edge: Chipping Car Park is accessed via Symm Lane and has 74 marked spaces, with two disabled. These have a 3 hour time limit. There are a further 14 unmarked spaces in front of Chipping House with no restrictions advertised. Further public car parks exist by the Civic Centre with 56 spaces (2 of which are disabled and 2 are private) a one hour restriction exists. Potters Pond Car is to the east of the town centre and contains 23 spaces. It is long stay with a total limit of 23 hours. There are no parking fees for any car park in Wotton-under-Edge. Co-op also provides further off-street parking for its customers equating to 48 spaces
- 4.66 There are several private off-street parking areas. These are concentrated off Market Street and a significant level of parking is provided to service the Renishaw factory to the north of the centre, accessible from Old Town.

### *Traffic Orders and Restrictions*

- 4.67 Most of the town centre (with the exception of dedicated parking areas) has “No Waiting at Anytime” restrictions. This covers the eastern side of Church Street, the northern side of Long Street/High Street, Clarence Road and Orchard Street, part of Market Street, and the majority of Bear Street.

### *Servicing*

- 4.68 Most deliveries have to be taken on-street. The Co-op has a small service area accessed via its car park.

## **VEHICULAR POLICY ANALYSIS**

### **The Gloucestershire Local Transport Plan**

- 4.69 The Gloucestershire Local Transport Plan contains the transport strategy for the Stroud Valleys Area; this is of particular importance due to its local area specific focus. With regards to this study, analysis of the strategy identifies the following objectives, problems, strategies and implementation measures:

#### *Objectives:*

- ◆ To remove as much unnecessary through traffic as possible from town centres;
- ◆ To reduce locally generated short car journeys, especially commuting trips;
- ◆ To improve safety of the primary town centre gateway routes;
- ◆ To reduce accidents and improve highway safety; and
- ◆ To promote more efficient use of transport by commuters and businesses.

#### *Problems identified are:*

- ◆ Conflict between pedestrians, cyclists and cars along main radial routes into Stroud and within the centres of Stroud, Chalford, Nailsworth and Stonehouse; and that
- ◆ Stroud, Stonehouse and Nailsworth all have individual traffic problems within the centres as a result of the high volumes of traffic during peak times.

#### *Strategy:*

- 4.70 The strategy contains a section on traffic management which aims to complement initiatives to encourage the use of alternative modes of transport, and contains measures to reduce the impact of traffic in locations where other highway users should have priority. Suggested measures include:
- ◆ Improvements to Merrywalks where the A419 crosses the A46 by means of a staggered junction;
  - ◆ Creating better and safer residential environments, as well as influencing the design and layout on new developments, ideally creating car free areas;
  - ◆ Appropriate parking measures to compliment the public transport, walking and cycling elements, without impacting on the local economy; and

- ◆ Reviewing the traffic management scheme in place in Stroud to identify opportunities for refinements that assist accessibility for cyclists and those on foot as well as aiding town centre regeneration, (this measure can also be applied to other towns in the study).

#### *Implementation*

- 4.71 Of the £425,000 allocated to Stroud Valleys Areas Strategy for 2000/2001 period, £49,000 was to go towards the design and preliminary work on major improvements to the Merrywalks/Rowcroft junction (aimed at reducing accidents and improving facilities for pedestrians and cyclists), and £180,000 was to be spent on signalisation of two (unnamed) major junctions to benefit both pedestrians and cyclists. Gloucestershire LTP intends to bid for £880,000 for highway management, safety and improvement in the Stroud Valleys Area during the period 2001/2 to 2005/6. The strategy intends to spend any funding received on traffic calming, design work on proposals for a 20mph speed limit in Stroud Town centre, furthering work already undertaken in the Town and reducing accidents generally.

#### *Stroud District Local Plan*

- 4.72 Stroud District Local Plan sets out the Council's policies and proposals for future development and land use in the district until 30<sup>th</sup> June 2011. Once adopted, the Plan's policies will be used to assess any development proposals within the district, including those for transportation.

#### *Objectives*

- 4.73 The Plan's objectives, which should be taken into account as part of this vehicular analysis, are to help reduce the overall length and number of motorised journeys, to help manage traffic effectively (to improve the environment, decrease congestion and limit pollution), and to ensure that new parking provision does not encourage high levels of car use.

