

Hardwicke Parish Council  
Roads & Road Safety Group

Road & Traffic Issues  
In the Hardwicke Parish Area

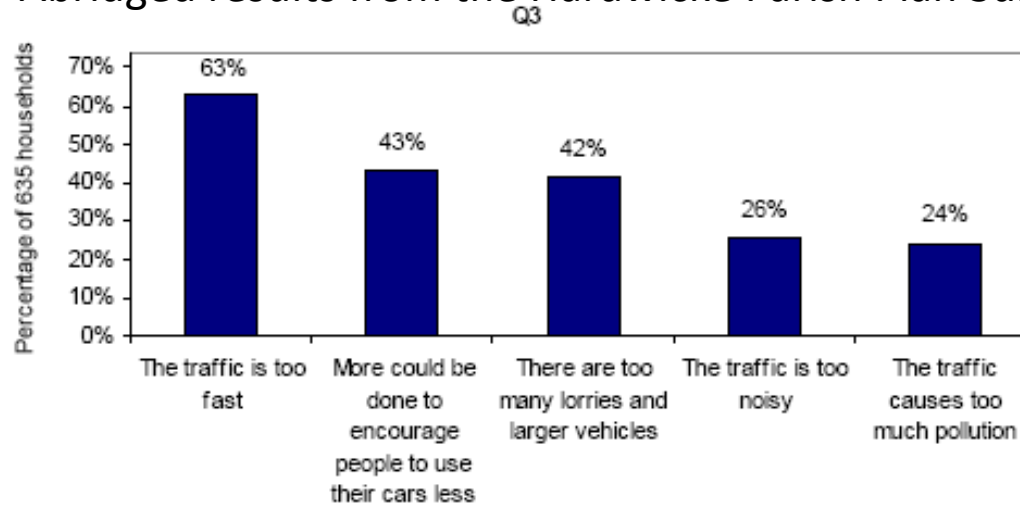
Originally Presented December 1st 2008  
Updated 2010

## Agenda

- Introductions – HPC – Gloucester Highways
- Why the meeting?
- Remit
  - Hardwicke Parish Plan – Survey Results
- Local statistics
- Problem areas
- Addressing these Problems
  - Preferred Types of problem solving
- Conclusions

## Remit

### Abridged results from the Hardwicke Parish Plan Survey



Note: 37% of all people polled responded to the Parish Plan Survey  
63% of these answered as above (1721 households, 635 responses)

The **Hardwicke Parish Council Roads & Road Safety Group** was formed to tackle and solve these issues

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Remit

## **Traffic & transport**

- 63% of respondents believe the traffic in Hardwicke is too fast
- and 42% think there are too many lorries and larger vehicles.
- Flashing speed awareness signs would be the most popular traffic calming option (55% of respondents)
- and speed bumps the least (16%).

## Additional Supporting Questions

- Respondents were presented with a list of 17 crime & safety issues and were asked to indicate how much of a problem each one was

