

Item E/174 Planning Applications for comment

- 20/1251/HHOLD** **28 Ryelands Road, Stonehouse, Gloucestershire, GL10 2PQ.**
Proposed first floor dormer extension with alterations
- 20/1545/CPE** **The Cart Shed, Maidenhill House, Horsemarling Lane, Standish.**
Certificate Existing Lawful Use/Dev: Conversion and use of first floor of the Cart Shed as an independent residential dwelling
- 20/1595/FUL &
20/1594/FUL** **Park Parade Flats, Park Road, Stonehouse, Gloucestershire.**
Proposed external refurbishment; external wall insulation and cladding, erection of bin and bike stores
- 20/1581/FUL** **Unit 1200, Stonehouse Park, Sperry Way, Stonehouse.**
Proposed warehouse extension
- 20/1706/TCA** **Stonehouse Court Hotel, Bristol Road, Stonehouse, Gloucestershire.**
Trees in a Conservation Area: T1- Cooper Beech -tree to be trimmed off all the way around 5 meters.

Item E/175 Planning decisions received from Stroud District Council, 14th July 2020 to 1 September 2020 (N.O. = NO OBSERVATIONS)

- 20/0653/HHOLD/
20/0654/LBC** **Court Farm, Bristol Road, Stonehouse, Gloucestershire.**
Various internal listed building alterations, new heritage style timber windows, and erection of new single storey rear extension
N.O **CONSENT**
- 20/0708/HHOLD** **3 Barlow Close, Stonehouse, Gloucestershire, GL10 3QP.**
First floor side extension above attached garage
N.O **CONSENT**
- 20/0618/FUL** **Land Opposite Nutshell House, Church Lane, Stonehouse,**
Construction of a 20m x 40m manege. Change of use from agricultural to equestrian.
COMMENT **REFUSAL**
- 20/1010/HHOLD** **55 Gloucester Road, Stonehouse, Gloucestershire, GL10 2HH.**
Single storey rear extension
N.O **CONSENT**
- 20/022/APPREF** **APP/C1625/W/20/3250810 Appeal re S.20/0094/PIP Land At New House**
Oldends Stonehouse PLANNING APPEAL AGAINST REFUSAL OF Permission in Principle for a
residential development up to 9 dwellings
N.O **APPEAL ALLOWED**
- 19/2391/FUL** **Land At 5 Spa Cottages, Oldends, Stonehouse, Gloucestershire.**
REVISED CONSULTATION: Demolition of existing garage and construction of new dwelling
COMMENT **CONSENT**
- 20/0658/FUL** **A B B Limited, Oldends Lane, Stonehouse, Gloucestershire.**
Erection of new storage building.
OBJECTION **CONSENT**

20/0769/FUL **8 Queens Road, Stonehouse, Gloucestershire, GL10 2QA.**
REVISED CONSULTATION received 20/7/20: Demolition of former comrades club and garage blocks.
Replace with 1 flat over garage blocks and 3 detached houses.
COMMENT **CONSENT**

20/1068/LBC **Ryeford Lodge, Ryeford Cottage & Tudor Rose Cottage, Ryeford, Road North, .**
Listed Building Application: Restore the interior following fire damage. Replace modern windows
SUPPORT **CONSENT**

20/1097/HHOLD **3 Spring Cottages, Ryeford Road North, Ryeford, Stonehouse.**
Replacement of existing rear structure with two storey extension
N.O **CONSENT**

20/1210/HHOLD **7 Festival Road, Stonehouse, Gloucestershire, GL10 2DR.**
Proposed single storey rear extension
COMMENT **CONSENT**

Item E/176 **Responses to planning consultations given using delegated powers (14th July 2020 to 1 September 2020).**

20/0769/FUL **8 Queens Road, Stonehouse, Gloucestershire, GL10 2QA.**
REVISED CONSULTATION received 20/7/20: Demolition of former comrades club and garage blocks.
Replace with 1 flat over garage blocks and 3 detached houses.

COMMENT: These are comments on the consultation to revised plans sent on 20 July 2020. It is noted that the proposed development is less dense than in previous designs. The provision of smaller unit town centre housing is in line with Stonehouse Neighbourhood Plan policy H1 and there has been some effort to use reclaimed bricks if possible in the scheme. It is also noted that the parking spaces are will be constructed with permeable paving.

The revised Design and Access Statement is noted; the further consideration given to the design of the proposed development so it better reflects local building styles is welcomed.

Our comments regarding sustainable design still do not seem to have been taken into account. Consideration should be given to ensuring that the design of the dwelling aims for zero carbon development, sustainable construction techniques and provision of renewable or low carbon energy sources in line with draft Local Plan Strategic Objective SO5: Climate Change and Environmental Limits and draft Core Policy CP8 New Housing Development.

Any outstanding neighbours' concerns including those regarding overlooking and shading should be addressed.

20/1203/FUL **Delphi Diesel Systems Ltd, Brunel Way, Stonehouse,**
Erection of two gas storage tanks and concrete base.

COMMENT: No objections to proposal subject to all safety and environmental health requirements being met.

Re-opening High Streets Safely Action Plan: Photos and further information

From: Stonehouse Town Council, 28 August 2020

Contact: Rachel Russell, Deputy Clerk, deputyclerk@stonehousetowncouncil.com, 01453 822070

1. The High Street working group have reconsidered the Action Plan submitted on 21 July in the light of the continuing re-opening of the economy, comments from business owners on the original plan and a proposal to improve the High Street environment for the benefit of businesses and High Street users through provision of a pocket park.
2. The working group want to get the right balance between encouraging & enabling safe behaviour and creating a welcoming environment.
3. The High Street Working Group met on 28 August and agreed that the following measures now seemed appropriate:

High St (Wynns up to Co-op Stores):

Relax parking restrictions for a short stretch of High St to allow, say, 15 minutes 'loading and unloading'.

Use of road area to broaden pavement, create more space for pedestrians and "pocket park area" with planters and seating to improve High St environment

Along High St and main shopping areas:

Spray on floor signs to encourage social distancing (Stonehouse rose stencil? & Keep 2m apart text)

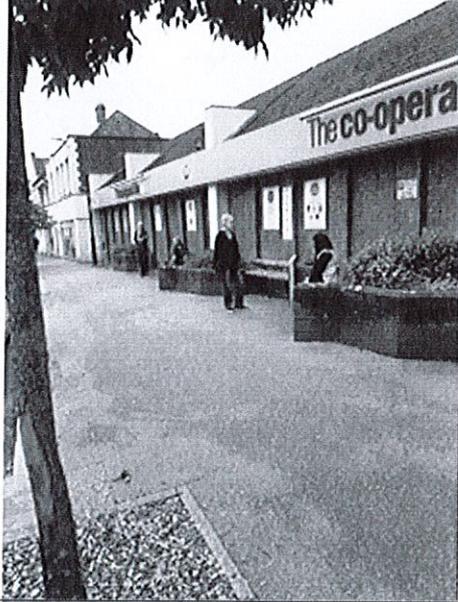
Larger signs to alert drivers to Shared Space area

Possibly social distancing signs at bus stops and some other locations.

