



# **B4221**

## **Action Group**

# **Survey**

**February 2004**



## **CONTENTS**

<b>Introduction.....</b>	<b>2</b>
<b>Findings: Part 1 .....</b>	<b>3</b>
<b>Findings: Part 2 .....</b>	<b>11</b>
<b>More Quotes – Qualitative Data .....</b>	<b>13</b>
<b>Conclusions .....</b>	<b>17</b>
<b>Acknowledgements + Contact details .....</b>	<b>19</b>
<b>Appendices: Letter .....</b>	<b>20</b>
<b>Questionnaire .....</b>	<b>21</b>
<b>Raw data .....</b>	<b>25</b>

## INTRODUCTION

Because of concerns about:

- ❖ the impact of traffic on a day to day basis on local residents
- ❖ the possible effects of the detrunking of the A48/A40
- ❖ the construction of the new South Gloucester relief road

the B4221 Action Group decided, in January, to carry out a survey of local residents in order to gauge their opinions.

We devised a questionnaire which gave an opportunity for comments as well as tick-box responses. We aimed to gather evidence on such issues as speed, safety, using the road and possible solutions to the problems of increasing traffic. We consulted Christopher Short, Senior Research Fellow, Countryside and Community Research Unit, University of Gloucestershire and Paige Mitchell, of Slower Speeds Initiative.

The questionnaire was distributed to all residents living within approximately half a mile of Newent, Kilcot, Gorsley (Glos. & Herefords.) as well as parents at Glebe Infant School, Picklenash Junior School and Gorsley Goffs Primary School. Thus a total of 1072 questionnaires were sent out with reply-paid envelopes.

We have had an excellent response (31%) and after collating all the data from these questionnaires we are now presenting this report. We have made a summary of all the comments (which were many and varied) and reflect these in the 'Findings Section'.

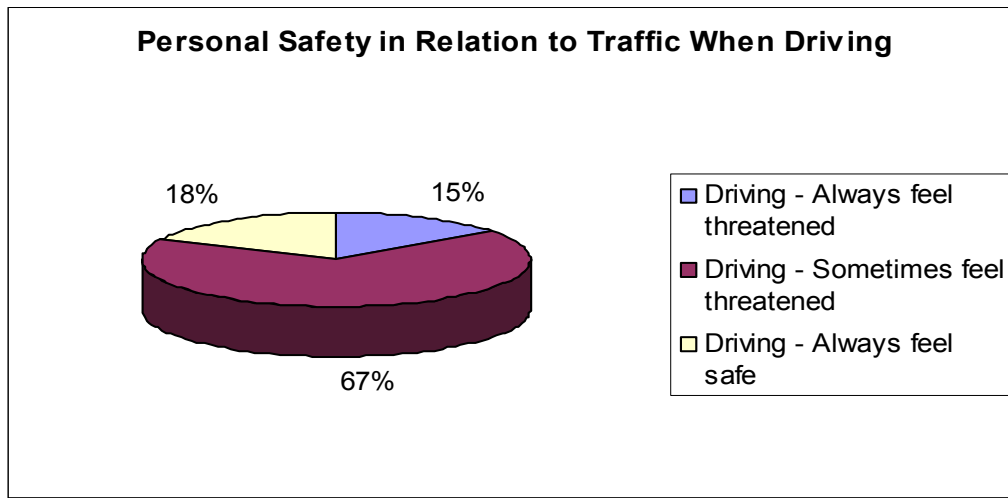
# FINDINGS – PART 1

## Q1 "Do you use the road as ...?"

As would be expected in an area with restricted local public transport, 92% of respondents use the B4221 as a "driver". However, a significant percentage of respondents are vulnerable users of this road either as pedestrians (74%), cyclists (27%), horse-riders (6%) and motor-cyclists (4%). Within these latter figures there may well be a suppressed usage (see responses to Q2).