#### *Strategy and Implementation*

- 4.74 The two policies most appropriate to this analysis and aimed at achieving these objectives are;
- ◆ *Policy T11* – which insists development proposals provide appropriate parking spaces in accordance with the Council's guidelines; and
  - ◆ *Policy T13* – which notes that land between Castle Street and Uley Road, Dursley, is allocated for the Dursley Relief Road, (in conjunction with a new supermarket and housing development).
- 4.75 The Plan notes the Council's intention to amend current parking standards in line with the revised PPG13, which will ultimately reduce parking levels especially in town centres.

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**VEHICULAR ACCESSIBILITY - EMERGING ISSUES**

- 4.76 Vehicular accessibility is straightforward for each town, although Stroud clearly suffers congestion problems at peak periods and there is a plentiful supply of good value parking in each town. The following issues are apparent however:
- ◆ Parking (particularly in Stroud District Council (SDC) car parks) appears unregulated at most points. Parking charges only apply in Stroud and Stonehouse, although there are regulations in every SDC car park, which appear to be generally unenforced; and
  - ◆ There is a lack of servicing facilities in each town, with the vast majority of loading taking place during the day, on-street, often causing access issues. There is little enforcement to prevent this.

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## 5. Cycling and Walking Accessibility

5.1 This chapter investigates accessibility within the six towns for pedestrians and cyclists based on the findings of the walkover surveys and analysis of facilities for both groups in each town. This includes pedestrian desire lines, crossing facilities signage, pavements, access routes and facilities for the mobility impaired, together with cycle provisions such as designated cycle routes and paths, crossing points and signage as well as facilities for designated and non-designated storage. The data has been enhanced by information provided through local consultations and the chapter concludes with an analysis of relevant policy plus a summary of emerging issues.

### BERKELEY

5.2 Cycling and walking accessibility and facilities are illustrated in Fig.5.1 for Berkeley.

#### **Pedestrian Accessibility**

##### *Pavements, Desire Lines and Access Routes*

5.3 Most access routes are along the pavements of Market Place, Canonbury Street, Salter Street and Marybrock Street. Access to the Jenner Museum and St. Mary's Church is via High Street. There is a strong desire line across Market Place, although there are no crossing facilities at this point, with the exception of a traffic island that acts as a pedestrian refuge.

5.4 The pavements are level, although narrow in places, particularly along Marybrock Street and High Street (although there is little traffic along the latter).

##### *Facilities and Signage*

5.5 There are no crossing facilities in Berkeley. There is some pedestrian and tourist signage at the junction of Market Place with High Street giving directions to the Jenner Museum, St Mary's Church and Evangelical Church.

##### *Facilities for the Mobility Impaired*

5.6 There are no facilities for the mobility impaired.

#### **Cycling Accessibility**

5.7 Berkeley is on Sustrans Route 41 for which there is signage from the High Street.

5.8 There are three cycle racks in front of the Natwest Bank.

### DURSLEY

5.9 Pedestrian/cycling accessibility and facilities for Dursley are illustrated in Fig.5.2.

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## **Pedestrian Accessibility**

### *Pavements, Desire Lines and Access Routes*

- 5.10 Pedestrian links are generally good in Dursley. The pedestrian area is well set out and uncluttered with crossing points at main desire lines across the A4135. There is a pedestrian link between Parsonage Street and Castle Street providing a good level of permeability between the shopping area and the car parks. A further link exists along the service road to the long stay car park, although there is no pedestrian link between the short and long stay car parks, forcing pedestrians to walk on the access road.
- 5.11 The Cotswold Way nationally designated footpath runs through the town along Parsonage Street, providing a tourist route encouraging visitors to Dursley.

### *Facilities and Signage*

- 5.12 As mentioned above, pedestrian crossings are provided at three of the main desire lines from the central shopping area. There is a pelican crossing in front of the Town Hall across Castle Street, a further pelican crossing close to the entrance to the SDC short and long stay car parks, across Castle Street, and three puffin crossings on the Castle Street/Kingshill Road/May Street junction.
- 5.13 Pedestrian signage is also generally good due to the presence of the Cotswold Way with comprehensive visitor and pedestrian signage at the Parsonage Street/Kingshill Road junction, although extra signage at the other end of the town centre may be beneficial.