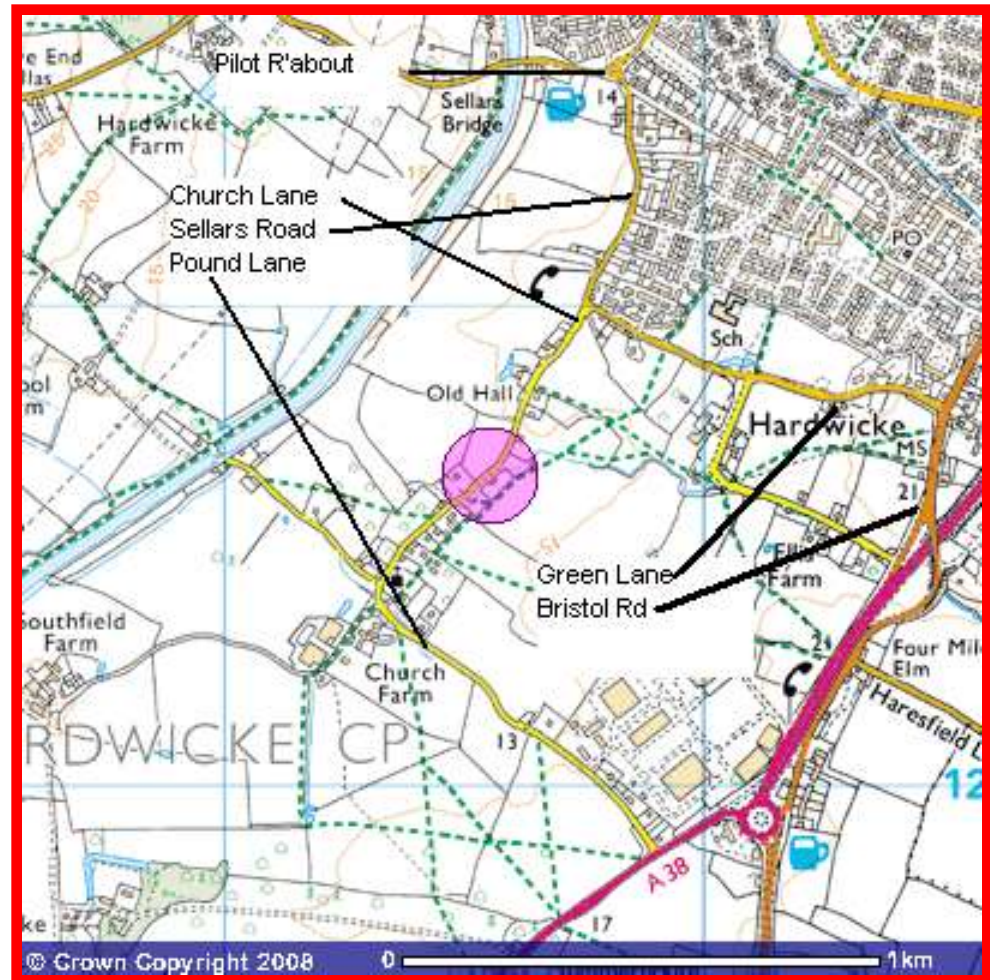
Issues which appear to be of greatest concern are:

- 1. Litter and rubbish (54%)
- 2. Speeding cars (51%)

## Key Areas of Focus & Concern

1. **Bristol Rd** – Speed limit 40MPH off bypass ,+ HGV's
2. **Green Lane** – Inappropriate speed and volume of traffic – no pavement in places (rat running) +HGV's
3. **Sellars Rd / Pilot R'about** lack of 30MPH signage at entrance –no pavement inappropriate speed from R'about (rat running) +HGV's
4. **Church Lane** – inappropriate speed and traffic volumes (rat running) +HGV's
5. **Pound Lane** – 30MPH pending bank / road side erosion inappropriate traffic /speed & volumes

## Hardwicke Area



## Supporting Local Government Policy

Of particular relevance to this study are the Structure Plan policies relating to transport. Policy T.2 states that:

Walking will be promoted by the development of a network of safe and convenient pedestrian routes, and by the provision of traffic calming, pedestrian priority and traffic-free areas. It states also that the needs of people with impaired mobility should be taken into account.

Similarly, Policy T.3 states that:

Cycling will be promoted by the development of a network of safe and convenient cycle routes, defined where appropriate in Local Plans, and by the provision of secure cycle parking in town and local centres, at public transport interchanges and in appropriate new developments.

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## Key elements

- A38 Cross Keys R'about - too fast approach roads - makes it difficult to enter from Bath Rd , A38 North bound & Gloucester THIS NEEDS SLOWING
- Speeding Bristol Rd -- desire 30MPH limit off the bypass slip rd– Gateway narrowing feature
- Weight restriction on Bristol Rd -NO HGV access to Quedgeley stores
- Green lane - speed restriction **20MPH** – The gateway features are Happening now
- Sellars Rd - better gateway signage from the Pilot R'about, Westland Rd – gateway features - possible 20MPH speed limit
- Church Lane - gateway features – possible 20MPH limit traffic needs slowing along its length.
- Pound Lane, Church Lane, Sellars Rd , pending weight restriction These roads see in excess of 800 vehicles a day – this is too much for single track lanes in places at peak hours
- All the above to be more pedestrian, cycle, horse friendly.
- Timescales - before B4008 / A38 / jn12 alterations for Huntsgrove to deter "rat runs" by HGV & commute traffic.