## Q2 Perceptions of personal safety

### Driving:



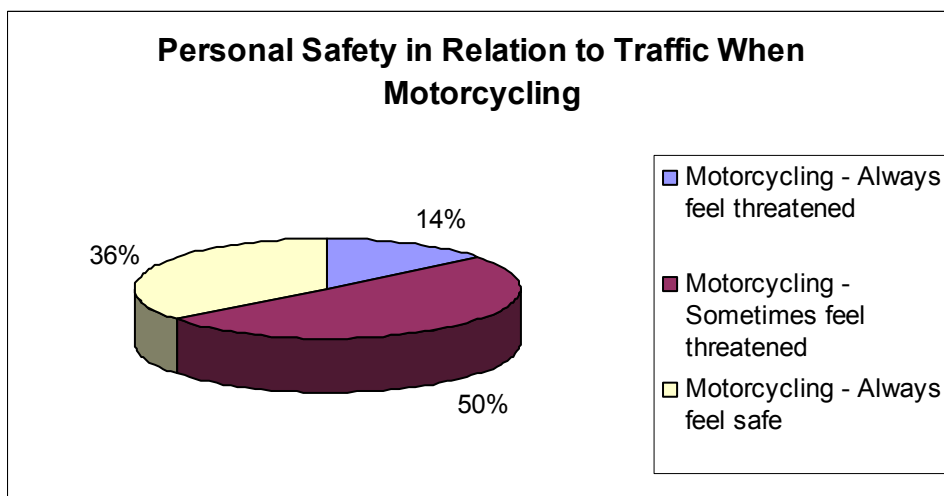
82% of drivers report some degree of threat when driving on this road. Typical comments included:

"... fear of being hit when turning off road due to high speed of vehicles..."

"... night driving is truly frightening..."

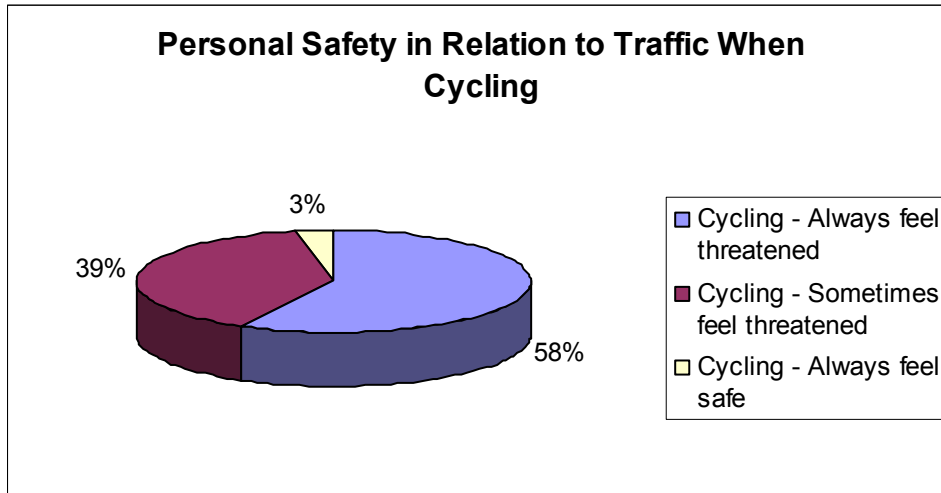
"... increasingly difficult to exit safely on to the road in a timely manner..."

### Motor-cycling:



This was the smallest group within the survey but, again, the majority (64%) state that they sometimes or always feel threatened when travelling along this road.

## Cycling:



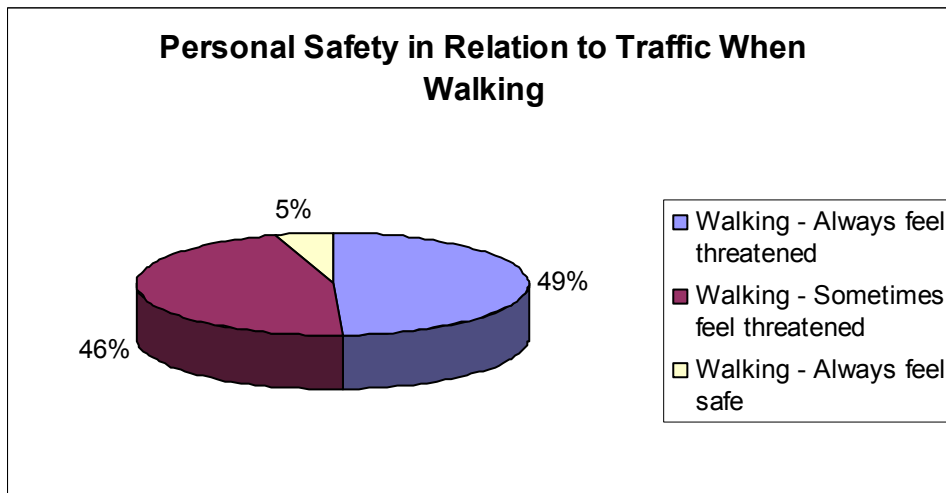
Only 3% of this group report "always feel safe", with 58% stating that they "always feel threatened". Comments from this group included:

"...it is the HGVs that cause most danger from the wind drag ..."