### *Facilities for the Mobility Impaired*

- 5.14 There is tactile paving at each of the pelican crossings and the puffin crossings. Further tactile paving is in place at the desire line between the end of Parsonage Street and the pelican crossing in front of the Town Hall.
- 5.15 The provision of disabled spaces close to the pedestrian link between Castle Street and Parsonage Street provides easy access to the town centre for the mobility impaired and the uncluttered layout makes movement along the street straightforward.
- 5.16 Access outside of the central shopping area is less adequate with narrow pavements (Silver Street, May Street). Access to the bus station and other bus stops is also poor with no low floor facilities and poor access routes.

## **Cycling Accessibility**

- 5.17 There are few facilities for cycling in Dursley. Cycles are banned from Parsonage Street and, although there are seven cycle racks provided in the pedestrian link between Castle Street and Parsonage Street, there are no other facilities or any obvious signage.

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## **NAILSWORTH**

- 5.18 A map showing the accessibility and facilities for pedestrians and cyclists is illustrated in Fig.5.3.

### **Pedestrian Accessibility**

#### *Pavements, Desire Lines and Access Routes*

- 5.19 There is a degree of severance within Nailsworth Town Centre caused by the A46 bisecting the town making pedestrian linkage between the two sides (Old Market and George Street) awkward.
- 5.20 The western side of the town has a good level of permeability with pedestrian links between Market Street and the car park on Old Market and through a landscaped area between Fountain Street and the bus station.
- 5.21 The pavements, although level and in adequate condition, are very narrow, particularly along Fountain Street and Market Street where it is difficult to pass.
- 5.22 The desire lines across Fountain Street are catered for by zebra crossings. However, crossing is difficult around the A46/George Street roundabout.

#### *Facilities and Signage*

- 5.23 There is just one pedestrian interpretation sign, which is on the corner of Old Horley Road and Market Street where there is very little footfall. The main pedestrian routes have no signage.
- 5.24 There are three zebra crossings: two over the busy A46 close to Market Street and at the opposite end close to the roundabout; and one on Old Market opposite the bus station. Each of these have tactile edges.
- 5.25 There are two pedestrian refuges: one at the end of George Street and one at the end of Spring Hill.

#### *Facilities for the Mobility Impaired*

- 5.26 There are 16 drop kerbs with tactile paving on Old Market, Fountain Street and at the junction with Springhill. The link between the Old Market Car Park and Market Street has a disabled ramp with tactile paving.

### **Cycling Accessibility**

- 5.27 Cycle accessibility in Nailsworth Town Centre is poor, with no designated cycle paths, lanes or safety facilities. There are four cycle racks in front of the Police Station. Despite this, Nailsworth is the starting point for the Stroud Valleys Pedestrian/Cycle Trail, part of Sustrans Cycle Network 45 which links Nailsworth with Woodchester, Stroud, Ryeford and Stonehouse along the dismantled Stonehouse – Nailsworth Railway Line.

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## STONEHOUSE

- 5.28 The pedestrian/cyclist facilities and accessibility for Stonehouse are illustrated in Fig.5.4.

### **Pedestrian Accessibility**

#### *Pavements, Desire Lines and Access Routes*

- 5.29 Stonehouse, despite being a linear alignment, is quite compact and easily accessible by pedestrians. The pavements are all an adequate width and desire lines across the carriageway are catered for by two pelican crossings. There is a lot of pedestrian crossing activity around the entrance to the car park and Co-op, the areas being equidistant between the two crossings.

#### *Facilities and Signage*

- 5.30 The two pelican crossings are located beside the entrance to Threshers at the northern end of the High Street and outside the entrance to the Stroud and Swindon Building Society, north of the junction with Queens Road. There is tactile paving at both of these crossings. Tactile paving is also provided at the crossing over the Queens Road junction close to the post office and at the Regents Street junction, although this does not apply at every junction.
- 5.31 There is an adequate degree of pedestrian signage in Stonehouse with a sign located at the car park entrance displaying “Car Park, Disabled Toilet, Recycling Bank and Health Centre”. A further sign is located outside the Elgin Mall giving directions to the station for pedestrians and cyclists.

#### *Facilities for the Mobility Impaired*

- 5.32 With the exception of the tactile paving there are few other explicit facilities for the mobility impaired although there were a number of disabled users observed during the surveys who appeared to be accessing the town centre very easily.