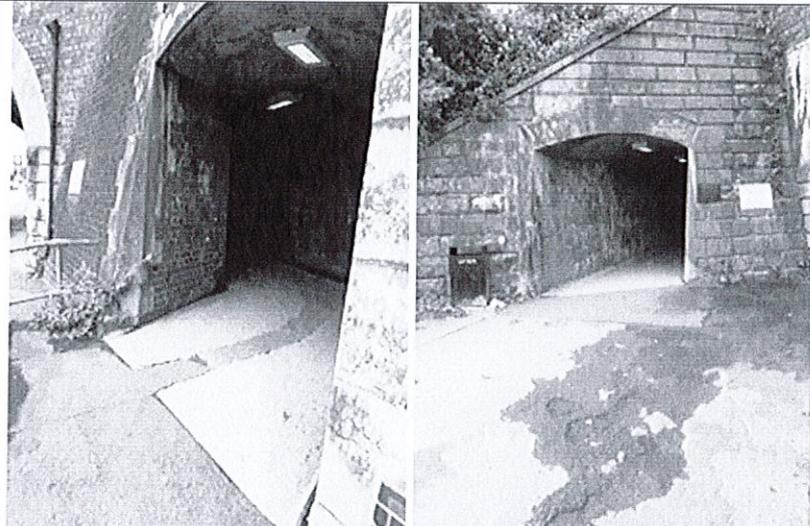
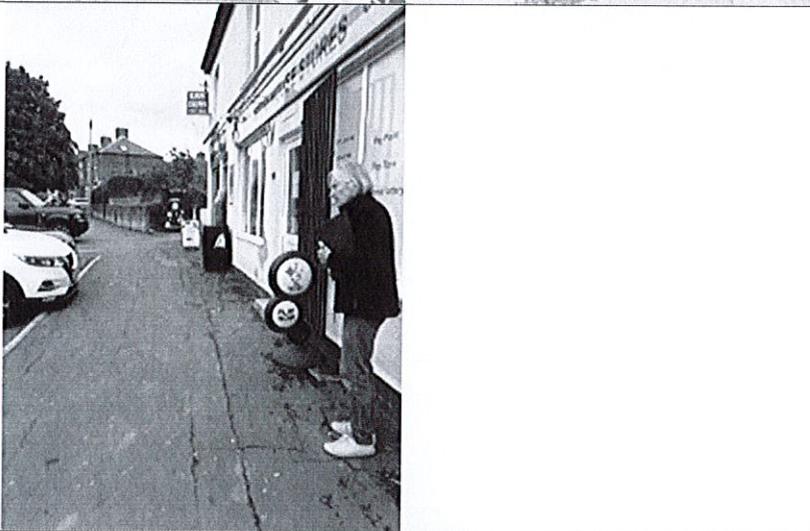
4. More detail is given in the Action Plan and report below.
5. In order to maintain a welcoming environment, The High Street Working Group would also like to see the High Street/town centre receiving thorough street cleaning and to help and encourage businesses to maintain shop fronts.

<p>a</p>		<p>High St, before Premier Stores</p> <p>Pavement sign: Keep your distance or similar (Pavement signs to be around every 45 metres from here up to War Memorial Green)</p>
<p>b</p>		<p>High St, bus stop before Premier Stores</p> <p>Social distance advice sign for people waiting for bus (adhesive suitable for cleaning off perspex)</p>
<p>c</p>		<p>High St: steps to shops (Premier Stores/Norville)</p> <p>Social distancing sign & please keep clear (vulnerable clients sometimes queuing for opticians)</p>

<p>d</p>		<p>Pavement near 10 High St</p> <p>Pavement sign: Keep your distance or similar</p>
<p>e</p>		<p>3-4 Pavement signs (Wynn's to Co-op): Keep your distance or similar</p> <p>High Street: From about half way along the shop frontage of Wynn's (where the kerb curves in) until the existing post :</p> <p>Parking restrictions are relaxed to allow, say, 15 minutes 'loading and unloading'.</p> <p>From the post down as far as the existing metal planter:</p> <p>Reclaim the road to broaden pavement, create more space for pedestrians and "pocket park area" with planters and seating to improve High St environment</p> <p>High St (before Co-op)</p>

		Stores): Larger temporary sign for Shared Space.
f		High Street: seating area outside Co-op Social distance advice poster/sign (ask Co-op re use of poster display boards)
g		Laburnum Walk (narrow pavement outside Co-op) 2 x Pavement signs: Keep your distance or similar

h		<p>On bus stop (near 58, High St, Lobby's Fishing Tackle)</p> <p>Social distance advice sign for people waiting for bus (adhesive suitable for cleaning off perspex)</p>
i		<p>Elm Road</p> <p>4- 5 pavement signs</p>
j		<p>High St before railway bridge</p> <p>1-2 pavement signs</p>

k		<p>High Street Railway bridge pedestrian underpass</p> <p>Signs at both entrances/exits: Keep your distance/watch out for other pedestrians.</p> <p>Pavement signs at entrances</p>
l		<p>Gloucester Road (29)</p> <p>2 to 3 Pavement signs: Keep your distance or similar</p>
m		<p>Gloucester Rd Bus Stops x2</p> <p>Social distance advice sign for people waiting for bus (adhesive suitable for cleaning off perspex)</p>

n		<p>High Street/Town Green bus stop</p> <p>Social distance advice sign for people waiting for bus (adhesive suitable for cleaning off perspex)</p>
o		<p>High Street</p> <p>Larger temporary sign for Shared Space.</p>
p		<p>High St (Hurns to Daniels TV)</p> <p>4-5 Pavement signs: Keep your distance or similar – especially on narrower sections of pavements.</p>

q		<p>Queens Road shops</p> <p>2-3 Pavement signs: Keep your distance or similar</p>
r		<p>Bus stop , Bath Road, South of Barnard Parade</p> <p>Social distance advice sign for people waiting for bus</p>

REOPENING HIGH STREETS SAFELY ACTION PLAN

NAME OF PARISH / TOWN COUNCIL	Stonehouse Town Council
NAME OF PERSON SUBMITTING PLAN	Rachel Russell, Deputy Clerk
DATE SUBMITTED	28-Aug-20
DATE FOR REVIEW	

Please email the completed action plan to mike.hammond@stroud.gov.uk
hannah.emery@stroud.gov.uk

LOCATION	ACTION	LOW LEVEL / HIGH LEVEL	WHAT RESOURCES ARE REQUIRED?	WHO IS REQUIRED TO PROVIDE PERMISSION (if applicable)	WHO WILL IMPLEMENT? (town/parish council, SDC, GCC)	NOTES
Actions in line 10 to line 11 are to broaden a section of pavement on High St in an attractive and environmentally friendly way						
High Street: From about half way along the shop frontage of W	Parking restrictions are relaxed to allow, say, 15 minutes' loading and	High Level	Temporary Traffic Order?	GCC Highways	GCC/SDC/STC	
From the post down as far as the existing metal planter	Reclaim the road to broaden pavement	High level	Temporary Traffic Order? Joint funding fro	GCC Highways	GCC/SDC/STC	
Other actions in High Street & shopping areas: we would like to use a Stonehouse Rose stencil & keep 2ms apart						
Before bus stop (photo (a))	Pavement sign: Keep your distance or	Low	Sign	GCC Highways?	STC/SDC/GCC	
On bus stop (photo b)	Social distance advice sign for people	Low	Sign	GCC Highways?	STC/SDC/GCC	
High St: stops to shops (Premier Stores/Norville) (photo c)	Social distancing sign & please keep cl	Low	Sign		STC/SDC	
Pavement near 10 High St (photo (d))	Pavement sign: Keep your distance or	Low	Sign	GCC Highways?	STC/SDC/GCC	
Between 20 High St (Wynn's Café) & Co-op stores (photo (e))	3-4 Pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
High St (before Co-op Stores) €	Larger temporary sign for Shared Spac	Low	Sign	GCC Highways?	STC/SDC/GCC	
High Street: seating area outside Co-op (f)	Social distance advice poster/sign (ask	Low	Poster/sign	Co-op stores	STC/SDC/GCC	
Laburnum Walk (narrow pavement outside Co-op) (g)	2 x Pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
Between 20 High St (Tudor Tandoori) & 58 High St (Lobby's)	3-4 Pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
On bus stop (near 58, High St, Lobby's Fishing Tackle) (h)	Social distance advice sign for people	Low	Sign	GCC Highways?	STC/SDC/GCC	
Elm Road (i)	4-5 Pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
High Street: charity shop before railway bridge (j)	1-2 Pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
High Street Railway bridge pedestrian underpass (k)	Signs at both entrances/exits: Keep yel	Low	Signs/barriers	GCC Highways?	STC/SDC/GCC	
Gloucester Road (29 - Nippy Chippy/Stonehouse Stores (l))	2 to 3 Pavement signs: Keep your dist	Low	Sign	GCC Highways?	STC/SDC/GCC	
On Gloucester Road bus stop (towards Gloucester) (m)	Social distance advice sign for people	Low	Sign	GCC Highways?	STC/SDC/GCC	
On Gloucester Road bus stop (towards Stroud) (n)	Social distance advice sign for people	Low	Sign	GCC Highways?	STC/SDC/GCC	
High St (o)	Larger temporary sign for Shared Spac	Low	Sign	GCC Highways?	STC/SDC/GCC	
High Street/Town Green bus stop (n)	Social distance advice sign for people	Low	Sign	GCC Highways?	STC/SDC/GCC	
High Street (Hurns to Daniels TV) (p)	4-5 Pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
Queens Road shops (q)	2-3 pavement signs: Keep your distanc	Low	Sign	GCC Highways?	STC/SDC/GCC	
Bus stop , Bath Road, South of Barnard Parade (r)	Social distance advice sign for people	Low	Sign	GCC Highways?	STC/SDC/GCC	