"...due to excessive speed of many vehicles ... you have to get a move on when crossing the road..."

The wind drag is a factor often mentioned by cyclists and pedestrians.

## Walking:



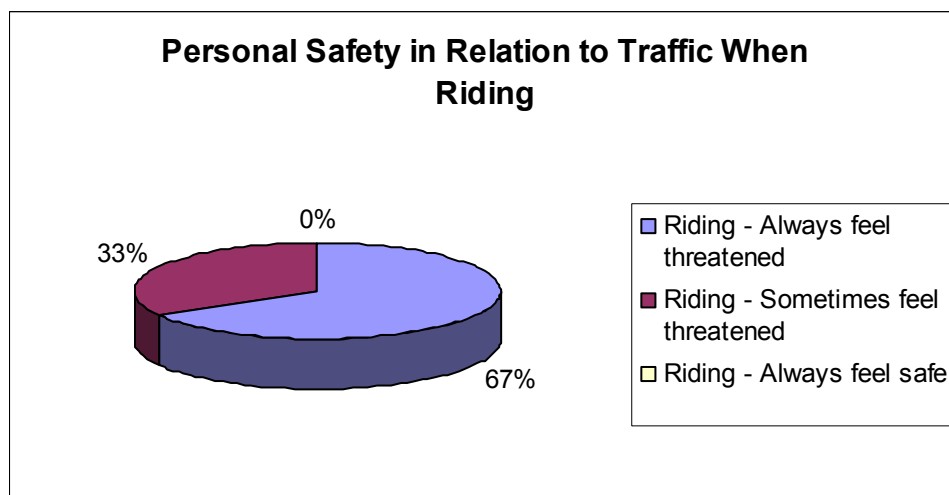
74% of respondents use this road in some form as a pedestrian. This may be walking to local infant and junior schools, or to local amenities such as the shop in Gorsley, or to the postbox at Kilcot Cross. Of this number, over 50% report - "always feel threatened" and this does not take into account those respondents who are too fearful of the road conditions to even consider walking. People using this road as a pedestrian, tended to comment about the need for footways to be widened and extended to cover all of the residential areas along the B4221. This was an often repeated comment, best illustrated by:

"... will not walk along road where no footpaths, as too dangerous therefore cannot reach Newent on foot..."

The danger from the drag effect of large vehicles was also a repeated comment often expressed as:

"... the suction effect of big vehicles, very close and too fast....with inadequate footpaths" ( is frightening). As one parent walking their young child to school said: "As a pedestrian it can be frightening especially with children when one of the large lorries passes you."

### Riding:



Like cyclists and pedestrians, horse riders are another vulnerable group with many having to cross the B4221 to access bridleways and Forestry Commission land in Kilcot and Gorsley. Not surprisingly given the nature of horses, no-one reported: "always feel safe" and 66% always feel threatened in relation to traffic on this road. Comments from riders included:

"... to enjoy local rides I have to cross the B4221 - each time I do so I fear for my life..."

"... I cause havoc when driving my pony and trap ... with drivers overtaking and cutting close in to my pony..."

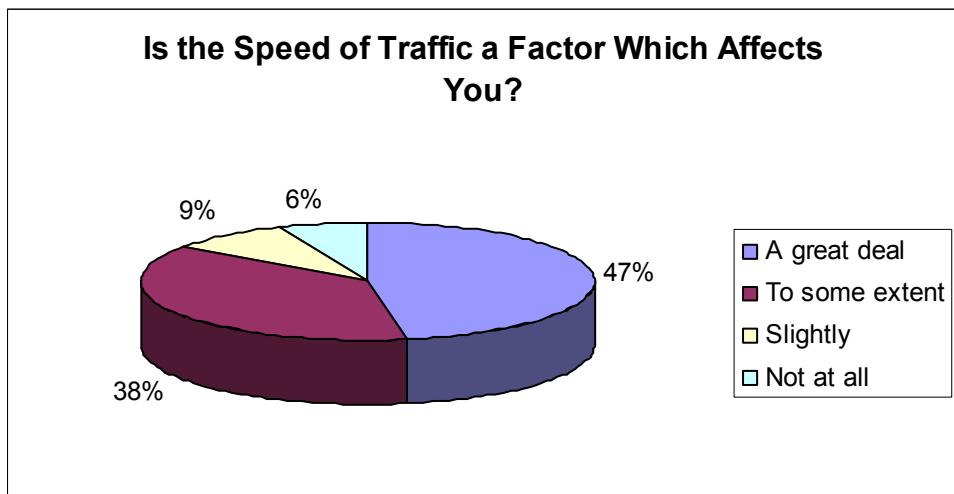
"... it's difficult to find a safe place to stand... with good visibility...to cross the road..."

