

# Evidence Paper Transport and Village Amenity

**PRESTON  
NEIGHBOURHOOD DEVELOPMENT PLAN**

**2019-2036**

REGULATION 16 CONSULTATION DRAFT

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## Introduction and purpose of this report

1. This report considers evidence regarding the impact of motorized traffic on village amenity.
2. The evidence derives from:
  - i. Responses by the community to the SWOT and Visioning exercises at the 26 September 2017 village NDP event.
  - ii. Responses to the online community survey.
  - iii. Gloucestershire Police Speed Survey

## Planning Policy Context

3. Traffic through the centre of the village is a matter of concern as demonstrated in the responses from the community survey and visioning event. These relate to noise arising from traffic, and driver and pedestrian safety. The design statement also demonstrated villagers' concern that the road speeds along Kingshill Lane are too high and that it is unsafe to cross the A419, known locally as the Preston Toll Bar.
4. NPPF para. 102 requires transport issues to be considered in plan-making to manage transport impacts. NPPF para. 180 seeks to ensure that planning decisions mitigate and reduce to a minimum the adverse impacts of development on quality of life and noise.
5. Local Plan policy Policy INF4 states that development will be permitted that (a) is well integrated with the existing transport network within and beyond the development itself, avoiding severance of communities as a result of measures to accommodate increased levels of traffic on the highway network; (b) creates safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoids street clutter and where appropriate establishes home zones and (c) provides safe and suitable access and includes designs, where appropriate, that incorporate low speeds.
6. Local Plan Policy INF3 seeks to (c.) promote development that does not have a detrimental effect on amenity by reason of unacceptable levels of noise, vibration or atmospheric pollution.
7. Development Plan policy would support an NDP policy that sought to discourage new development from increasing traffic speeds, severance, and noise in the village.

## Responses by the community at the 26 September 2017 village NDP event.

8. The event was attended by 49 villagers plus the NDP steering group. The main exercise was a SWOT analysis, followed by a visioning exercise and identification of policy areas for the NDP steering group to consider further. The responses relating to green gaps, village and rural character are reproduced in Evidence Paper: **Community Consultation**.
9. Attendees suggested that the vision for 2028 was that Preston would be a village:

Where traffic was controlled, the village was not used as a rat run and villagers were able to drive safely into and out of the village.

## Responses to the online community survey.

10. 60 responses were received to the online survey. Where responders did not wish to respond online, the Parish Clerk entered their responses onto the survey so that all responses could be considered together.
11. The full survey can be found in Evidence Paper: **Community Consultation**.
12. Q3 asked whether responders were concerned about volume of traffic and speeding at the following locations and to tick all that applied. 50 people responded to this question. Volume of traffic was a biggest concern on the local A Roads (A419 and A417) and Kingshill Lane. Traffic speeds on these roads were also of greatest concern. Speed of traffic in the village was of greatest concern (42 out of 50 responders).

Q3	Volume of Traffic	Speed of Traffic
A419 Swindon Road	33	37
Kingshill Lane	26	34
Through the village	25	42
Witpit Lane	14	22
A417 London Road	17	10
Other	7	5

13. A number of comments were added in support of this question. Some of them are worthy of note:
  - The roundabout by Tesco is very dangerous and full of traffic at all times - as it is the main route from the village to Cirencester it is of great concern.
  - At the Toll Bar, the speed of traffic approaching the junction with Kingshill Lane is legally 60mph. This makes it a dangerous junction to exit for cars. It is even more difficult at busy times, for walkers to cross at the nearby crossing place.
  - The introduction of the roundabout instead of the tollbar has had a detrimental affect on the speed of the traffic coming from the Tesco roundabout towards Dobbies, therefore making it harder to pull out of Kingshill Lane and much more dangerous to cross the road. The use of Preston as a cut-through brings cars through the village who are using excessive speed and have little regard for the residents or who they might encounter. Having a regular bus service is a good thing however the bus drivers are not very considerate when having to pass at the narrower parts of the village and the price of the bus fare makes it an extremely expensive journey.
  - Traffic in the day is light in the mornings busier, however the speed at which cars and other vehicles pass through the village is dangerous, unfortunately some residents also drive too fast!
  - Cirencester seems unable to deal with it's own traffic and parking meaning that the expansion of both the residential and commercial side here is likely to create issues for Preston.
  - Volume of traffic on the Tesco roundabout has become a challenge with the new development in the past few years
  - Traffic flow coming from Stratton end and by the Whiteway which has a knock on effect onto the London Road traffic.
  - Such a NIMBY question, the volume of traffic is going to increase as time goes by, it has done since the advent of the motor car. Speeding is a concern, especially through the village but other roads are not such a concern.