### **Cycling Accessibility**

- 5.33 There are no specific cycle routes in the town centre, although there is a plentiful supply of cycle racks with four outside the post office, one opposite the Stroud and Swindon Building Society, four to the front and three to the side of Co-op, two close to Threshers and four undercover racks adjacent to the health centre. Close by are the Sustrans Cycle Network 45 which links with Nailsworth, Woodchester, Stroud and along the dismantled Stonehouse – Nailsworth Railway Line. The Cotswolds Canal corridor is also within half a mile of the town centre.

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**STROUD**

5.34 Fig.5.5 shows pedestrian and cyclist provision in Stroud town centre.

**Pedestrian Accessibility***Pavements, Desire Lines and Access Routes*

- 5.35 Stroud town centre is generally very accessible for able bodied pedestrians with a good level of permeability throughout the town, although the topography renders movement for the mobility impaired somewhat slow and difficult in places.
- 5.36 The walkover survey highlighted a number of pedestrian cut-throughs and linkages from the main car parks via crossing facilities at what appear to be the main desire lines. It has however been noted that there are some locations where dropped kerbs are offset and could benefit from re-alignment to improve permeability, for example those at Sims Clock.
- 5.37 The pedestrian area is generally uncluttered and the paving level, although there is a steep incline along High Street.
- 5.38 Pedestrian access to the bus station is adequate, although there is a need for improvement in terms of environmental quality and signage. The train station also requires improvement in terms of pedestrian access, although complete redevelopment of the site is planned.

*Facilities and Signage*

- 5.39 There are a number of well placed crossing facilities in Stroud located on main access routes into the town centre. The zebra crossing on Cornhill serves pedestrians entering from the Parliament Street Car Park, the pelican crossing on London Road serves the London Road car parks, the pelican crossing on Russell Street serves the rail station and the pelican crossing at the top of Gloucester Street serves pedestrians entering from the north of the town.
- 5.40 There is a large footbridge crossing Merrywalks, which would perhaps be more appropriately replaced with a modern surface crossing.
- 5.41 There is an adequate level of signage and interpretation around the town, although this is predominantly concentrated to the west of the centre. The tourist information centre in the Town Hall is well placed but would benefit from additional signage.

*Facilities for the Mobility Impaired*

- 5.42 Tactile paving is used throughout the town at several drop kerbs and all pelican/zebra crossings. There are still a number of drop kerbs that would benefit from tactile paving, particularly in front of the Town Hall.
- 5.43 Unlike centres of similar sizes, there is no Shopmobility scheme operating in Stroud.

### Cycling Accessibility

- 5.44 There are a number of cycle racks and informal opportunities for securing cycles in the town (i.e. – railings), sited in the following locations:
- ◆ Post Office, Russell Street (2);
  - ◆ King Street Parade (at the entrance to Merrywalks);
  - ◆ Outside Shoe Zone on King Street Parade (1);
  - ◆ King Street (3);
  - ◆ At the foot of the High Street (1);
  - ◆ Top of the High Street (2);
  - ◆ Sims Clock (2);
  - ◆ Outside Dixons, High Street (2);
  - ◆ Outside pet food shop, Kendrick Street (2);
  - ◆ Outside 9 St John Street (2);
  - ◆ Outside the Library on Lansdown; and
  - ◆ Outside London Hotel, London Road.
- 5.45 There are no apparent cycle lanes or paths in central Stroud for regular cycle users although the Stroud Valleys Pedestrian/Cycle Trail has a link from Dudbridge to Stroud Rail Station.

### WOTTON-UNDER-EDGE

- 5.46 An inventory of cycle and pedestrian facilities for Wotton-under-Edge can be seen in Fig.5.6.

### Pedestrian Accessibility

#### *Pavements, Desire Lines and Access Routes*

- 5.47 Pedestrian links are poor in Wotton-under-Edge. The pavements along the main shopping area (Long Street/High Street) are exceptionally narrow, less than one metre wide in some places. There are a number of drop kerbs along the main street but there is a significantly higher proportion of the road designated to vehicles over pedestrians and there are no specific pedestrian crossing points.
- 5.48 There is a pedestrian link along Rope Walk from the car park to Long Street, although this is very narrow and may have safety issues at night. Another link to the car park is via Market Street.
- 5.49 The Renishaw Premises also have a pedestrian link from the factory to Long Street.

#### *Signage and Facilities*

- 5.50 Pedestrian signage is good in Wotton-under-Edge with signage in the middle of Long Street next to the Rope Walk entrance and additional signage adjacent to the Wotton Heritage Centre.