### General points:

Taken in conjunction with Government initiatives for people to maintain a healthy lifestyle and with local residents' desire to walk, cycle and ride in this attractive rural area, there is clearly a problem of perceived safety, which needs to be addressed.

When correlating age of respondent to perceptions of personal safety, it is interesting to note that irrespective of age, the majority of people always feel threatened (See data for: "Is age a factor in fear ?").

**Q3 "Is the speed of traffic a factor which affects you?"**



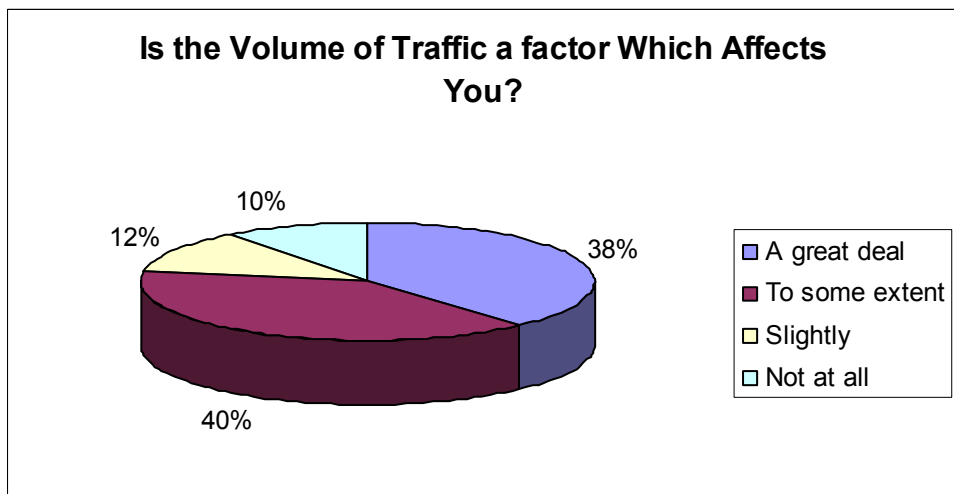
Nearly half of respondents replied that the speed of traffic affected them a great deal and a further 38% said they were affected to some extent. Further analysis of these responses shows that the speed of traffic affects people whether they live adjacent to the B4221, within 100m of the road, or more than 100m distant. (See data for: "Is closeness to B4221 related to speed of traffic affecting residents?")

Respondents' comments included:

- "... Kilcot Hill encourages speeding ... lights or roundabout at Kilcot Cross to stop speeding and make crossing safer..."
- "...Trying to pull out of Picklenash School is a nightmare - lorries, cars speed round the corner..."
- "... One speed limit all along the road. Not varying speed limits..."

These comments were repeated in a similar vein by many other respondents, together with a plea to "enforce the (existing) speed limits". There was considerable criticism of the ineffectiveness of mobile cameras and a request for static, functioning cameras to be erected. Many people suggested that "flashing panels" might be useful to advise drivers exceeding the speed limits.

**Q4 "Is the volume of traffic a factor which affects you?"**



Only one in ten people is not affected by the volume of traffic. The majority of respondents reporting that they "were affected a great deal" were those living adjacent to the B4221. Although, one third of people living more distant were also affected similarly. (See data for "Is closeness related to volume of traffic affecting residents?") Comments were varied, but certain ideas were often repeated, including:

"... exiting from Gorsley side roads is always difficult..."

"... lorries are to me the biggest problem as road is relatively narrow..."

