

LAND OFF HEMPSTED LANE, GLOUCESTER
PROPOSED RESIDENTIAL DEVELOPMENT OF UP TO 245 DWELLINGS
(PLANNING REFERENCE 20/00315/OUT)

TECHNICAL NOTE 3 – SUSTAINABLE TRAVEL

1.0 INTRODUCTION

Following constructive discussions between the applicant and Gloucestershire County Council as Highway Authority, the applicant has agreed to revisit the traffic impact on the immediate surrounding network to address concerns regarding the original analysis in the Transport Assessment and also provide additional information on the sustainable travel options for residents.

Technical Note 2 had already been issued to address Traffic Impact and this Technical Note 3 provides further information on the sustainable travel modes.

As a starting point for this note it is relevant to briefly record the areas of agreement and need for further information as a result of discussions between the parties. These were as follows:

- i) It is agreed there is a good range of facilities available with acceptable distances for access by walk, cycle and public transport.
- ii) For local walk trips the route to the nearest primary school (Hempsted Primary) is particularly relevant and more information on the route is required. (For information the majority of the route also is the same for the local Post Office / Convenience Store).
- iii) For trips slightly further afield, particularly relevant for cyclists, it is agreed the existing pedestrian/cycle routes adjacent to the A430 (off road pedestrian/cycle lane) and the Canal (National Cycle Route 41 and 45) offer high quality routes to the facilities close by and in the City Centre. The important point requiring further information is the quality of access from the site to these designated routes.

- iv) As part of iii) accessing the pedestrian/cycle lane on the A430 along the site frontage is key.
- v) Further information on accessibility to the bus route is required although it is agreed the level of service and bus stop infrastructure is good.
- vi) The Framework Travel Plan needs improvement.

2.0 PEDESTRIAN CYCLE ACCESS IN AND OUT OF THE SITE

Currently the only main access is via the vehicular access on Hempsted Lane. Given the existing high quality pedestrian/cycle route alongside the A430 (which continues up until it is adjacent to the City Centre), it is clearly sensible (and highly desirable) to have a direct link out of the site on to this. The applicant is therefore happy to commit to this. Given this is an outline application, it is suggested that the correct location is best determined at the reserved matters stage so it best relates with the internal infrastructure. As initially suggested by the County Council therefore it is proposed this is best handled by a condition stating the requirement for the provision of the access point, the need for the location to be agreed with the Highway Authority and the design to be consistent with LT Note 1/20.

For information a revised Development Framework Plan is currently being prepared and this will include the new access point with its location “indicative”.

3.0 PEDESTRIAN ROUTE TO SCHOOL

As the local Primary School is located in Hempsted itself towards the end of Saint Swithuns Road, it is assumed most parents walking their children to school will exit the site at the main vehicular access which will have pedestrian footways around the radii and an uncontrolled crossing point to the pedestrian footway on the opposite side.

The first length of pedestrian footway which runs from the junction at the bottom end, past the site entrance and up to Bridge Close is a consistent 1.8 metres wide, has street lighting and the surface is generally of reasonable condition. There are no connecting side roads but a number of residential accesses with dropped kerbs. Bridge Close

itself is also served by a dropped kerb type access so again there are no kerbs around the access for pedestrians to negotiate.

From Bridge Close up to the bend in the road (where Hempsted Lane meets Hempsted Lane!) the footway on the far side is less consistent in width reducing to as little as 1.0 metres. This is due to planting encroaching on to the footway and the boundary between verge and footway is not clear. This planting is generally smart and maintained and so it is not clear whether householders have pinched a bit of verge or not. Pedestrians can of course use this slightly narrow section which is only for about 60 metres or they have the choice of crossing over at Bridge Lane as a footway starts here on the opposite side of Hempsted Lane and the dropped kerbs at Bridge Close and the access directly opposite means an easy crossing point is available. This footway runs up to the junction of Hempsted Lane with Hempsted Lane(!) and again the footway is a consistent 1.8 metres wide with some house access points with dropped kerbs but not side roads.

Beyond the junction the footway on this side ceases but uncontrolled crossing points with tactile paving are provided both across the junction and back across Hempsted Lane just beyond the narrow footway section.