- 5.51 There is only one crossing facility in the town, a zebra crossing across Bear Street, close to the High Street Junction. At the end of the High Street there is evidence to suggest that the pavements have been widened and improved in order to facilitate easier pedestrian crossing over the junction.

*Facilities for the Mobility Impaired*

- 5.52 Access facilities are poor for the mobility impaired in Wotton-under-Edge, with no tactile paving used in the centre and problems compounded by narrow access routes.

**Cycling Accessibility**

- 5.53 There are five cycle racks located in the Civic Centre Car Park in Wotton-under-Edge, however remarks from the town council indicate that these are rarely used due to the adverse topography of the area.

## CYCLING AND PEDESTRIAN ACCESSIBILITY POLICY ANALYSIS

### The Gloucestershire Local Transport Plan

5.54 The Gloucestershire Local Transport Plan contains the transport strategy for the Stroud Valleys Area; this is of particular importance due to its local area specific focus. With regards to cycling and walking analysis, the Strategy identifies the following objectives, problems, opportunities, strategy aims and implementation measures:

#### *Objectives:*

- ◆ To promote cycling and walking, particularly for short journeys;
- ◆ To increase the proportion of journeys made by modes of transport other than the car;
- ◆ To improve safety at the primary town centre gateway routes;
- ◆ To create a safe routes to school infrastructure;
- ◆ To increase the effectiveness of pedestrian priority that will aid the economic regeneration of town and local centres; and
- ◆ To promote the regeneration of Stroud Town Centre through improvements in accessibility for all modes of transport.

#### *Problems identified are:*

- ◆ Conflict between pedestrians, cyclists and cars along main radial routes into Stroud and within the centres of Stroud, Chalford, Nailsworth and Stonehouse; and that
- ◆ The topography of the area causes problems for both cyclists and pedestrians;

#### *Opportunities identified include:*

- ◆ The provision of improved cycle and pedestrian facilities along the A46 Bath Road would reduce the number of pedestrian/cyclist accidents on this road and offer more pedestrian/cycle crossing points to adjacent employment sites; and that
- ◆ The provision of improved cycle and pedestrian facilities from Stroud Town Centre Cainscross Road/Westward Road and onto Stonehouse rail station could encourage interchange between rail and cycle.

#### *Strategy*

5.55 There are two individual strategy sections addressing walking and cycling separately.

5.56 The pedestrian strategy focuses on short trips and walking trips to other modes and services within the Stroud Valleys. Suggested measures include:

- ◆ Provision of pedestrian friendly urban main roads with frequent crossings for pedestrians plus wider use of neighbourhood traffic calming and 20mph zones;
- ◆ Providing priority walking routes to aid commuters and shoppers in getting from their homes to Stroud Town Centre;

- ◆ Creating signs for pedestrians and illustrating the distance or walking time to posted destinations;
- ◆ Provision of improved lighting to help reduce the actual and perceived safety risks to pedestrians;
- ◆ Development of partnerships with owners of buildings that border walking routes to try and create more attractive and inviting environments for pedestrians;
- ◆ The promotion of walking to school and the creation of 'safe routes to schools', traffic calming in the vicinity of schools and 'walk pools'; and
- ◆ The development of coherent and direct routes from bus and railway stations to secondary schools.

5.57 Suggested measures included in the cycling strategy are to:

- ◆ Provide a coherent cycle route network;
- ◆ Improve cycle facilities on all major routes which serve utility cycling trips, including 'safe routes to schools' and routes to residential areas and significant journey 'attractions';
- ◆ Traffic management to reduce traffic volumes, supported wherever possible by exemption for cyclists where restrictions apply to general traffic;
- ◆ Fully segregated cycle routes which are surfaced and lit where appropriate; and
- ◆ Possible changes in junction priority to benefit cyclists.

#### *Implementation Strategy*

5.58 Of the £425,000 allocated to Stroud Valleys Areas Strategy for 2000/2001 period, £49,000 was allocated for improvements to the Merrywalks/Rowcroft junction to reduce accidents and thus improve facilities for pedestrians and cyclists; £95,000 was to be spent on three (unnamed) schemes to aid pedestrian movement, and £180,000 was intended to be used for signalisation of two major (unnamed) junctions to also benefit cyclists and pedestrians.