# Present State

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View from the A38  
bypass

Armco barriers

Two lanes 70MPH

300M from the  
B4008 slip road

No repeater signs  
as yet

New Quedgeley  
West site on the left



### Bristol Rd B4008 - Approach From A38 Bypass

Where are  
the speed  
limit signs ?

The bypass is  
70MPH



The outside  
lane is often  
abused for  
overtaking into  
Bristol Rd  
Hardwicke &  
Quedgeley

It needs  
narrowing at  
the top – as a  
Gateway

This road layout does nothing to slow down drivers

## Gateway 30MPH features



Potential Usage at B4008 Bristol Rd – from A38 Bypass  
Also allows a central island crossing point

## Pilot R'about – Sellars Rd

- Poor road signing no 30MPH signs at entrance
- Elmgrove Rd residents have had extreme difficulty in exiting on to Sellars Rd
- Pilot R'about – allows ,Longney, Dales Wharf traffic and School Lane traffic to negotiate at too high speed in excess of 30MPH, from 60MPH limit
- No signage to indicate no footpath – Bus route also!
- 30MPH repeater signs not apparent at Westland Rd junction
- Westland Rd junction – too fast – consider junction wide speed hump

### Pilot R'about – viewed from Elmgrove Rd West

Traffic is unsited from the right School Lane and Dales Wharf

There have been several accidents

There is extreme driver intimidation (police notified)

Note: No speed signs



### View of Sellars Rd from Dales Wharf – across R'about

Note: Poor design of R'about – it allows traffic to negotiate at too high a speed

You can travel straight across it

No 30MPH signs into Sellars Rd

No gateway features to indicate a rural road with no footpaths

Elmgrove Rd West – totally Un sited





# Present State

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View from School Lane

Note – no 30 MPH signs

The street lighting does not convey the rural setting

R'about is un sited

Traffic is hitting in excess of 40MPH here en route

The police even think it is a national limit here of 60MPH



# Present State

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Sellars Rd

South bound

No pavement yet

Traffic picking up speed

A bus route

A walk to school route

Note –minor roadside erosion by passing vehicles



**No Indication of multi use – Pedestrians & Cars**



# Present State

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Church Lane

Heading Southbound to A38

Road narrows to single carriage way

Car speeds in excess of 45 MPH

Road side erosion

They use the driveways to the houses as passing points

Who pays for broken services??



# Present State

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## Church Lane

Viewed from Green Lane  
Sellars Rd Junction

Bank erosion

Cars reaching 45MPH plus  
from the A38 and Sellars Rd

44 tonne HGV's use it  
Pending weight restriction  
overdue

Used as access pedestrian  
access to Church and  
Children's nursery

Note width of road and no  
pavement



Lane used as a horse riding route for school  
/ stables and walkers / joggers

**No Multi Use Signage**

# Present State

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## Church Lane

Northbound from A38  
Toward Sellars Rd

Similar position as last  
photo

Speed in excess 45MPH

The road bends here –  
access to houses are  
unsighted.

Cars are travelling in excess  
of 40MPH at this point north  
bound to Sellars Rd.  
(measured)



## Church Lane

Heading South bound  
to A38 & Pound Lane

Single carriage way  
14ft wide

Subject to 44tonne  
HGV restriction  
pending

Road subsiding to the  
left

Serious bank erosion





## Church Lane

South of The Old Thatch  
Shorn Brook Improvements here

New culvert in May 2010

But STILL

### **Serious Bank erosion**

Water & traffic are collapsing the sides



# Present State

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Church Lane

Opposite Hardwicke Church

Note bank erosion on left of bend

The road is single carriageway at the farthest chevron

No Signage or gateway features

Pinch point would work here



It is duly noted that Vick Transport uses the lane up to this point - It could be accommodated by gateway features by the farthest chevron

# Present State

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Pound Lane  
Southbound to A38

Note – Serious bank  
erosion –it is now too  
wide. Gives the  
impression of two lanes!