SAFETY AUDIT

**Scheme Name**

A419 Stonehouse

Improvements to Chipmans Platt, Oldends Lane, Downton Road and Horsetrough roundabout, Stroud

Safety Audit Ref. No. SA171802-2**Report Circulation List**Andy Darkes
Victor Escano
Roger Montoya
Alex Haworth
Alan Bullock**Date Request Received**17TH July 2020**Drawings Supplied**COGL43047516/100/001, COGL43047516/100/002,
COGL43047516/100/003, GOGL43047516/100/004**Additional Information**

Road Safety Audit Request Form

Audit Stage

Stage 3 (Partial completion)

Previous Safety Audit number, stage and dateSA171802-1 Stage 1 25th May 2020**Audit Team**Chris Thompson Safety Audit Team Leader
David Collicott Safety Audit Team Member
Paul Steventon Safety Audit Team MemberGCC (Research and Evaluation Team)
Police (Traffic & Road Safety Management)
HDM Highways Inspector and Road Safety Auditor**Audit Date**04th August 2020**Site Visit Date**04th August 2020**Introduction**

The site was visited at 13:00, The weather was sunny and dry, the road surface was dry, and the traffic conditions were deemed normal for the time of day. The works were not totally complete as some of the surfacing of footways and final reinstatements of the installation of pedestrian guard railing is still waiting to be completed.

The Audit Team's comments are based on the information and drawings that were before it on the day of Audit.

The terms of reference of this audit are as described in the "GCC Guidance note on the Provision of Safety Audit." The auditors have examined and reported only on the road safety implications of the scheme as presented and have not examined or verified the compliance of the designs, or justification for the works, to any other criteria. All issues identified with a "Recommendation" are considered to be of sufficient importance to require action. Other issues may be identified under "Comment" and are included for information or consideration.

Safety Audit Statement: I/we certify that I/we have examined the relevant drawings and the above information documents in respect of road safety. The examination of the proposed works has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme or any adjacent highway affected by it. The issues identified have been noted in this report together with associated safety improvement recommendations."

Audit Team**Lead Safety Auditor**Chris Thompson
Road Safety Auditor

Signed:.....

Date:.....

Safety Audit Team MemberDavid Collicott
Road Safety & Traffic Management Officer

Signed:.....

Date:.....

Observer(s) Present:Paul Steventon
Road Safety Auditor

Signed:.....

Date:.....

Scheme Name

A419 Stonehouse

Improvements to Chipmans Platt, Oldends Lane, Downton Road and Horsetrough roundabout, Stroud

Safety Audit Ref. No. SA171802-2

Report

1.1 Chipmans Platt Roundabout -

Location:

Tactile crossing point leading to the 24hr garage on the Chipmans Platt Roundabout

Summary:

The tactile crossing point installed across Grove Lane stops at the entrance to the garage forecourt, this could lead visually impaired pedestrians with no guidance or warning that they may step out into the entrance road from the roundabout and put them in danger of a collision with a motor vehicle entering the garage.



Frequency / Severity	Frequent	Probable	Occasional	Remote
Fatal Injury	Very High	High	High	Medium
Serious injury	High	High	Medium	Medium
Slight injury	High	Medium	Medium	Low
Damage only	Medium	Medium	Low	Low

Recommendation

The audit team recommend that the footway is extended into the garage to guide visually impaired pedestrians away from the entrance road into the garage and towards a dropped kerb access into the garage. The alternative is to remove the tactile paving at the crossing point to deter visually impaired pedestrians from using this crossing point to access the garage.

1.2 *Chipmans Platt Roundabout*

Location:

3 possible locations shown on annotated plans, where surface water ponding may occur.

Summary:

The audit team noted that there was quite a lot of build up of detritus at 3 of the dropped kerb crossing points around Chipmans Platt Roundabout. The road surface was dry during the site visit so the audit team recommend that the areas are checked during wet weather conditions. The concern relates to pedestrians being deterred from using the crossing point due to being splashed by passing road users and that during winter weather conditions any standing water could freeze and create a slip hazard for pedestrians crossing at the dropped kerb crossing points.



Frequency - Occasional, Severity – Slight, RISK – Medium

Recommendation

Ensure drainage gullies are clear in advance of the crossing points, and that any low points at the dropped kerb crossing points are removed to reduce the likelihood of any surface water ponding at the crossing points.

1.3 *Chipmans Platt Roundabout*

Location:

Pedestrians guard railing located at the Toucan crossing across the A419.

Summary:

The audit team noted that the pedestrian guard railing has been installed but the area around the base of the railing was not finished and could present a trip hazard to pedestrians approaching the crossing facility..



Frequency - Occasional, Severity – Slight, RISK – Medium

Recommendation

Reinstate the footway area around the base of the pedestrian guard railing to ensure the footway is level with no trip hazards.

1.4 *Chipmans Platt Roundabout*

Location:

End of cycle way sign located in the footway just after the Toucan crossing on the A419

Summary:

The Audit team noted that an End of cycle way sign has been installed in the footway just after the Toucan Crossing on the A419. The audit team thought this was to encourage cyclists to use the crossing, but the audit team thought that due to the reasonable width available and signing from the Canal car park also suggests that the southern footway around Chipmans Platt roundabout should be a shared use facility.

Frequency - Occasional, Severity – Damage, RISK – Low

Recommendation

The Audit team recommend that the 'End of Cycle way sign should be removed and replaced with a share use foot/cycle way sign.

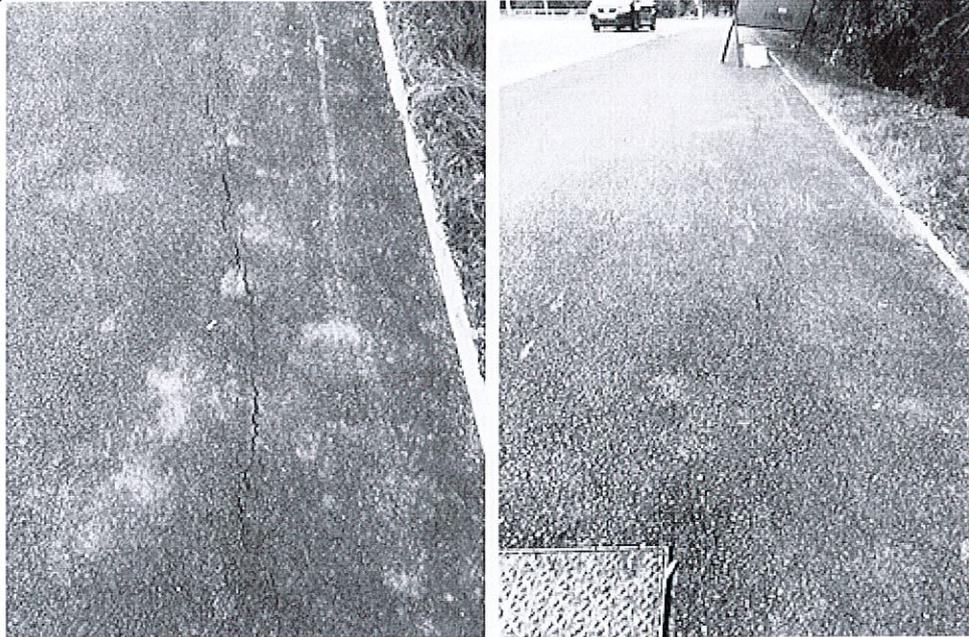
1.5 Chipmans Platt Roundabout

Location:

Foot/cycleway on the Southern side of Chipmans Platt Roundabout

Summary:

Although recently widened the footway on the Southern side of the roundabout is showing small defects and signs that it may be moving, whilst this is not a big concern as the cracks are small at the moment. If the footway continues to settle or slip towards the ditch, the cracks will become bigger and may present trip hazards for pedestrians and may also become hazards for cyclists using this section of shared use footway /cycle way.



Frequency - Occasional, Severity – Damage, RISK – Low

Recommendation

Review the defects in the shared use footway to establish the underlying cause and repair if necessary.