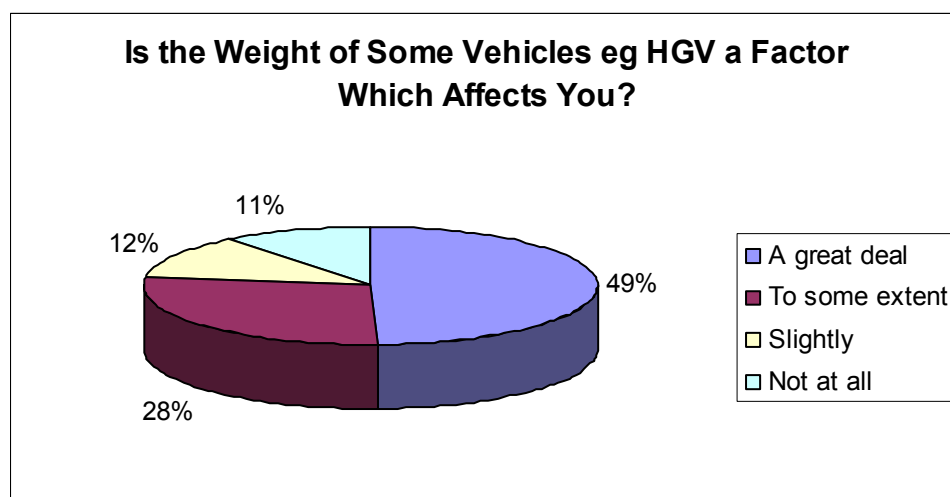
"... always have felt that too many very large vehicles use the road on their way to the M50..."

Probably the comment that best paints a picture of the effect of the volume of traffic on day to day lives is:

"... some days it is just truck after truck pounding past ..."

Length of time that people have lived in the survey area was correlated to perceptions of the effect of volume of traffic (See data "Is length of residence related to volume of traffic affecting residents?"). The data suggests that traffic volume affects all people to a similar extent irrespective of length of residence.

**Q5 "Is the weight of some vehicles e.g. HGV a factor which affects you?"**



The pattern of response to this question is very similar to Q4 above with almost half of respondents stating "a great deal". Whilst a handful of people commented about tractors and their slowing down of traffic, the message that comes through most distinctly is that large lorries are both frightening and unacceptably noisy. Perceptions of fear tend to be related to the size of vehicle and the width of road taken up by such vehicles. An extract of comments supporting these statements follow:

"... the big artics should be using A roads not B roads where two can barely pass e.g. Squirrel; also very frightening and dangerous for pedestrians young and old..."

"... there was a massive lorry next to my Dad's car I was frightened..."

"... I cannot sleep in the early hours of the morning because of all the lorries going by my home..."

"... as a cyclist, I feel decidedly unsafe with HGVs hurtling past at great speed!..."

Not surprisingly, people living adjacent to the road were more likely to be affected by noise, but it would appear from the data that the majority of all road users are affected by the size of HGVs using this road. (See data "Is closeness related to weight of vehicles?").

#### **Q6 Children between ages of 5 - 18 and modes of travel to school**

43% of respondents have children between the ages of 5 and 18 years living with them and the majority were aged between 5 and 11 years. The preferred mode of travel to school was by car and clearly, from comments made, for many parents/carers there is no choice because they live some distance from the primary schools - up to 10 miles away for some. However, irrespective of distance, many respondents felt that it was unsafe to let their children walk to school. Reasons given included lack of pavements, pavements too narrow and vehicles travelling too fast. Parents also drop their children off at school on their way to work. School children in the Newent area were more likely to walk to school than those attending the school in Gorsley.

In response to the question asking what changes would have to occur for them not to use a car as the usual mode of travel to school, several commented that they would support a school bus if one were available. Overall there was no clear desire to change from using a car. Even when there is a bus service available this may mean that the child has to cross the B4221 or stand alongside it and as one parent said:

"... I take my daughter to school by car because the speed the traffic is doing there is no way I would let her get the bus - it's frightening..." (Child aged 12 - 15 years).

In trying to assess the extent to which the B4221 affects independent travel of children on foot or cycle to recreational and social activities, the picture is less clear. Whilst 33% of children aged 5 - 11 years are affected "a great deal", 20% of the same age group are not at all affected - this may be related to parents unwillingness to let them be independent given the earlier expressed fears of the road and traffic or, may be that they live sufficiently far from the B4221 for it not to impact on their leisure time.

Although the actual numbers of 12 -18 year olds included in the survey are smaller than the youngest age group, more in this group are affected by the B4221. As has been mentioned in response to earlier questions, the speed and volume of traffic makes it too dangerous to cycle or walk in the vicinity of this road. As one parent with a child aged 5- 11 years stated:

"... I now have to put bikes in the car and drive somewhere first ... I cannot take my children across that road which makes cycling a bit of a mockery..."

#### **Q7 "Indicate if you have problems with the following"**

##### **Access on to the road as a driver:**

More than half of the respondents have a problem accessing the road. The generally expressed problem is of getting on to the B4221 from side roads or driveways alongside the road because the winding nature of the road and speed of traffic make it difficult to do so safely. For example:

"... accessing the B4221 at anytime from my house is difficult as a driver - I can only turn left with any degree of safety..."