Deeply potholed  
roadsides

Repairs are taking place  
at A38 end

This road will have an  
HGV limit (Vicks for  
access only) overdue

Speed limit will need  
enforcing - or by design



This road resembles the entrance to Hempstead tip in bad weather



# Present State

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Green Lane  
Looking south bound to  
Church Lane

Bank erosion

The road is too straight  
allowing excessive speed

This is a school route

It is used by HGV and  
traffic wishing to avoid the  
Cross Keys R'about

It needs a pinch point to  
slow traffic in both  
directions





# Present State

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Green Lane  
Viewed from Junction –  
Sellars Rd / Church Lane

Lorries use this for access to  
A38 Bristol Rd – and to  
Longney from the B4008

Bank erosion

No pavement along its length

Speeds in excess of 35MPH  
recorded 50MPH has been  
measured

School route



# Present State

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Green Lane  
Viewed from British  
Legion

Extremely narrow

Oncoming traffic

Village hall

Drive way access

Used as access to  
Longney by HGV's

We need to slow the  
traffic down to 20MPH



# Traffic calming



Horizontal measures at key points could deter excessive and speeding traffic

They stop the dominance of the motor vehicle in key locations

This could be utilised in Green Lane along with gateway features at Bristol Rd end



# Present State

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Green Lane

Looking North towards the  
Bristol Rd by the Village  
Hall.

The pavement has been  
mounted to avoid  
oncoming traffic

The kerbing nicely has a  
ramp to assist this

The road narrows further  
than this in several parts  
along its length

It does not have pavement  
along its whole length



Inadequate signage at both ends



## Application of Rural 20MPH signage

This signage is at Norton  
Marleward – North Somerset

It is used as a gateway feature  
and is unlit

As can be seen the road is  
much wider than

1. Green Lane
2. Church Lane
3. Pound Lane

This is a desired outcome of  
HPC



## Rural lanes traffic calming



Note: 20MPH zone & Gateway features

# Quiet Lanes Initiatives

THE AIM OF QUIET LANES IS TO MAINTAIN THE CHARACTER OF MINOR RURAL ROADS BY SEEKING TO CONTAIN RISING TRAFFIC GROWTH THAT IS WIDESPREAD IN RURAL AREAS.

- ◆ THE QUIET LANES CONCEPT INVOLVES THREE KEY ELEMENTS:
  - A) LOCAL COMMUNITY INVOLVEMENT TO ENCOURAGE A CHANGE IN USER BEHAVIOUR;
  - B) AREA WIDE DIRECTION SIGNING STRATEGY TO RE-ROUTE TRAFFIC; AND,
  - C) QUIET LANE NETWORK SIGNING.
- ◆ THE CONCEPT IS AIMED AT IDENTIFYING NETWORKS OF MINOR RURAL ROADS AND IS NOT SOLELY ABOUT ADDRESSING ISSUES ON INDIVIDUAL ROADS. WHERE POSSIBLE PUBLIC RIGHTS OF WAY SHOULD BE INCLUDED WITHIN THESE NETWORKS.
- ◆ THE CONCEPT IS NOT INTENDED AS A DEVICE TO TRAFFIC CALM BUSY ROADS OR TO ADDRESS ISSUES OF RAT RUNNING AND HEAVY GOODS VEHICLES.

# Quiet Lanes Initiatives

Evolving signage that maintains the rural feel and aesthetics

HPC wish to maximise the amenity value of its lanes and local area for

- Walking / jogging
- Cycling
- Horse riding
- access

It wants to ensure the route to the Church is as friendly as possible for ALL users



Norfolk: Quiet Lane sign, used in conjunction with non-motorised user signs showing distance to next village and cycle route number (see right)