1.6 *Chipmans Platt Roundabout*

Location:

Cycle signage at the exit of the minor road to the car park for the canal

Summary:

The cycle signage shown in the photo below does not appear to confirm to any TSRGD standard and could be misleading to cyclists. The sign indicates for cyclist to position themselves on the right hand side of the dotted line just as you approach the give way markings at the entry/exit of the junction. This may contribute to a cyclist positioning themselves on the wrong side of the road and in the entry side of the junction when trying to follow the misleading signage, this would put them in danger of a collision with vehicles entering the access to the canal car park.



Frequency - Occasional, Severity – Damage, RISK – Low

Recommendation

Remove the non standard sign and promote access to the shared use foot/cycle path located on the south side of the roundabout. This could be done by installing a '1057' cycle symbol and arrow at the access point to the shared use facility

1.7 *Chipmans Platt Roundabout*

Location:

Segregated Cycle facility signage located just prior to where the footpath splits towards the canal tow path and the footway adjacent to the A419

Summary:

The cycle signage shown in the photo below could be misleading and divert pedestrians away from the new Toucan crossing across the A419. This may lead to pedestrians crossing the A419 at other locations away from the crossing facility and potentially increasing the potential for a collision with a motor vehicle



Frequency - Occasional, Severity – Damage, RISK – Low

Recommendation

Remove the segregated cycle facility sign and replace with a shared use footway/cycleway sign.

1.7B Chiipmans Platt Roundabout

Location:

Every exit splitter island located on Chipmans Platt roundabout.

Summary:

The audit team noted that there were no reflective bollards located at each exit of the Chipmans Platt roundabout, the reflective bollards have been used at all other junctions and alterations between this roundabout and Horsetrough Roundabout. Without reflective bollards located at the exit splitter islands there is an increased risk of vehicles exiting the roundabout and clipping the splitter islands resulting in a damage type of collisions.

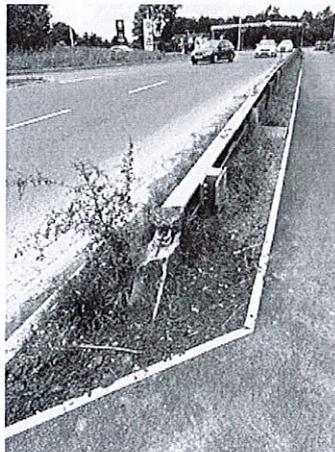
Frequency - Occasional, Severity – Damage, RISK – Low

Recommendation

Install reflective bollards on the splitter island located at each exit of the roundabout, as this will give a more consistent way the junctions have been treated along this length of the A419.

Comments:- Chipmans Platt Roundabout

The audit team noted that the anchor point of the Vehicle Restrains System was damaged and should be repaired.



1.8 Oldends Lane Roundabout

Location:

Vehicles driving over the dropped kerb at the end of the cul-de-sac to access the A419 by driving over the tactile paving located at the Toucan Crossing

Summary:

During the site visit it was noted that there were tyre marks on the footway to indicate that vehicles have been driving over the dropped kerbs and the tactile paved area of the Toucan crossing to access the A419, If this continues pedestrians and cyclists using the facility would be put at greater risk of a collision with a motor vehicle.



Frequency - Probable, Severity – Serious, RISK – High

Recommendation

Install a couple of bollards at the end of the footway by the dropped kerb, to prevent vehicles driving onto the footpath area by the Toucan crossing.

1.9 Oldends Lane Roundabout

Location:

Pedestrian guard railing and concrete post with wooden fence, located next to the Toucan crossing

Summary:

The audit team thought that the pedestrian guard railing, concrete post and wooden fence were installed very close to the highway and this may contribute to damage type of collisions if they were hit or clipped by passing vehicles



Frequency - Occasional, Severity – Serious, RISK – Medium

Recommendation

Ensure that all highways furniture such as the guard railing and fencing are installed at least 450mm away from the edge of the carriageway to avoid being clipped by passing road users.

1.10 Oldends Lane Roundabout

Location:

A straight ahead and left turn arrow road marking, approaching the Toucan Crossing (Travelling West towards Eastington on the A419)

Summary:

The Audit team thought the location of the straight ahead and left turn road marking was located too close to where the entry to the cycle facility dropped kerb access. By having the two sets of road markings located so close to each other, road users may misread the left turn arrow for the cycle facility and attempt to drive down the exit provided for cyclists to access to the off road cycle facility, this could result in vehicles attempting to drive down the cycle facility where they will become stuck and could contribute to damage type of collisions.



Frequency - Occasional, Severity – Damage, RISK –Low

Recommendation

Use a '1057' cycle symbol within the facility to indicate its intended use. Position the cycle turn left road marking further back to avoid confusion with straight ahead and left turn road making prior to the roundabout.

1.11 Oldends Lane Roundabout

Location:

Cycle facility has trees hanging over the facility (South East footway from the Toucan crossing to entrance to Bonds Mill Business Park)

Summary:

The audit team noted that the tree canopy was less than the recommended cycleway vertical clearance of 2.4m, when walking along this section of footway and concerns were raised regarding the head clearance required for cyclists to safely use this section without hitting tree branches with their head potentially causing a slight injury accident.



Frequency - Probable, Severity – Slight, RISK – Medium

Recommendation

Cut back the overgrowing tree canopy so there is appropriate head clearance for cyclists using this part of the cycle facility.

1.12 Oldends Lane Roundabout

Location:

Same location as 1.11 above and the continuation of the cycle facility around the edge of Oldends Lane Roundabout

Summary:

The width of the segregated cycle facility has been reduced since the pedestrian guard railing has been installed, this is likely prevent cyclists from passing each other and may lead to conflict between cyclists and pedestrians if they attempt to stay on the correct side on the facility and could result in a slight injury accident.

Frequency - Occasional, Severity – Slight, RISK – Low

Recommendation

The audit team recommend that the segregation signing and lining should be removed and the facility should be resigned as a shared use facility for cyclists and pedestrians.

1.13 Oldends Lane Roundabout

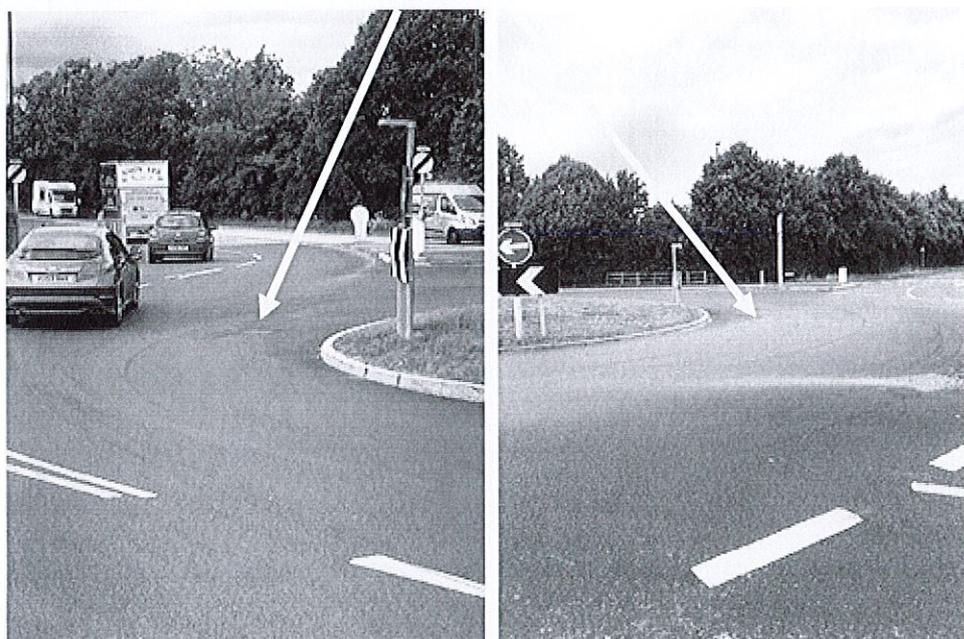
Location:

Drain gullies located within the circulatory of the roundabout

Summary:

The audit team noted that several drain gullies were not moved when the roundabout was re-profiled, this has resulted in drain gullies being left in the circulatory of the carriageway which could present a slip hazard for powered two wheelers when navigating the roundabout in wet weather conditions. This could result in loss of control slight injury accidents. There is also an attendant loss of control risk due to the gully grating dropping over time as the HGVs run over them. A bike could then strike these sunken covers and/or swerve to avoid this defect putting it into harms way of other vehicles.

The road condition around the gullies also appeared to be breaking up and may need repairing.



