

TRAFFIC REGULATION COMMITTEE

MINUTES of a meeting of the Traffic Regulation Committee held on Tuesday 8 December 2015 at the Cabinet Suite - Shire Hall, Gloucester

PRESENT
MEMBERSHIP:

Cllr Jason Bullingham	Cllr Alan Preest
Cllr Dr John Cordwell	Cllr Stan Waddington
Cllr Tony Hicks	Cllr Roger Wilson
Cllr Paul McMahon (Chairman)	

Substitutes:

Apologies: Cllr David Prince and Cllr Bill Whelan, Cllr David Prince

41. ELECTION OF CHAIRMAN

Cllr McMahon having been proposed and seconded, and there being no other nominations, the Committee

Resolved

That Cllr McMahon be elected Chairman for the meeting.

42. ELECTION OF VICE-CHAIRMAN

The Committee decided that on this occasion there was no need for a Vice-Chairman to be elected.

43. MINUTES

Resolved

That the minutes of the meeting held on 15 January 2015 be approved as a correct record.

At this juncture (10.10am) the meeting was adjourned to allow Members to receive legal advice on the scope of the Committee's powers and duties. The meeting was re-convened at 10.23am.

Minutes subject to their acceptance as a correct record at the next meeting

44. PUBLIC QUESTIONS

No written or oral questions were received from members of the public.

45. MEMBERS QUESTIONS

No written questions were received from Members of the Council.

46. 40 MPH SPEED LIMIT - (B4008 HARDWICKE, QUEDGELEY AND GLOUCESTER CITY) ORDER 201X

The Committee received a short presentation on the proposed Traffic Order from Alan Bullock, Senior Engineer - Improvements and Dan Tiffney, Local Highways Manager.

The Order proposed to reduce the length of the B4008 covered by the 40 mph speed limit so that an extension to the length of this road covered by the 30 mph limit could be accommodated.

The presentation covered the details of the road affected, historical issues, the effect on traffic flows which could result from potential residential development in the area, and the justification for the proposed changes to the current traffic management scheme. Particular emphasis was placed on the reasons why the changes to the speed limit were proposed to end at the junction of Green Lane with the B4008 which related to the good practice of allowing for a gradual reduction in speed from a road with a high speed limit to one with a lower speed limit.

Officers also explained that the proposed Order would be reviewed on a regular basis in the light of continuing residential development taking place in the area and the consequential effects on traffic flows this would have.

The following points were highlighted in response to questions from the Committee:

- No accidents had been officially recorded on the southern section of road (from the Green Lane junction to the A38 junction)
- It had not been possible to provide traffic calming such as pedestrian crossings or refuge islands in the southern section of the B4008 as this area did not meet the priority criteria for this type of installation. The criteria had been set to ensure best use of a limited budget.
- The S106 monies due from the Hunts Grove development were not expected to be available for at least three years, and may be closer to five years.

The following people addressed the Committee (*speeches summarised*) and responded to questions from Members as indicated:

David Collicott – Gloucestershire Constabulary

Mr Collicott explained that his professional advice would be for the Traffic Order to be implemented as published. Although acknowledging the concerns of local residents over the perceived speed of vehicles along the B4008 from the access off the by-pass to the junction with Green Lane, he could not support the proposal that the 30 mph speed limit be extended to this area as well since this would then require drivers to make unnecessarily harsh reductions in speed.

He confirmed that the area was subject to regular reviews because of the continuing residential development and that it was quite likely that at sometime in the near future, further adjustments to the road network would facility a reduction in the speed limits on both this section of the B4008 and the by-pass.

Cllr Mossman – Stroud District and Hardwicke Parish Councillor

Cllr Mossman informed the Committee that local residents had sought a reduction in the speed limits in this area for many years. Although welcoming the proposed extension of the 30 mph zone, he urged the Committee to support the view that this zone should be extended to cover the whole of the B4008 to the dual carriageway. He felt that this should be done before traffic increased with the new developments rather than afterwards.

Cllr Blackburn – Local County Councillor

Cllr Blackburn explained that local residents along the southern section, particularly those living on the west of the B4008 would appreciate the introduction of a 30 mph limit now.

In his view there was a natural slowing down of the traffic as it came off the by-pass, going up the incline towards the Nass Lane roundabout, and that this would be a natural place to start the 30 mph zone. He felt that there was sufficient density of housing on this stretch of road to warrant the reduction in the speed limit, so as to respond to residents' concerns over safety now, rather than having to wait until more development had taken place.

In responding to questions from the Committee, Cllr Blackburn confirmed that he would prefer the 30 mph zone to extend for the whole length of the B4008 from the Naas Lane roundabout to the junction with the by-pass.

The Committee were reminded that the Order as published could not be extended – this would require a fresh Order to be published.

Mr Bell – Local resident (The Old Police Station)

Mr Bell explained that he felt that the speed of the traffic past his house currently made him feel very vulnerable. He heard the squeal of harsh braking on a daily

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basis. Although he would very much like to see the 30 mph zone extended for the whole length of the road , the Traffic Order as published had his support.

Mr Lewis – Local resident (Purton Cottage)

Mr Lewis confirmed that having lived at Purton Cottage for over 50 years, he now felt that the access to and from this house had become very risky and that he did not want to wait for the development at Hunts Grove to be finished before any adjustments were made to the traffic management system.

Following consideration of the information before the Committee, it was proposed, seconded and the Committee

RESOLVED TO RECOMMEND

1. That the Commissioning Director: Communities and Infrastructure makes the Traffic Order as published.
2. That the Commissioning Director: Communities and Infrastructure be asked to review the speed limit on the B4008 between the junctions with Green Lane and the A38 dual carriageway (described in the report as the southern section) within the next 18 months.

Chairperson

Meeting concluded at 11.32 am