© Countryside Agency – Photographer Julia Bayne



Walkers using a Kent Quiet Lane

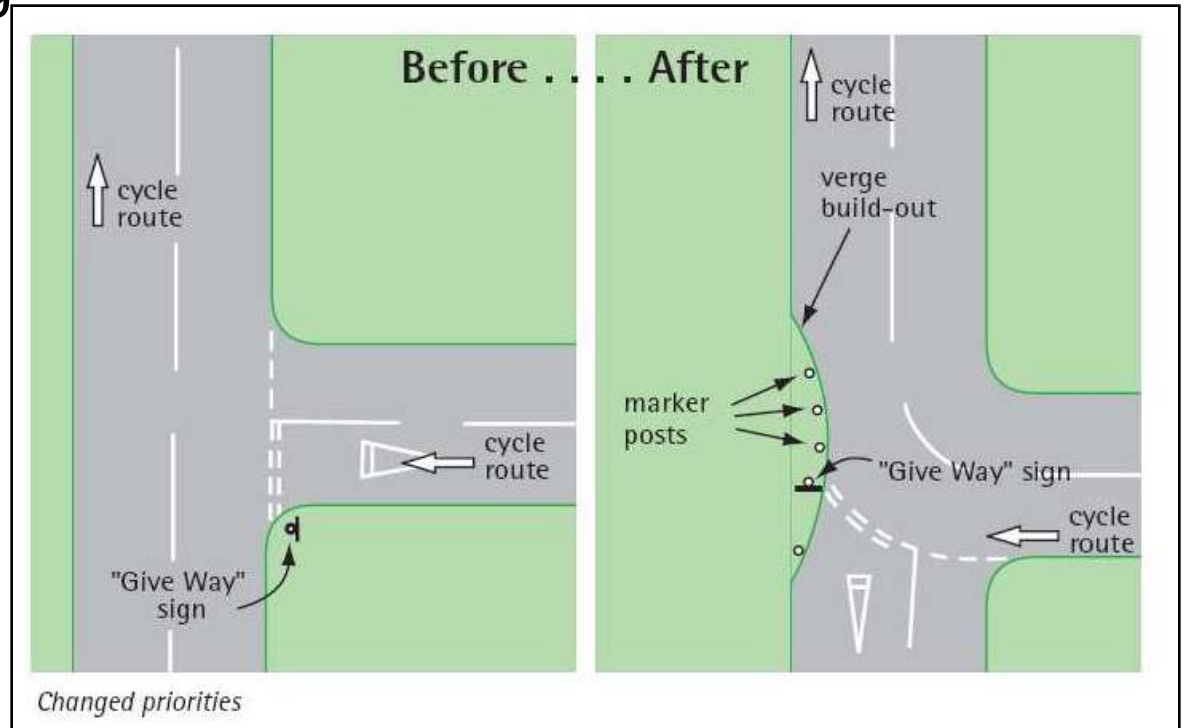
© Countryside Agency – Photographer Paul Glennell



# Rural Traffic Calming

Possibly consider  
changed priorities on  
Green Lane , Church  
Lane Junction

Slows traffic



## Rural Lanes Traffic calming

Note: This is done sympathetically and in keeping with its rural and village aspect.



*False cattle grid combined with gates*

Other gateway type features that are desirable

It has been noted that these have been used on the B4008 Little Haresfield to good effect.



- Hardwicke Parish Council wish to tackle its local traffic issues as a package of traffic calming measures to enhance the lives of its inhabitants by opening up the amenity value of its local area and lanes to family and other non vehicular pursuits
- Hardwicke Parish Council request that the Highways Department plan and timeline these improvements and upgrades before Huntsgrove development is complete, Jn 12 and A38 upgrades are implemented
- Hardwicke Parish Council believe that the capital investment for these essential improvements is made available as a priority, especially when they have had little or zero investment from the local developments that have taken place in recent years.
- Polarisation and intimidation of the community by inappropriate use of the motor vehicle by a selfish few is happening – now
- We do not as a Parish Council wish to be reporting further statistics on our local roads

Hardwicke Parish Council respectfully request that Gloucester Highways look at our proposals seriously and enter into meaningful discussions to achieve the local communities and Parish Councils objectives

To this end we would desire a base time line to work to as a core project plan

We understand that key milestones of funding will have to be achieved and sought

We await your guidance and positive response

Thanking you in anticipation

Hardwicke Roads & Road Safety Group