Frequency - Probable, Severity – Serious, RISK – High

Recommendation

The audit team recommend that the road is re-profiled gullies moved to the kerb edge of the centre of the roundabout, the condition of the road surface near the drain gullies should be reviewed and repaired.

Comments:- Oldends Lane Roundabout

The audit team noted that bollards were installed at the exit points on all of the splitter islands around the roundabout, but it was noted that most of the bollards were in poor repair and most had lost the reflective markings from them. Thought should be given as to if the bollards need renewing.

1.14 Downton Rd Junction with the A419

Location:

Pedestrian refuge located on the western edge of the junction

Summary:

There is restricted width within the central island due to street furniture and a large road sign not being installed inline with the pedestrian guard railing. With limited width to pass each other pedestrians and cyclists are at risk of colliding with each other potentially causing a slight injury accident



Frequency - Probable, Severity – Slight, RISK – Medium

Recommendation

The audit team recommend that the push button units for the crossings are moved so they are inline with the pedestrian guard railing (The same as the other Toucan crossing located on the East of the Junction), and that the large direction sign could be move to a location opposite the Downton Road approach to the signalised junction, This would create more space for pedestrians and cyclists to pass each other when passing through the pedestrian refuge of the staggered crossing. It should be noted that even when the obstructions are removed it will still be difficult for tandem/cycle with trailer to manoeuver through the refuges.

1.15 Downton Rd Junction with the A419

Location:

Segregated cycle route sign located on Dudbridge road approaching the traffic signal junction

Summary:

The sign shown in the picture below is wrong, partially hidden by overgrowing vegetation and could be misleading to pedestrians and cyclists using the shared use foot/cycle way as there is no segregated cycle and pedestrian facility when approaching the crossings located at the Downton Rd Junction with the A419.



Frequency - Occasional, Severity – Slight, RISK –Low

Recommendation

Remove the sign, clear back any overgrowing vegetation and replace with a shared use cycle facility sign

1.16 Downton Rd Junction with the A419

Location:

Pedestrian guard railing reducing the available width of the shared use footway / cycle way, just prior to the exit ramp on to the Downton Rd

Summary:

The pedestrian guard railing installed towards the end of the cycle facility has reduced the width available for cyclists and it would be very difficult for cyclists to pass each other as they approach the exit onto Downton Road, and road users turning into Downton Road may also not be aware of the possibility of cyclists entering the carriageway at this point which could lead to slight injury accident occurring.



Frequency - Probable, Severity – Slight, RISK – Medium

Recommendation

The Audit team recommend that the last 3 sections of pedestrian guard railing could be removed to gain additional width to the cycle facility when approaching the exit onto Downton Road. It was also noted that the footway does not continue once it passes over the canal bridge so the footway could be closed off to prevent cyclists travelling past the dropped kerb exit point (this could be done by using some of the removed pedestrian guard railing. The audit team also thought that a '1057' cycle symbols and arrow located on the road at the exit point of the cycle facility would help to warn road users that cyclist may be entering the road at this point.

1.17 Downton Rd Junction with the A419

Location:

Cycle and Pedestrian route at the bottom of Regent Street, and Pedestrian refuge crossing Downton road.

Summary:

There are several areas where works are still to be finished off, the final surface for the refuge has not yet been installed and the areas around the base of the pedestrian guard railing still needs to be reinstated. With uneven surfaces pedestrians and cyclists will have an increased risk of tripping or losing control of their cycles which could result in a slight injury accident.



Frequency - Probable, Severity – Slight, RISK – Medium

Recommendation

All outstanding remedial works need to be finished to ensure there is a level surface to the shared use foot/cycle way around the Downton road junction with the A419.

1.18 Downton Rd Junction with the A419

Location:

Cycle signage located towards the bottom of Regent street

Summary:

The cycle destination signing is installed adjacent to a wall and may not be seen by cyclist travelling down Regent Street. The sign is also misleading as it appears to have been installed pointing in the wrong direction to guide cyclists to their correct destination.



Frequency - Probable, Severity – Slight, RISK – Medium

Recommendation

The audit team thought this sign would be more informative if it was rotated 90° so it faces cyclists travelling down Regent Street towards the crossing facilities.

1.19 Downton Rd Junction with the A419

Location:

Old /redundant pedestrian guard railing located towards the bottom of Regent Street

Summary:

The audit team noted that there was quite a bit of old pedestrian guard railing set back from the crossing point to cross the A419. The audit team discussed if this needed and came to the conclusion that it was most probably just left in from a previous design. The audit team thought that this redundant pedestrian guard railing would contribute to unnecessary clutter of street furniture located on the footway, and could contribute to a slight injury accident if it was clipped by cyclist accessing or leaving the cycle facility

Frequency - Probable, Severity – Slight, Damage – Low

Recommendation

The audit team recommend that the need for the old guard railing is reviewed to see if it still required, If the old railing is not required and contributing to addition clutter the audit team would recommend its removal.

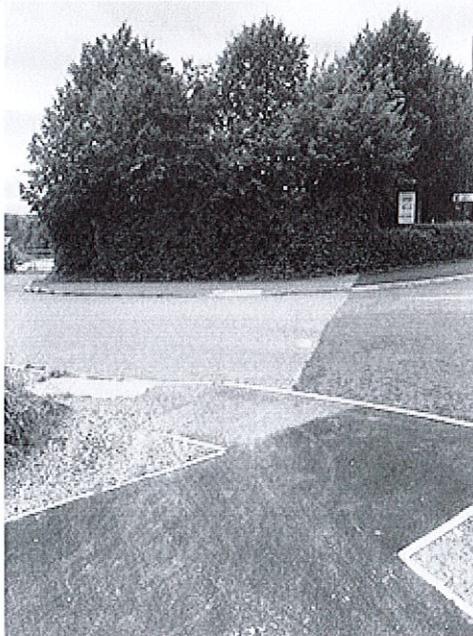
1.20 Downton Rd Junction with the A419

Location:

Cycle access to the dropped kerb crossing across the access to Upper Mills Industrial Estate

Summary:

Cyclists trying to access the dropped kerb crossing at the access to Upper Mills Industrial Estate will struggle to turn sharply enough to stay on the designated shared use footway. The audit team noted that several bike tyre markings were seen in a rough patch of ground that would make it easier to travel over to reach the dropped kerb crossing point, concern were raised regarding cyclists turning while travelling over rough and uneven ground which could contribute to a loss of control damage type of collision.



Frequency - Probable, Severity – Damage, RISK – Medium

Recommendation

The audit team recommend that some of the rough ground is tarmacked over to provide a smooth transition to the existing dropped kerb crossing point.

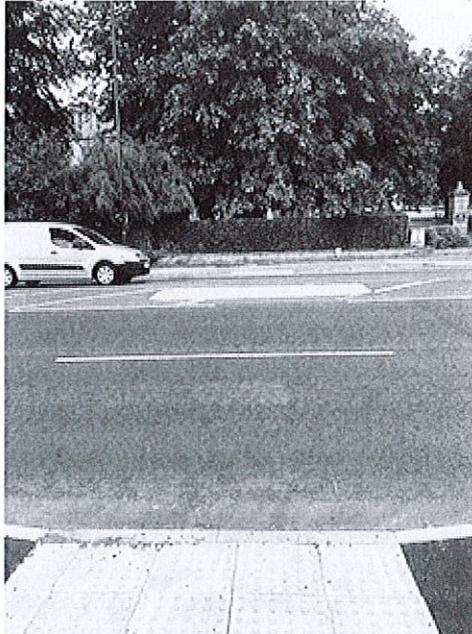
1.21 Downton Rd Junction with the A419

Location:

Tactile paving remains but the pedestrian refuges have not been replaced after the road widening works, located either side of the right turn lane to access Wycliffe Collage

Summary:

The Audit team raised a concern regarding the width of the crossing, and noted that the old pedestrian refuges have been removed from both crossing located either side of the right turn lane to access, but also noted that the tactile paving at the crossing points are still installed. The tactile blister paving is intended to inform vulnerable roads users with impaired visibility of appropriate places to cross the road, and the audit team questioned if this was a suitable crossing point for visually impaired pedestrians due to the width of the crossing without any pedestrian refuge and high traffic volumes. Currently pedestrians will have to cross 4 lanes of carriageway to get to the pavement on the other side. The removal of the refuges also removes any protection for vehicles using the right turn lane for Wycliffe Collage. If a vehicle tries to attempt an overtaking manoeuvre close to the access for Wycliffe Collage, it would increase the potential of collisions between pedestrians using the crossing points or with vehicles waiting in the right turn lane.