5.59 Gloucestershire LTP intends to bid, on behalf of the Stroud Valleys Area, for £490,000 for pedestrian improvements and £472,000 for cycling improvements during the period 2001/2 to 2005/6. The strategy stated that specifically, work will start on providing an improved link to the cycle trail at Rodborough, traffic calming schemes at Chillford Hill School and the Beisley Road/Summer Street area of Stroud, and on imposing 20mph speed limits in Stroud Town Centre and traffic calming to improve conditions for pedestrians. More generally, the Strategy notes that expenditure is anticipated in accident reduction, and provision for pedestrians and cyclists.

#### **Stroud District Local Plan**

5.60 Stroud District Local Plan sets out the Council's policies and proposals for future development and land use in the district until 30<sup>th</sup> June 2011. Once adopted, the Plan's policies will be used to assess any development proposals within the district, and with transport being one of the key topics, this document needs to be considered within this study.

### Objectives

- 5.61 Apart from a general aim to encourage travel by transport modes other than the car, the Plan's main objective regarding walking and cycling is to protect the existing provision, and allow the improvement of footpaths and off road cycle ways, to encourage local trips by foot/cycle.

### Strategy and Implementation

- 5.62 The plan contains several policies and initiatives aimed at achieving this objective, including:
- ◆ *Policy T2* – stating that proposals for new development will not be permitted unless there exists, or provision is made for, safe convenient and attractive access for all pedestrians, including the disabled, within sites and where appropriate, to the surrounding area. (These should be lit where appropriate and further security provided through layout and landscaping);
  - ◆ *Policy T3* – which will ensure proposals for development make provision for safe and convenient cycle access within the site and, where appropriate, to the surrounding area;
  - ◆ *Policy T4* – which ensures development will not harm existing cycle routes or the implementation of planned ones; and
  - ◆ *Policy T5* – insisting on adequate provision of secure cycle parking within the development or in the vicinity.
- 5.63 The Plan also makes note that Sustrans is implementing the National Cycle Network Route 41 - Bristol to Stratford which will cross the Severn Vale through Berkeley and Frampton. The District Council and County Council intend to investigate connecting links with this route from the Stroud Valleys, Cam and Dursley, which would add to current plans to extend the network via implementation of the following proposed routes:
- (i) The Ebley Mill to Chalford cycle route;
  - (ii) The Cam and Dursley cycle route;
  - (iii) National Cycle Network Route 41 (see above); and
  - (iv) Any part of the cycle network highlighted through the Local Transport Plan.
- 5.64 Also contained in the Plan is a set of principles, to enable safe, convenient and secure use of the network, which will be used to plan all new routes.

### CYCLING AND PEDESTRIAN EMERGING ISSUES

- 5.65 There is certainly room for improvement with regard to pedestrian and cycling accessibility in each town.
- ◆ There are no pedestrian crossing facilities in Berkeley and generally narrow pavements. There is some cycle storage although improvements could be made, especially considering its location on the Sustrans network;
  - ◆ Dursley is pedestrian friendly, exploiting its location on the Cotswold trail. However, facilities for cyclists could be vastly improved;

- ◆ Nailsworth has severance issues with the A46 passing through the middle and uncontrolled zebra crossings being the only means to cross. Its location at the start of the Stroud Valleys Cycle/Pedestrian trail is not exploited and there are few facilities for cyclists;
- ◆ Stonehouse has very good facilities for pedestrians, including the mobility impaired, plus an abundance of cycle facilities;
- ◆ Stroud town centre is generally pedestrian friendly, although there are some issues within peripheral areas. Cycle provision is poor and there is a need to improve routes and designated storage facilities.
- ◆ Wotton-under-Edge has no cycle facilities and poor pedestrian infrastructure, with uneven and narrow pavements throughout the main shopping street.

## 6. Regional Linkages

- 6.1 The timescale and budget constraints of this Study have rendered a detailed analysis of the quality of regional transport and accessibility linkages a practical impossibility. However, Figure 6.1 provides an indicative visual representation of the current and proposed linkages between the principal settlements in the Stroud District and suggests wider regional/national connections.
- 6.2 The principal features of the transport network and accessibility across the study area can be summarised as follows.