14. Q4 asked if responders felt that there are speeding issues at various locations and times, and to tick all that applied. 50 people responded to this question. Looking only at those areas and times where more than 20 people showed concern, morning and afternoon peaks on the A419, Kingshill Lane and through the village were the greatest concern in terms of speeding (shaded grey).

Q4	8-10 am	10 am – 2 pm	2-6 pm	6 pm – 12 am	12 am – 8 am
A419 Swindon Road	31	16	31	22	12
Kingshill Lane	29	8	27	12	6
Through the village	49	19	37	17	9
Witpit Lane	18	6	17	7	3
A417 London Road	10	7	9	8	5

15. Q5 asked how many vehicles and which type responders had at home. 51 people answered this question. Almost all responders had a car and almost all households had two cars. 21 of the responders had an average of 2 bicycles at home which indicates that there is the capacity to increase cycling which is discussed in the evidence paper on sustainable transport. Not many responders used vans or motorcycles.

Q5	Average number	Total number	Total responses
Car	2	91	50
Bicycle	2	34	21
Van	1	5	6
Motorcycle	0	0	2

## Gloucestershire Police Traffic Survey

16. Gloucestershire Police undertook a traffic survey on behalf of the NDP steering group in the Spring of 2018. The results are set out below.

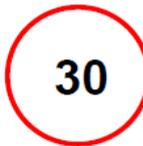
17. The main conclusions that can be drawn from the survey are:

- i. Traffic in the village is heavier on the weekdays, indicating that the village is used as a route to employment and schools.
- ii. Mean speeds in the 30 mph zone were generally in line with the posted limit at the 85<sup>th</sup> percentile).
- iii. Weekday peak hour mean traffic speeds were observed to be lower than the posted limit.
- iv. Traffic speeds over the posted limit tend to increase as the day goes on and are higher in the afternoon and evening.

**Results of Radar vehicle speed and volume survey  
carried out by Gloucestershire Constabulary**

Location:	Preston Village
	Nr The Barn
Dir 1: Twd	A419 Swindon Road
Dir 2: Twd	A417 London Road

Posted  
Speed Limit:



From:	07/02/2018
To:	16/02/2018
No. of Days:	9

Vehicle Flow Volumes		
All Days	Total	Per day
Dir 1:	2257	251
Dir 2:	3292	366
Total	5549	617
Weekdays	Total	Per day
Dir 1:	1955	279
Dir 2:	2816	402
Total	4771	682
Weekends	Total	Per day
Dir 1:	302	151
Dir 2:	476	238
Total	778	389

Speed Statistics - All Days(mph)		
	Mean	85%ile
Dir 1:	31	37
Dir 2:	33	39

Speed Statistics - Weekdays(mph)		
	Mean	85%ile
Dir 1:	31	36
Dir 2:	33	39

Speed Statistics - Weekend(mph)		
	Mean	85%ile
Dir 1:	32	39
Dir 2:	34	41

*The 85%ile is established by listing all speed records in ascending order. The speed of the vehicle recorded at the 85% point is used. So, for example for 1000 vehicle records this would be the vehicle that was listed at 850 or for 33000 vehicles it would be record 26900.*

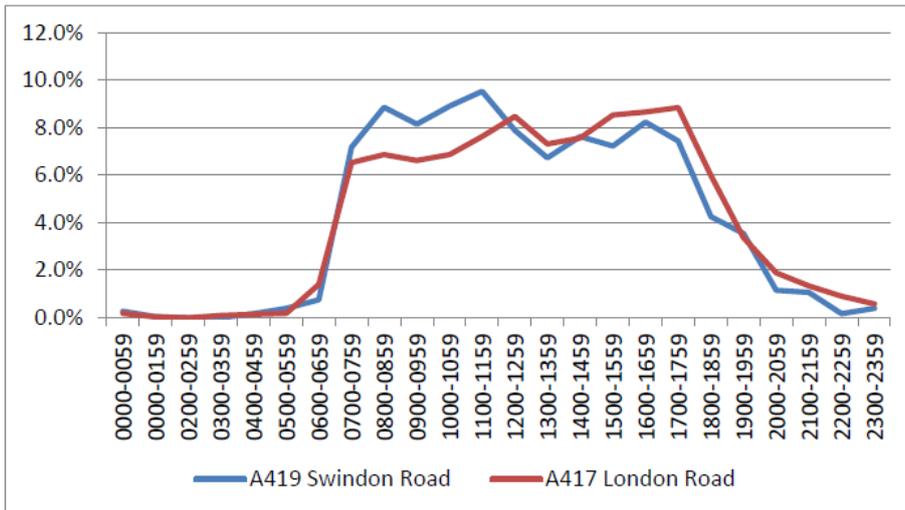
**Weekday Peak Hours Mean speeds**

	Dir 1:	Dir 2:	Both Dir
07:00-08:00	21	23	22
08:00-09:00	25	27	26
15:00-16:00	32	33	33
16:00-18:00	33	35	34
<b>Mean</b>	<b>28</b>	<b>29</b>	<b>29</b>