Frequency - Probable, Severity – Serious, RISK – Medium

Recommendation

The Audit team recommend that the installation of tactile paving at the crossing points should be reviewed to ensure that both the crossings points are appropriate for use by visually impaired pedestrians to use, This may need the tactile paving to be removed from either side of the crossings. It is also recommended that the pedestrian refuges located either side of the right turn lane to access Wycliffe Collage are replaced.

Comments:-

- The audit team noted that the pedestrian crossing at the end of Downton Road was not a Toucan Crossing.

1.22 Horsetrough Roundabout Junction with the A419

Location:

Visibility looking right when crossing the left turn slip road from the Ebley Bypass

Summary:

The audit team raised a concern regarding the potential limited visibility when crossing the left turn slip road of the A419 at Horsetrough Roundabout. Due to the introduction of the left turn slip road, vehicles speeds are free flowing through the A419 Slip road at Horsetrough Roundabout, and likely to be faster than the entry speed at the other arms. Visibility looking right is also partially restricted by vegetation growing in the verge and the Ebley Bypass approach is also on a gradient so it may be difficult for pedestrians and cyclist to gauge when it is safe to cross the left turn slip road, this could lead to pedestrians and cyclists crossing at inappropriate times and may contribute to a collision with a motor vehicle.



Frequency - Occasional, Severity – Serious, RISK – Medium

Recommendation

The Audit team recommend that the available horizontal and vertical visibility splay from the tactile crossing point should be reviewed to ensure it appropriate for the speed of vehicles approaching the crossing point. Improvements could be made if all the vegetation is removed from the verge, but it may be necessary to move the crossing point closer to the apex of the bend of the slip road if approach speeds are higher than desirable when approaching the crossing point. If the crossing point is moved to the apex of the bend, caution should be used as pedestrian guard railing is likely to be required if the crossing is staggered, the guard railing would need to be set back from the carriageway to ensure it is not hit by HGV, and this is likely to restrict the width available of the Left turn splitter island to form a staggered crossing.

1.23 Horsetrough Roundabout Junction with the A419

Location:

Left turn slip road from Ebley Bypass that avoids circulating the Horsetrough Roundabout when travelling towards Eastington.

Summary:

The road width through the left turn slip lane does not appear to be wide enough for cyclists to be safely overtaken when travelling through the slip road to continue travelling on the A419 towards Eastington, vehicle speeds were also noted to be quite high and concerns were raised regarding cyclists travelling through this section of the roundabout. The safety concern raised regarded the potential of vehicles attempting to overtake a cyclist while travelling through the left turn slip road, with limited width there is potential for cyclists to be clipped by passing vehicle causing a serious injury accident.



Frequency - Probable, Severity – Serious, RISK – Medium

Recommendation

The audit team recommend that edge of carriageway markings could be provided through the left turn slip lane, this would visually narrow the road and may contribute to a slight drop in vehicle speeds, It should also help to promote cyclist to adopt the primary cycle position (Centre of the carriageway) when travelling through the left turn slip road, to prevent vehicles attempting to overtake while travelling through this section. The Audit Team also recommend engaging with the local user groups and improving cycle signage in advance of the left turn slip road as there are other cycle routes such as the cycle facility that follows the Stroudwater Canal that could be promoted and used as an alternative route to totally avoid negotiating the roundabout. It is also recommended that the final surfacing should be completed on the shared use foot/cycleway as this is likely to encourage cyclists to use the cycle facility that avoids the left turn slip road.

1.24 Horsetrough Roundabout Junction with the A419

Location:

Exit to the off road shared use cycle facility, when approaching Horsetrough Roundabout while travelling along the Ebley Bypass.

Summary:

The '1057' cycle symbol and road marking have not been installed at the point where cyclists are encouraged to leave the Ebley bypass, this is likely to increase the number of cyclist who continue on the road and will have to pass the long uphill entry to the left turn slip road where cyclist are particularly vulnerable to vehicles entering the left turn slip road.



Frequency - Probable, Severity – Serious, RISK – High

Recommendation

Install the '1057' cycle symbol and arrow road marking to encourage cyclist to leave the carriageway to access to off road shared use cycle facility.

1.25 Horsetrough Roundabout Junction with the A419

Location:

Pedestrian refuge/splitter island that is located between the left turn slip road and the west bound exit of Horsetrough roundabout.

Summary:

The pedestrian refuge located between the left turn slip road and the A419 exit for west bound traffic is limited in width and whilst it appears to be just wide enough for a cyclist to use without being clipped by passing road users, It was noted that it would not be wide enough to safely house a cycle towing any type of trailer.



Frequency - Occasional, Severity – Serious, RISK – High

Recommendation

If the crossing point is moved due to the visibility concern raised in concern 1.22 a staggered crossing could be installed on the splitter island between the circulatory of the roundabout and the left turn slip road. But care should be taken to ensure the splitter island is wide enough to install a staggered crossing point.

Comments:-

- It is important to note that the final surfacing on the shared use footway has not been completed, and this may contribute to cyclist opting to cycle on the road and not the improved off road cycle facility installed around Horsetrough roundabout.
- The audit team strongly recommend that cycle and pedestrian direction signing is reviewed and improved prior to arriving at Horsetrough Roundabout, there is an existing off road cycle facility along the Stroudwater Canal that follows parallel with the A419 from Stonehouse to Eastington. There are several other routes that could be promoted to avoid pedestrians and cyclists having to cross the entry and exit points of Horsetrough Roundabout. Vulnerable road users such as cyclists and pedestrians travelling from Stonehouse towards Ryeford and the Stanleys could be directed along the old Ebley Road towards the formal crossing and cycle facility provided at the Ebley Bypass junction with for the Stanleys.
- The audit team discussed the potential of installing formalised pushbutton crossing points located on some of the arms of Horsetrough Roundabout, and thought that whilst it would make it more pedestrian and cycle friendly it would be likely that the gains made to traffic flows would be reduced if formal crossing points were introduced.

Report to: Town Environment Committee 20 July 2020
Subject: E/181 Progress report from Bristol Road Working Group
From: Rachel Russell, Deputy Clerk
Date: 1 September 2020

1. Progress to date:

- **Stroud District Council (SDC):** Ward Councillors putting forward a proposal supporting Stonehouse Bristol Road to SDC Environment Committee 3 September.
- **Gloucestershire County Council (GCC):** GCC's Local Transport Plan has been delayed to take account of a government White Paper due in Autumn/Winter. Therefore, there is a further opportunity to influence the Local Transport Plan and make the case for Stonehouse Bristol Road (SBR) to be included.
- **Department for Transport:** Has provided further feedback on our funding application, recommending that a bid to the New Stations Fund may be appropriate. We are having a virtual meeting with Restoring Your Railway team meeting on 8th September for further guidance on progressing bid.
- **MP:** We had a productive virtual meeting with Siobhan Baillie, MP on 5th August. MP's actions were to contact:
 - Luke Hall MP re how Charfield Station proposal has been progressed.
 - Nigel Moor, GCC (County Cllr, Chair of Environment Ctee) and ask for meeting.
 - Mark Russell, SDC, re possible developers' contributions to station
 - Restoring Railway Fund re next steps for the bid/application to New Stations Fund.
 - Western Gateway strategic transport body re lack of inclusion of Stroud area and Stroudwater Station proposal in their draft Plan. (I have sent her a copy of Town Council's response)
 - GfirstLEP for their views on proposal, also Doina Cornell who sits on LEP board.

She suggested evidence of local support such as a survey would be helpful.

Happy to do photo launch; will check with Rail Minister for his availability.

She is keen to meet regularly with use, every 6 weeks. We emphasised the importance of influencing GCC and having proposal included in Transport Plan.

- **Town and Parish Councils:** A request for a resolution in support of the Stroudwater Station proposal together with a supporting paper was sent to 20 local councils in August. Whiteshill and Ruscombe Parish Council and Cainscross Town Council have confirmed that they have passed a resolution of support.
- **Landowner** – land adjacent to station site: Cllr Watt has been in contact with landowner who is using a consultant to advise on how to progress proposal to re-open station.
- **Local support:** A grassroots supporters campaign group has been set up with a social media presence; and they have set up a petition on GCC's website to request that the proposal is included in the Local Transport Plan – 887 signatures to date.