### **Crossing the road on foot/cycle/horse:**

49% of respondents identified problems. Various spots such as Kilcot Cross, near to Christ Church and by Gorsley Goffs School were mentioned in relation to speed of on-coming vehicles and restricted vision. Several people commented on how the traffic lights and pedestrian controlled crossing near to Picklenash and Glebe schools in Newent had helped. Earlier comments under previous questions in this report are relevant to this section.

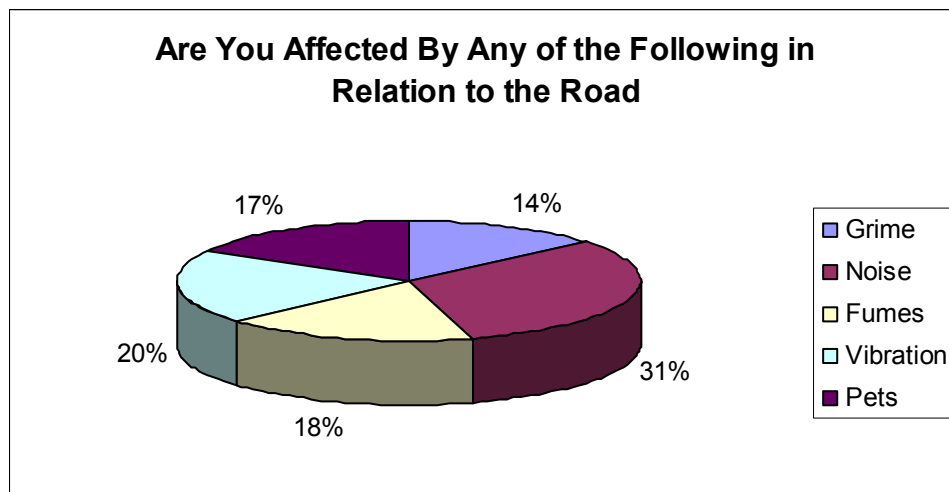
### **Reaching bus stops as a pedestrian:**

Fewer people identified this as a problem, which is probably reflected in the high incidence of drivers and a restricted bus service in Kilcot and Gorsley. Accessing bus stops in Newent is much safer. Nevertheless, 17% of respondents identified this as a problem. Again, the dangers of crossing the road due to high speed of vehicles was a key factor together with the location of some bus stops not supported by pavements for safe access to them.

### **Q8 "Do you feel that the B4221 serves you as an access road ?"**

Some people interpreted this question as asking them if the B4221 served their needs in relation to reaching link routes to other parts of Gloucestershire and Herefordshire. From this perspective, the road is valued. However, others differentiated between this type of access and access in terms of getting on to the road. Some difficulties of this latter type of "access" have been covered above in Q7 but, in addition, several respondents commented on the effect of the new traffic lights where the B4221 joins the B4215 in Newent. Some felt the lights were beneficial with others complaining that they held up the flow of traffic during rush hours. In both instances actual numbers were small.

### **Q9 "Please indicate if you are affected by any of the following in relation to the road. "**



The actual number of respondents indicating that the road affects them in relation to grime, noise, fumes, vibration and the keeping of pets is, in some instances, a relatively small percentage of the survey population. However, "noise" affects over one third of respondents and is clearly significant. This is true even for people living some distance from the B4221:

"... we live 0.5 miles from B4221 and traffic noise is constant..."

For residents alongside the road the problem is much worse.