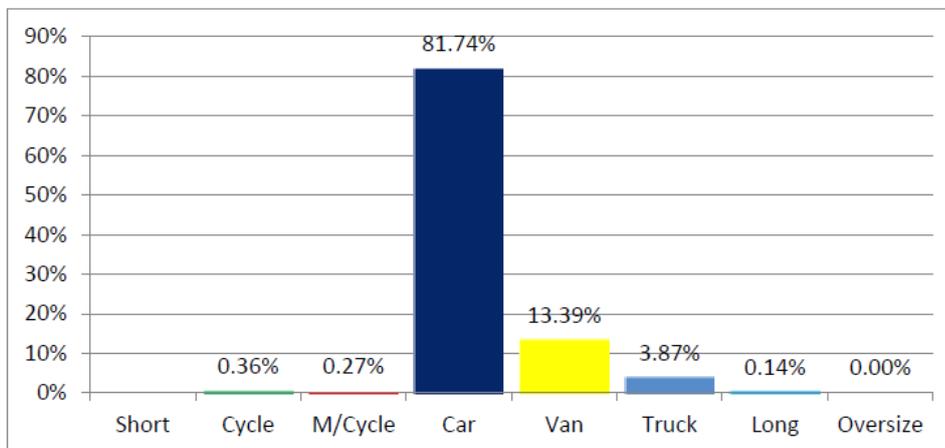
**Weekday Peak Hours Vehicle Flows**

	Dir 1:	Dir 2:	Both Dir
07:00-08:00	157	207	364
08:00-09:00	185	208	393
15:00-16:00	144	243	387
16:00-18:00	321	525	846
<b>Mean</b>	<b>202</b>	<b>296</b>	<b>498</b>

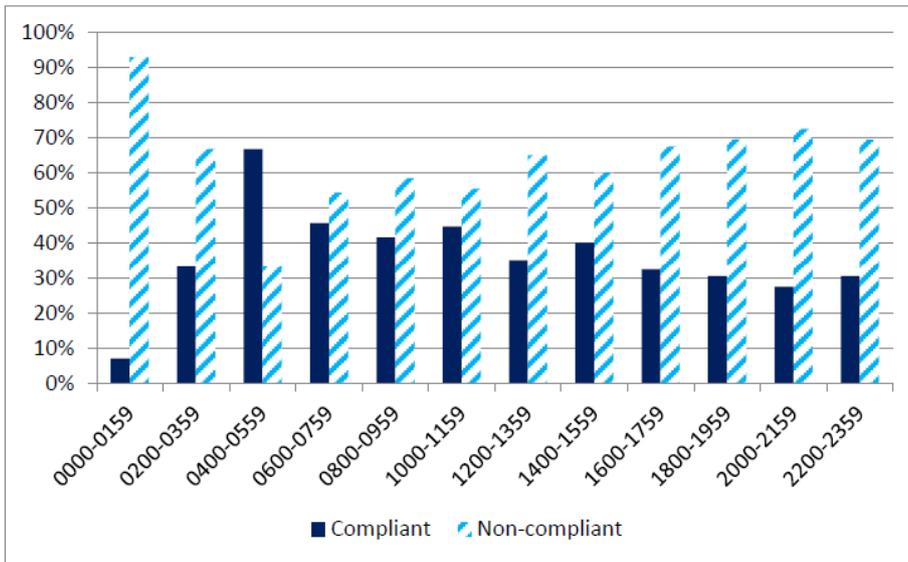
**% of Total Vehicle Flow by Time of Day**



**% of Total Vehicle Flow by Type**



Compliance by Time (Both Directions, All Days)



Speed Bins



Conclusions

18. Though the survey evidence indicates a strong feeling amongst villagers that traffic speeds are too high and that traffic volume is a problem, the data supplied by Gloucestershire Police indicates that though there is speeding, this is generally within tolerable limits (less than a mean of 5 miles per hour over the posted limit.) Therefore, no management action is currently required to control the amenity impacts of traffic volume which can lead to noise or speeding and which can lead to feelings of being unsafe.
  
19. It may be beneficial to address villagers’ concerns by putting in place speed monitoring signs or other means to remind motorists to be careful of the amenity of the village and other residents. New developments that would potentially cause significant increases in traffic volumes in the Parish should manage traffic speed and flow so that the current situation is not exacerbated in line with Local Plan INF3 (c).