2. Proposed actions:

Strengthen evidence of local support & influence regional transport policy

- **SDC:** Ask Ward Councillors to set up meeting with Ward Councillors in SBR catchment area to promote proposal.

- **GCC:** Ask County Cllr to set up meeting with senior GCC officers
- **Invite Gloucestershire Community Rail Partnership, Ward Councillors and County Councillor** to working group meeting.
- **Promoter of bid to Restoring Your Railway Fund to re-open Charfield Station:** Make contact (previous studies have shown that this station could work well with SBR).
- **Maintain contact** with West of England Combined Authority, GfirstLEP, Business West and any other relevant bodies.

Report to: Environment Committee 7 September 2020

Subject: E183 Proposed timetable for review of Stonehouse Neighbourhood Plan

From: Rachel Russell, Deputy Clerk

Date: 1 September 2020

1. Introduction

Stonehouse Neighbourhood Development Plan (NDP) was adopted as part of the statutory Development Plan for the District of Stroud in February 2018. There is a need to review the NDP for the following reasons:

- a) Review impact of plan and possible changes needed
- b) Changes to national and local context
 - Change to the NDP area after the Governance Review
 - Stroud District Council Local Plan Review
 - Gloucestershire County Council Local Transport Plan Review
 - Changes in the National Planning Policy Framework,
- c) Climate emergency
- d) Economic change: pressures on High Street
- e) Consultation with the public to ensure revised NDP is based on current issues and priorities
- f) Refresh evidence e.g.: an updated Housing Survey

2. Process

- 2.1 Extract from Government Planning Guidance on Neighbourhood Planning
<https://www.gov.uk/guidance/neighbourhood-planning--2#updating-neighbourhood-plan>

“There are 3 types of modification which can be made to a neighbourhood plan or order. The process will depend on the degree of change which the modification involves:

Minor (non-material) modifications to a neighbourhood plan or order are those which would not materially affect the policies in the plan or permission granted by the order. These may include correcting errors, such as a reference to a supporting document, and would not require examination or a referendum.

Material modifications which do not change the nature of the plan or order would require examination but not a referendum. This might, for example, entail the addition of a design code that builds on a pre-existing design policy, or the addition of a site or sites which, subject to the decision of the independent examiner, are not so significant or substantial as to change the nature of the plan.

Material modifications which do change the nature of the plan or order would require examination and a referendum. This might, for example, involve allocating significant new sites for development.

Paragraph: 106 Reference ID: 41-106-20190509”

- 2.2 Material modifications would require consultation and evidence gathering. Changes that an examiner considers would change the nature of the plan would also need to go through the whole neighbourhood planning process up to referendum.

3 Resources

- 3.1 The Town Environment Committee has a budget of £5,000 in 2020/21 for Neighbourhood Plan Review.

- 3.2 If it is decided that there is a need to modify the Stonehouse NDP, then the Town Council could apply for a Locality Grant (currently up to £9,000) and possibly an additional grant for technical support depending on the proposed changes.
- 3.3 The Modification process could take a significant amount of volunteer, councillor and officer time.

4. Proposed Initial NDP Review timetable (*dates in italics from previous version of this report which went to Environment Committee February 2020*)

Set up Neighbourhood Plan Working Group (NPWG)	<i>March 2020</i> <i>September 2020</i>
Review impact of plan on Stroud DC Planning Decisions to date & against monitoring indications included in Plan	<i>Report to TEC 23 March 2020</i> <i>Report to TEC 5 October 2020</i>
Review changes to national and local context NDP Area <ul style="list-style-type: none"> • Local Plan Review (Summer 2021, Consultation on proposed modifications, Winter 2021, Adoption) • Local Transport Plan review (for adoption, early 2021) • Changes in NPPF/Planning System • Climate emergency • Economic change: pressures on High Street 	<i>NPWG to do initial review By April 2020</i> <i>NPWG to do initial review By Dec 2020</i>
NPWG to agree recommendations on NDP Review to include: <ul style="list-style-type: none"> • Broad view of potential policy changes or additions. • Potential site allocations • Assessment of need for material modification • Need for evidence and consultation • Confirmation of eligibility for neighbourhood planning grant. 	<i>Report to TEC 27th April with recommendations for TC 11 May on review programme</i> <i>Report to TEC 7th December with recommendations for TC 14 December on review programme</i>
If Material Modifications are proposed: <ul style="list-style-type: none"> • Consultation (residents & stakeholders) • Evidence Gathering • Policy development • Consultation • Submission • Consultation • Examination • Referendum 	<i>June 2020 – December 2021</i> <i>January 2021 – June 2021</i>

Consultation response: Western Gateway – Sub-national Transport Body, draft Strategic Transport Plan 2020-2025

1. Do you agree with the role of the STB as outlined in the draft plan and can you see its value in identifying strategic investment priorities?

We agree with the role of the STB as transport and connectivity issues obviously need to be looked at beyond county boundaries. The role of the STB in easing communication with the Department for Transport, Highways England and Network Rail and making effective transport investment decisions is also welcomed.

2. What changes could be made to the draft plan which would enhance the STB's ability to attract central government funding?

The following changes would enhance the ability to attract central government funding by supporting a proposal which would meet unmet demand for rail services, enhance regional connectivity and prosperity, reduce carbon emissions and has already been identified by the Department of Transport as having potential benefits.

a) Stonehouse Town Council would like to see the proposal to re-open a station at Stonehouse Bristol road (Stroudwater Station) on the existing Bristol to Birmingham line, Stonehouse, Gloucestershire, included in the Strategic Transport Plan.

Stonehouse Town Council and Rail Future submitted a bid to the Restoring Your Railway Fund for re-opening a station at Stonehouse Bristol Road We refer to this proposed new station as Stroudwater Station, as it would serve a population of 55,000 in the Stroud Valleys and Vale. Gloucestershire and Stroud District need more stations and better rail links to the regional capital Bristol. A station at Stonehouse is the missing link to connect the area with Bristol and remedy Gloucestershire's poor rail performance. The Department for Transport have assessed the scheme as having potential benefits and suggested an application to the New Stations Fund.

For around 55,000 people in the Stroud Valleys, one of the more densely populated areas in Gloucestershire, there is no direct link to their regional capital, Bristol. It can take longer to travel to Bristol by train from the Stroud Valleys than it does to reach London. The Stroudwater corridor is the largest semi-urban area in the whole country without direct access to its major regional economic centre, Bristol.

Stroudwater Station would help fill this gap in the transport network, reducing congestion in our towns, on the M5 and within Bristol. It would contribute to a reduction in carbon emissions in line with targets set by national and local government. There is a climate emergency: action must be taken now to move away from the car to other forms of transport.

The proposal meets the criteria in the draft Western Gateway area wide Rail Strategy (p.29):

Choice: Stroudwater Station would give many more people the choice of using rail for journeys to work, educational, training and apprenticeship opportunities, cultural and leisure trips.

Decarbonisation: The Station would reduce the use of private cars.

Social Mobility: The station is next to an area which ranks amongst the 30% most deprived neighbourhoods in the country; income, employment and education, skills and training deprivation are all high in this area, with levels ranking within the 20% of most deprived areas for these

measures. A station with fast, direct access to Bristol would give people a much wider choice of job, training and educational opportunities.

Productivity: The proposed station would make a significant contribution to regional economic development. Stonehouse is a major employment centre with five industrial estates, almost a third of Stroud District's commercial floor space.. A direct link to the regional capital Bristol would help the area pull its weight in the Western Gateway region. The Stroud and Stonehouse areas have long been known for technological innovation and there is potential for greater synergy with the hi tech sector in Bristol, especially at a time of potential change for the aerospace industry.

Growth: The station site is in a growth area close to new and planned housing and employment developments.

b) Inclusion of Stroud Valleys & Vale area within Transport Hubs in the draft Western Gateway Strategic Transport Plan

The Stroud Valleys area seems to fall in a gap between the Western Gateway's Northern Transport Hub (p.33) and the Central Transport Hub (p.37), so the stations at Stroud, Stonehouse and Cam and Dursley do not show on either map. **This area, its stations, potential stations and other transport connections must be included in one or of the Transport Hubs. Currently the area is a missing link in the Strategic Transport Plan.**

The proposed station at Charfield is included in the Central Transport Hub. Previous studies have shown that a station at Charfield could work very well with one at Stonehouse Bristol Road which is one of the reasons that consideration should be given to the proposal to re-open Stonehouse Bristol Road in the draft Strategic Transport Plan (Phase 2 Gloucestershire Extension Study, December 2016 (C2CHM/Gloucestershire County Council).