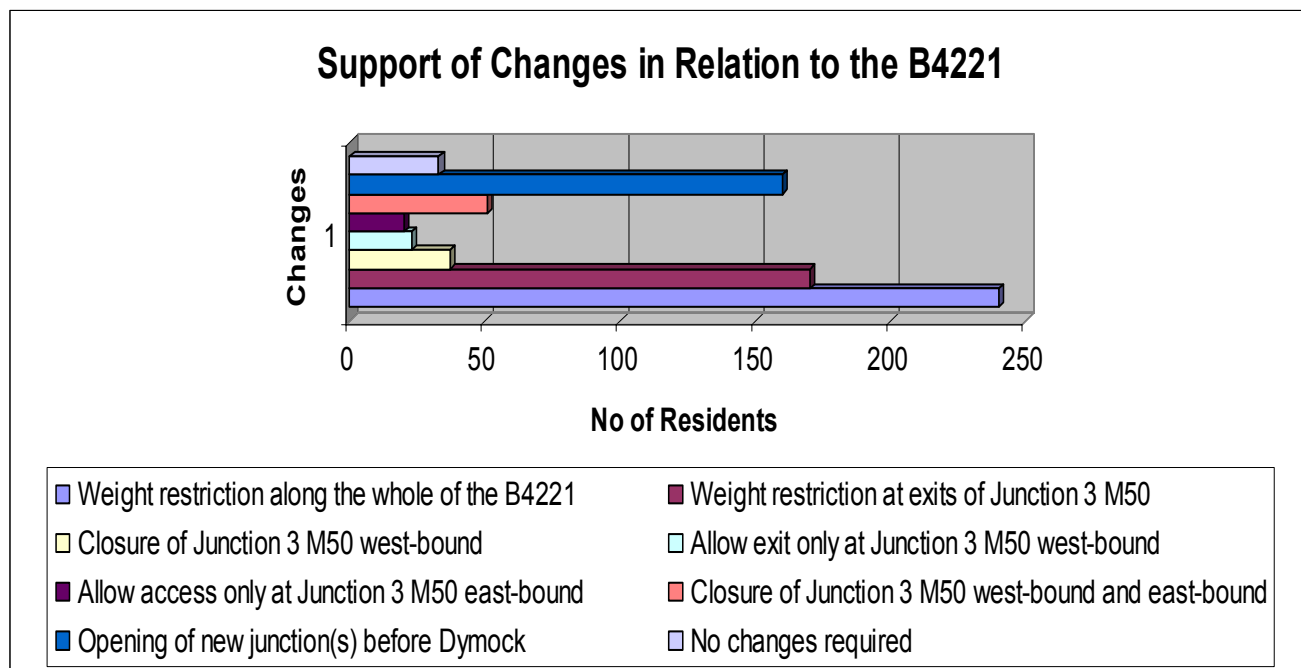
"... noise in house but more so in garden to the point of high intrusion..."

"... never a quiet moment - even through the night..."

The importance of the other factors as they impact on day-to-day lives cannot be ignored. One respondent commented:

"...dog can't be loose in garden, 5 cats killed on road, children can't use garden in case cars come through hedge as happened before..."

#### Q10 "Support of changes in relation to the B4221"



There was overwhelming support for a weight restriction along the whole of the B4221, closely followed by weight restrictions at Junction 3 of the M50 and the opening of a new junction on the B4215 before Dymock. This latter idea is supported on the basis (from comments made) that the B4215 would provide a better road for HGVs to use to access the M50 and could take through traffic off the dangerous B4221 and away from residential development and schools.

Comments on this question were made by many respondents on the back page of the questionnaire where they were invited to offer other comments and suggestions. Many respondents also referred back to the late 1980's/early 1990's when the proposal to build a link road to the M50 was dropped - in hindsight many felt this to have been the wrong decision if demands of transport are to be balanced with the needs of people living alongside and using the B4221 for local needs.

#### General comments

*The extent to which respondents have appended qualitative data to the quantitative questions has been substantial. These findings include only a small selection of comments that support the majority view. See 'More Quotes' for further comments.*

## FINDINGS – PART 2

We have read through all the comments relating to individual questions and also the final comments page. It has been possible to extract several common themes, which are detailed below:

### 1 RELATING TO SPEED/WEIGHT/VOLUME

Many expressions of dissatisfaction with the **Management of Speed** along the whole route and many references to its use as a '**Rat Run**'.

**Heavy Goods Vehicles** – over half the responses added comments about HGV's with many complaints about speed, volume, suction, noise, breaking-up of road surfaces and verges.

As well as complaints about the above problems with HGV's, there was a great deal of support for imposition of **Weight Limits**.

Many commented on the need for improved **Enforcement of existing Speed limits** with requests for **Static Speed Cameras**, as they would be far more effective than mobile cameras. Picklenash School area, Kilcot Hill and Gorsley Goffs were all suggested as possible sites.

Many respondents complained about the failure of **Mobile Speed Cameras** to control excessive speed because they are in action so infrequently.

Many requests for **Consistent Speed Limits** throughout the length of the route – drivers are confused by the constant changes from 50 to 40 to 30.

Some requests for **30 mph Speed Limits through 'villages'** - ie Kilcot, Gorsley Glos., Gorsley Hfds. Some queries as to why Upton Bishop has 30 mph when there are no shops or school.

Many comments about the dangers of speeding traffic down Kilcot Hill. Several local residents called for a **Roundabout at Kilcot Cross**. Requests for '**rumble strips**' to slow traffic.