### PUBLIC TRANSPORT

- 6.3 The District road network offers potential for relatively easy vehicular public transport linkages between the settlements of Stonehouse, Stroud and Nailsworth. However the physical location of Cam and Dursley and Wotton-under-Edge necessitates circuitous links, which are likely to be less frequent. In terms of bus provision, Berkeley suffers from physical peripherality, with no clear 'direct' major route available to offer regular through services. As such, there is a tendency for operators to adopt less frequent 'spur' services.
- 6.4 In respect of rail services, Stroud and Stonehouse have central stations located on main intercity routes, which offer regular regional and national connections. Cam and Dursley station is also on a major line, however the station is poorly related to the town centre, being sited some two to three miles to the north of the settlement.
- 6.5 The nearest station to Berkeley town centre is also Cam and Dursley station; however this is some five miles to the north east, which renders it beyond reasonable walking distance. Having said this, the route of the railtrack passes significantly closer to the settlement and within easy reach of the M5 motorway and as such, there may be longer term opportunities to explore the potential for developing a strategic 'parkway' station in this location.
- 6.6 Wotton-under-Edge and Nailsworth are poorly sited in terms of accessibility to the rail stations. As such, there is a need for securing bus services to provide modal interchange to link the towns with the nearest railway stations.

### VEHICULAR ACCESSIBILITY

- 6.7 The road network offers reasonable coverage and linkages between the main settlements together with accessibility to the wider motorway network (M4, M6 and M42 and beyond) via junction 13 and 14 of the M5. However, congestion in the main towns reduced the efficiency of the network, therefore capacity issues are a growing policy concern.

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## CYCLING AND WALKING

### *Purposeful Trips*

- 6.8 At the district-wide level cycling and walking facilities are not well suited to purposeful or 'commuter' trips due to a combination limited facilities and challenging topography. There is, however, a designated cyclepath that links Nailsworth to the southern edge of Stroud and on to the Cotswold Way – this may offer some opportunity for non-motorised links between the two towns to be reinforced and promoted.

### *Recreational Trips*

- 6.9 The Cotswold Way is an attractive and popular long distance recreational route that passes through the study area. The opportunities that it offers for tourism development in Wotton-under-Edge, Dursley and Stonehouse should be more fully explored by communities through their Action Plans. In addition to this, the restoration of the canal that will pass through Stonehouse and Stroud will offer significant recreational and tourism potential in the coming years.
- 6.10 Consideration should be given to means of improving recreational linkages with Berkeley and the other towns in the District. Opportunities for enhancing links between the town and the castle should be explored as well as means of encouraging recreational accessibility between Berkeley and Sharpness to the north west.

## 7. Summary and Conclusions

7.1 The Social Exclusion Units report *Making the Connections* stresses the need for improving access to jobs and key services to reduce social exclusion and cites a new framework of “accessibility planning” as a means to ensure that there is clear responsibility and accountability for identifying accessibility problems. A regular transport healthcheck inventory could go some way to assist the local authority with meeting these objectives of responsibility and accountability, highlight any issues and observe where improvement have been made. As we have seen overall the six towns have a good level of access for all modes. However, there is room for improvement regarding bus services and facilities, pedestrian facilities in Wotton, Nailsworth and Berkeley and cycle facilities in all towns.

7.2 Overall the following comments can be made about each town:

### BERKELEY

7.3 Berkeley has poor bus facilities for passengers although services to the town are regular. The service issue has been improved somewhat by the on-demand village link buses which now serve the town. Vehicular access is straightforward with plenty of car parking. Pedestrian and cycling facilities could be improved.

### DURSLEY

7.4 Dursley has regular local bus services, although facilities at the May Lane Bus Station and other stops around the town centre need improving in terms of information and shelter. There is ample parking in the car park to the north of the town, which has good pedestrian linkage. The town centre is easily accessible for all user groups.

### NAILSWORTH

7.5 Nailsworth centre is split into two and pedestrian crossing facilities would benefit from being upgraded. The bus station takes up a comparatively large area, although information, shelter and access facilities are limited. There is an adequate supply of parking and access is generally easy, although the roundabout in the centre acts as a congestion blackspot and bottleneck that could benefit from upgrading.

### STONEHOUSE

7.6 Stonehouse is very accessible with easy pedestrian and vehicular access, good pedestrian, cycling and parking facilities, and regular bus and rail services.

### STROUD

7.7 Stroud appears to have a good level of access, although there are a number of possible improvements, particularly with regard to public transport improvements and interchange between modes.

**WOTTON-UNDER-EDGE**

- 7.8 Accessibility into Wotton-Under-Edge is generally poor, with few bus services and facilities, parking issues at busier times and poor pavements in the town centre.