The footway along the next section of Hempsted Lane starts off 1.8 metres wide, crosses Waters Reach where there is an uncontrolled crossing with tactile paving and continues on up to the junction with Court Gardens. This section for the most part has a footway of 1.5 metres wide, it then as it approaches Court Garden narrows down to 1.3 metres for a very short length where the narrowing appears to be caused by a bit of rough verge encroachment requiring some very modest maintenance before widening to 2.0 metres as it approaches Court Gardens.

Somewhat surprisingly there is no formal uncontrolled crossing across Court Gardens although there are dropped kerb access points on both sides a short distance down the close.

Beyond Court Garden the footway continues at 2.0 metres width around the bend before narrowing very slightly before reaching an uncontrolled crossing point before the lane reaches Hilton Close. This uncontrolled crossing includes tactile paving and

a traffic calming element as the road reduces to single lane at the crossing point with safety barriers in place.

The footway then continues on the near side with again a consistent width of 1.8 metres. Hilton Close joins from the side where again there is no formal uncontrolled crossing and the footway continues on past the junction between Hempsted Lane and Saint Swithuns Road and on to Saint Swithuns Road itself. The footway is continuous as the junction is on the opposite side. (For information the Convenience Store / Post Office is a very short distance down Hempsted Lane from this junction)

The footway continues with a consistent width of 1.8 metres, across High View, where there is an uncontrolled crossing but no tactile paving, and on to Rea Lane. At some point between the Hempsted Lane junction and Rea Lane the pedestrians would need to cross to the other side of Saint Swithuns Road (as the footway on the near side stops at Rea Lane) but with residential access points on both sides there is plenty of opportunity. The footway on this side, again a consistent 1.8 metres wide then runs up to the school entrance on the northern side.

In conclusion therefore:

- i) The entire route can be undertaken on existing pedestrian footways which are generally of good width.
- ii) The entire route has street lighting.
- iii) As confirmed by the traffic surveys flows on Hempsted Lane are modest and traffic speeds are low.
- iv) The route could be improved with uncontrolled crossing points across Court Gardens and Hinton Close. Some local maintenance of the verge approaching Court Garden would also help.
- v) The route from the site access to the school entrance is 650 metres in length.
- vi) A map of the route is attached as Appendix 1.
- vii) Photos 1-9 of the first Technical Note show different parts of the route.

3.0 ACCESS TO A430 PEDESTRIAN/CYCLE WAY

As previously stated, the applicant has agreed to provide a direct pedestrian/cycle link on to the pedestrian/cycle way that runs along the site frontage on the south west boundary of the site. This pedestrian/cycle route (a minimum of 3 metres wide) crosses Hempsted Lane at a controlled crossing with safety barriers, tactile paving and a central refuge before continuing on towards the City Centre. This provides a traffic free access from the site.

Alternatively, pedestrians and cyclists could choose to leave the site at the main vehicular access. Pedestrians would cross and come down the existing footway along Hempsted Lane to the junction. The footway is 1.8 metres wide with no side roads. Cyclists could cycle along Hempsted Lane (lightly trafficked) and then join the cycle way.

4.0 ACCESS TO THE PEDESTRIAN/CYCLE WAY ALONGSIDE THE CANAL

To access the pedestrian/cycle way alongside the canal pedestrians and cyclists need to go to the controlled crossing point at the Hempsted Lane junction with the A430. This can be done two ways as described above. It is then necessary to cross the A430. A controlled crossing is provided immediately beyond the actual junction with barriers around the radii (causing the actual width of the footway to reduce to about 1.5 metres around the kerb). The actual crossing is in two phases with a safety refuge point with barriers in the centre and dedicated crossing times provided with audible signal to fit in with the signal phasing. Dropped kerbs and tactile paving is provided. Cyclist would have to dismount to cross or they could choose to join the traffic on Hempsted Lane and cross with the signal phase for this arm of the junction.

Once on the far side there is a well surfaced pedestrian footway 1.8 metres in width which runs down the short distance to the access to the pedestrian/cycle way along the canal. It crosses The Anchorage on route where there is an uncontrolled crossing with tactiles. Cyclists can cycle along the road itself. As the swing bridge across the canal is not open to traffic (pedestrians and cyclists only) traffic flows are very modest.

