

Summary of Transport 'Needs' in Dursley

Supporting the Neighbourhood Development Plan process

Topic	Key 'Needs'
Parking	<p>Long term parking- there is no clear answer to the needs of long term parking as of yet from the evidence base.</p> <p>Short term parking- There is a need for increased Blue badge spaces, safe drop offs and turning points for community transport services, better waiting facilities and improved motorcycle parking.</p>
Cycling	<p>To encourage cycling as an alternative to car use within the main settlement area and reduce carbon emissions.</p> <p>To allow cycling to be adopted as a viable means of transport for the 'school run'.</p> <p>To enable residents of new housing schemes to be able to select cycling as a realistic alternative to accessing the local community.</p> <p>To improve cycle facilities – especially surrounding cycle parking in the town center.</p>
Walking and Access for All	<p>In order for effective placemaking and cohesive communities to be developed, it is vital that the walking environment is properly assessed – as this is the scale at which many people interrelate and travel within smaller market towns. The 'pedestrian scale' of a settlement allows us to provide space for people to meet/greet, socialise and use local services.</p> <p>There is a need to improve the current footpaths as well as extend the footpath network so that services can be accessed by the new developments safely by foot.</p> <p>There is a need to improve the routes to schools.</p> <p>There is also a need to improve the tourist and leisure routes.</p> <p>Access for All- improvements to existing footpaths are needed such as dropped kerbs etc. as identified in the transport audit report.</p>
Roads	<p>Silver Street- To create safe flows of traffic at a 20 mph speed, but without creating longer queue backs and safety risks further back out of the town; shuttle working using signals would not be workable due to sight lines and other road safety constraints.</p> <p>A4135 Kingshill Road/Kingshill Lane Junction- This is a sensitive junction which will be impacted by new development, and which is affected by 'school run' behaviour. The presence of slip roads parallel to Kingshill Road also causes challenges as these can be used to bypass the main traffic controls and create road safety issues for those using the parade of shops. There is a need to reconfigure signal arrangements.</p>

Traffic Speed	<p>Speed needs to be addressed, particularly on the main spine route through the town.</p> <p>A 20 mph speed limit should be examined for residential roads, with a 30 mph limit strictly enforced on the main A4135. In addition the town centre ‘gateways’ (i.e. Silver Street to the beginning of Kingshill Road) should be a 20 mph limit through design and limits imposed.</p> <p>There will also be a longer term requirement over the Neighbourhood Plan period to ensure that traffic volume and vehicle composition (i.e. HGVs %) is addressed, particularly in relation to ‘through traffic’ – which could be exacerbated if a Lydney-Sharpness crossing point is provided, drawing traffic from South Stroud and the South Cotswolds via Cam and Dursley.</p>
Pedestrian Zone	There is a conflict on Parsonage Street between pedestrians and vehicles. However access for deliveries and services is still needed along this street.
On street parking	There is a need to address the on street parking as this can cause safety and access problems especially with delivery vehicles.
Deliveries and servicing	There is a need to improve the access to local shops and services to make deliveries.
Public transport – Cam & Dursley Railway Station	The station car park is full often by 9am and there is a strong demand for travel to Bristol and Gloucester. Whilst station car park capacity improvements are welcomed, the strategic role of the station and its level of facilities need to be addressed.
Public transport- Bus Services	<p>Need for direct connections to Bristol that are faster and more regular.</p> <p>Not all operators are using low floor compliant buses (e.g. Cotswold Green) which detracts from the attractiveness and usability of the bus service.</p>
Public transport- Community transport services	There is suppressed demand for access by community transport given the age demographic in the town. DATE (Dursley and district Association for the Transport of the Disabled and the Elderly) is keen to develop its minibus offering and to enable local people to access local town centre services.
Public transport- Taxis	Taxi provision and safe drop-off/pick up is an issue for the elderly sector (access to shops and services) and potentially for late night trips home. Potentially a location for safe/sheltered waiting could be brought into the strategy for the Castle St surface car park.
Travel Planning/Advice	Ganzells Lane would have benefitted from a more holistic consideration of safer routes to school and active travel both within the development and within the Shakespeare Rd estate.
Home working policies	There is a need to identify the scope for the use of proactive home-work and live-work policies to support SME and start up businesses within the Dursley area – with the by-product of reducing unnecessary travel.