Stroudwater Station would assist with the issues of modal shift and connectivity identified in the text relating to the Northern Transport Hub which relate to Gloucestershire:

"The car dominates both local and strategic travel within this hub, but there is a need to develop reliable passenger transport alternatives and improve cycle networks to remove local trips from the strategic network.

Outputs from the Gloucestershire Rail Investment Strategy highlights that enhanced regional service between Bristol and Birmingham would deliver substantial economic benefits and improve connectivity south of Gloucester and transform connectivity north of Cheltenham to Worcester."

c) Inclusion of Stroudwater Station as a priority within The Western Growth Corridor Strategic corridor V1 – Midlands to South West

The proposal clearly falls within the Western Growth Corridor and we would like to see it listed within transport priorities identified to support strategic connectivity (p.66). The proposal to provide Stroudwater Station on the site of the former Stonehouse Bristol Road station would help with the modal shift away from the car and reliance on the M5 as noted on p.63, improve connectivity between Bristol and Birmingham and link an area with a large cluster of employment and technological expertise with a similar area in the regional centre, Bristol

Stonehouse Town Council, July 2020

Transport decarbonisation plan: call for ideas

Your details

Q1. Your (used for contact details only):

name? Rachel Russell

email? deputyclerk@stonehousetowncouncil.com

Q2. Are you responding:

on behalf of an organisation?

Organisation details

Q9. What is the approximate total number of employees in your organisation?

1 to 29

Q10. What best describes your organisation?

Other:
Local council -Town Council

Share your views

Q11. What do you think government should be doing to reduce the greenhouse gases that are produced from:

cars?	<ul style="list-style-type: none"> • Encourage active travel through good footpaths and cycle paths • ensure good public transport at appropriate times and with capacity to meet demand. • Improve the grid capacity and install electric car charging points widely across the country. • Switch capital investment from road building to investing heavily in public transport, walking and cycling infrastructure • Reduce speed limit in residential areas to 20mph • Introduce fines for engine idling • Aim for withdrawal of petrol, diesel and hybrid cars from the market by 2030 (ie. 5 years earlier than the current target) and a cap on CO2 emissions to tackle the issue of cars' improving efficiency being countered by the availability of larger and more polluting vehicles. • Introduce more incentives in the meantime for car sharing, for example the provision of "2+" lanes.
buses and coaches?	<ul style="list-style-type: none"> • Ensure services provide co-ordinate with other forms of public transport especially for commuters, students and pupils. • Incentivise development of greener technology for buses and coaches.
vans and lorries?	<ul style="list-style-type: none"> • Incentivise development of greener technology for vans and lorries • Roll out pollution tax in other urban areas outside London • Introduce fines for engine idling
passenger rail?	<p>Support provision of new stations to accelerate a modal shift to public and active transport as suggested in the strategic priorities listed at 5.14 of Decarbonising Transport Setting the Challenge, Department for Transport, 2020. Stonehouse Town Council welcomes the Restoring Your Railways Initiative and the New Stations Fund. We are promoting a proposal to open Stroudwater Station, Stonehouse, Gloucestershire on the Bristol to Birmingham line, providing 55,000 people in the Stroud Valleys with a direct link to their regional capital, Bristol for the first time since the Beeching Cuts. Stroudwater Station would be is on a site easily accessible by foot, cycle, road and bus, in a densely populated area and close to major employment sites and new housing developments. It is ideally situated to provide people with integrated travel choices and incentivise mass transit/active travel as suggested for the Future Travel Zones outlined in the Decarbonising Transport paper (p.53) – Stroudwater Station could be an achievable, relatively low cost Future Travel Zone for Gloucestershire. Currently most commuting to Bristol is done by car so the station would relieve congestion as well as reducing carbon emissions. The station would also link to schools, colleges and universities in the Stroud Valleys and Bristol. Proposals such as Stroudwater Station should be strongly supported by national and local government as achievable and realistic projects which will significantly contribute to decarbonisation of the UK's transport system.</p>
aviation?	<ul style="list-style-type: none"> • Increase fuel tax to reflect cost of providing flights. • Incentivise development of greener technology for aviation • Invest in good public transport links to airports and reduce car parking provision at airports to reduce car travel to and from airports.
freight?	Encourage use of rail freight and green technology for lorries.
maritime?	-
other transport?	-

Local journeys

Q12. What, if any, changes to reduce the greenhouse gases produced by your local transport, would you like to see made?

- Provision of Stroudwater Station, Stonehouse, Gloucestershire on the Bristol to Birmingham line to reduce individual car journeys made on national and local road infrastructure for work, education and leisure.
- More dedicated cycle paths and footpaths.

Q13. What, if any, examples of good transport initiatives in your local area do you have (with a particular focus on low or zero emission initiatives)?

- Stonehouse Town Council's proposal to re-open Stroudwater Station, Stonehouse, Gloucestershire which has been assessed by the Department of Transport as having potential benefits.
- The Cotswold Canals Restoration project has included the restoration of miles of towpath within Stroud District offering walkers and cyclists a pleasant route for leisure and commuting. The canal runs between towns and villages within the District and the extra miles of walking and cycling routes make a valuable contribution to reducing carbon emissions.

Longer journeys

Q14. What changes would you like to see that will help to reduce the greenhouse gases produced from longer journeys?

Provision of Stroudwater Station, Stonehouse, Gloucestershire on the Bristol to Birmingham line would also reduce carbon emissions from longer journeys by providing an efficient link to the rail network and our regional capital.

Purchasing goods

Q15. What action do you think government should take to reduce the greenhouse gases produced from the:

- | | |
|--|---|
| distribution of goods across the country? | • Support local food production and local supply chains to reduce movement of food and other goods around the country/world. |
| delivery of goods to shops or residences? | • Encourage – through Planning System - delivery of goods to edge-of-town hubs from where they are delivered to shops or residences by bicycle. |

Travel choices

Q16. Do you find it:

difficult to make informed travel choices in relation to the emissions produced?

Information to inform travel choices

Q17. What information would you find helpful in making those choices?

The approximate measurement of greenhouse gases emitted as a result of your journey

A comparison of the greenhouse gases emitted as a result of your journey relative to other forms of transport

A comparison of the greenhouse gases emitted as a result of your journey relative to other lifestyle choices

Final comments

Q18. What other views do you have on how to decarbonise the UK transport network?

Most people would prefer to travel less and this will also reduce carbon emissions. The Government should be using the Planning Guidance and other means to encourage more working from home and more local production of food and service, and a reduction in out-of-town shopping centres to reduce the need to travel.



STONEHOUSE TOWN COUNCIL

Stonehouse Town Council
Virtual Events Working Group Meeting
Councillors: Pam Swain and Carol Kambites
Communications Officer Jayne Bailey

Monday 24th August 2020 at 9am

Rainbow for Stonehouse

The Banners have been delivered and ready to go up. One will be on the Town Council railings, one opposite the turning for Oldends Lane and one on Bethel Church railings. The flyer was meant to be going out to every household this week but the delivery company is unable to do it, so it will be delivered next week.

The posters will be put up in our noticeboards and the posters will be distributed to High Street businesses by Jayne and Pam.

Jayne will push this out via social media and our website and write a press release.

Non-motorised Christmas parade

Still not heard from Rotary about the Carol Bus but Richard Lacey said that we could approach the guy who lends us his open top Mercedes for Goodwill.

Pam and Carol will walk the suggested route to time it and for us to be able to apply to Glos Highways for a rolling roadblock and SDC for the temporary road closure.

Pam has spoken to Jamie in Hurns about bulk buying lights to decorate bicycles, prams etc and he is happy to get a supply in. STC will pay for a small supply to give to APT for families that cannot afford to buy them.

Gerard Atkinson has created a design of decorated bikes, scooters and buggies that we can use to publicise the Parade. Jayne will scan and forward on to Jo Byrne to see what she can do with it.

Christmas Lights

Waiting for quote from Blachere to dress the tree outside of the Woolpack and for Ray to carry out an audit of how many motifs and other street decorations that we have in storage.

Next meeting

TBA