Photographs of the general route are shown on pictures 11-14 in the original Technical Note and the actual entrances to the cycle way itself on photograph 19.

It is also relevant to note that the pedestrian/cycle route across the swing bridge provides direct access to Bristol Road and the facilities available along that stretch.

Overall therefore ready access to the canal route is available via a safe and decent standard of infrastructure.

5.0 ACCESS TO PUBLIC TRANSPORT

The nearest bus stops are on the A430 a short distance north east of the Hempsted Lane junction. They are located on the pedestrian/cycle way and the stops on both sides have modern bus shelters. The bus services available are set out in the Transport Assessment and confirm a high level of service is available with regular buses from early morning until late evening Monday to Saturday and a reduced (but still regular) service on Sunday. The main issue therefore is the accessibility of the bus stops for residents of the site.

In order to walk to the stops it is first necessary to get to the controlled crossing at the Hempsted Lane junction. This is described in the previous sections and can be done either via the main site access or the A430 pedestrian/cycle access depending where the resident is actually located. If a resident intends to travel into Gloucester, they then simply walk a short distance along the A430 pedestrian/cycle way to the stop. If heading south west the resident will cross at the controlled crossing point and then walk up the pedestrian/cycle way to the stop on the other side. As the stop on the far side is very slightly to the south of the other one the actual walk distances are very similar. The stops are 220 metres from the site access.

In terms of walk distance, Gloucestershire County Council ideally require a maximum walk distance of 400 metres from a bus stop. A plan showing the area of the site within a 400 metre walk distance of the north east bound stop (the difference to the other side is marginal) is shown on the plan in Appendix 2. As can be seen only the first section of the site is within the 400 metre distance with the very far side of the site a further 360 metres away. Some further elements in the south west corner of the site would also fall into the 400 metre catchment depending on the exact location of the pedestrian/cycle access along the A430. Although some residents would therefore have to walk further than 400 metres to a stop there are further considerations in the attractiveness of the bus:

- i) A high level of service and bus infrastructure is provided making a slightly longer walk distance more attractive.
- ii) The quality of internal infrastructure, although not a matter for detailed consideration now, can be expected to be of a high quality in terms of provision for pedestrians (and cyclists) with direct routes out of the site.
- iii) Further Masterplanning can direct the area of housing development towards the more accessible areas of the site.

In terms of strategic travel, a high level of train service is available at Gloucester railway station. It is located on the edge of the town centre approximately four kilometres from the site access. It is accessible from the site by bus and car and cycle parking is available.

It is again therefore concluded that travel by public transport is an attractive option for residents of the site.

6.0 OTHER MATTERS

6.1 Travel Plan

All the above confirms the potential for travel by the more sustainable modes and a key to maximising this potential is the Travel Plan for the site. It is noted that this will be subject to financial contributions which will be included in the appropriate legal agreement. The Travel Plan is obviously an evolving document which will be conditioned accordingly but comments on the initial Framework Plan are noted and will be updated accordingly.

6.2 Site Layout

As an outline application there is no current Masterplan for the site and the internal layout will be for a reserved matters application. However it is noted at this stage that Gloucestershire County Council will require a layout which provides a low traffic speed environment with high quality provision for pedestrians and cyclists both in terms of infrastructure to the latest standards and of suitability of routes and will object to any layout not consistent with these aims.

7.0 CONCLUSION

Overall therefore it is concluded that a high quality of provision for the non-car modes of transport both in terms of facilities and routing is available to residents of the site.

APPENDIX 1

WALK ROUTE TO PRIMARY SCHOOL



APPENDIX 2

BUS STOP 400 METRE CATCHMENT



Woolstone Centre
 1-2 Mill Lane
 Woolstone
 Milton Keynes
 MK15 0AJ

Drawing	Area of Site Within 400m of Bus Stop	Figure No A
Project	Hempsted Lane, Gloucester	Drawn HC Checked NW
Client	Gladman Developments Limited	Scale NTS Date June 2022