Many requests for **Flashing Speed Warning Panels** – at various places along the route such as Kilcot Hill, Gorsley (between Brassfields Farm and the County border), by Gorsley Post Office and approaching Gorsley Goffs. Also call for '**Danger Hidden Dip**' signs and an '**Accident Black Spot**' Sign.

## 2 OTHER COMMENTS

Improvements needed to **Road Surfaces** and repair of broken **Verges**.

Painting **white lines** by verges to delineate road edges.

**Improved Parking Facilities at Gorsley Post Office** – suggestion that the nearby field could be used as a car park - this, it was felt, would increase use of this village facility.

Present arrangements are seen as extremely unsatisfactory and hazardous. One suggestion of parking being limited to one side only.

**Improved Parking Facilities** by Picklenash – many comments about the dangers and increased congestion because parents have to park on the road.

**Improved Parking Facilities** by Gorsley Goffs – the present arrangements are seen as totally inadequate.

Requests for **Puffin Crossing** by Gorsley Goffs. This would enable more children to walk to school.

Complaints about the **Narrowness or Lack of Footways** (pavements) – they are too narrow in places for safe walking with children (especially in pushchairs). They also do not allow safe passage when passing lorries create suction. There is a lack of footways opposite Picklenash School, in Kilcot and Gorsley and also across to Upton Bishop, which, if remedied, would allow more residents to walk.

Parents from all three schools asked for a **School Bus** to collect children – which would reduce parking congestion and increase independence.

Establishment of **Cycle paths** was seen as important in helping more residents, both young and old, to travel safely as an alternative to the car.

Comments about the **new Traffic Lights at Newent** were in the ratio of 2/3<sup>rd</sup> against and 1/3<sup>rd</sup> pro. Those against felt the traffic congestion at peak times was much worse and dangers from traffic emerging from Glebe Road had increased. Those in favour felt that their journey was eased and safety improved.

Several people suggested introducing **Chicanes**, which would narrow the road and slow speeding traffic at key points such as Gorsley Post Office.

Need for **safe waiting areas at bus stops** and the **lack of bus shelters**.

Several reminders pointing out that there are **similar problems on the B4222** (Aston Ingham Road).

## MORE QUOTES – QUALITATIVE DATA

### Fear/ Danger

"If the original by-pass had been built, it would have saved my sister's life – enough said?"

"In view of the dangerous nature of this road, it is particularly disappointing that so little appears to have been done to warn/help drivers operate more safely ...  
The A338 in Hants is one example of making drivers aware of the hazards. Annoying perhaps for motorists but without doubt this very busy road is safer than the B4221."

"Night driving is truly frightening on this neglected old road, which has not been thoroughly examined since my childhood (I am now 60). If there is to be little expansion of villages and Newent in the next 10 –20 years then we need a road which serves the local community and which complements the outstanding countryside hereabouts."

"We have 7 children who are taken everywhere by car (even school) because we feel the B4221 is too dangerous for them to cross to catch the school bus. We travel back lanes to get to Newent as much as possible. The size of the lorries is intimidating and the speed of some vehicles is frightening. ...Our children attend Gorsley Goffs – the front playground rightly so, is barred from use leaving the children with less hard-standing playground to use."

"I feel as a mother of a baby, it's only a matter of time before a child is involved in an accident as the footpaths are very narrow. In some places I have to push the pram on the main road as the path isn't wide enough."

"A keen walker, I have always kept well clear of the B4221 in the past, but with the opening of the footpath routes, now cross it from time to time. A terrifying experience with two dogs."

"I do believe it is only a matter of time before one of the caravans trying to pull out of Kempsey Road will be involved in an accident."

"I tried to get Road Safety interested in the dangerous journey my grandchildren have to reach school. They have to go by car as it is not possible to let them walk, it's only ten minutes from their house. The wing mirrors of some lorries hang over the footpath. When two pass each other they go onto the footpath."

"I catch the bus every day to get to work... It really is like taking your life in your hands waiting on the B4221 at Gorsley. The lorries are so big as they come off the motorway they are still travelling at speeds that don't conform with speed limits."

"The road is invaluable for access as a driver. As a pedestrian or cyclist you have to be very confident to use the road – especially the stretch from Newent to Kilcot as the lack of verges on one side and the narrowness of the carriageway can be terrifying if passed by an HGV. Walking along the road with children would be irresponsible and dangerous!"

"I have lived in the area all my life and driven from Newent to Gloucester most days. The amount of dangerous overtaking I have seen especially in recent years is quite numerous. If it is intended to upgrade this stretch of road without spending a great deal of money ... you will create a 'death-trap'"

### **Weight**

"Instead of spending a large amount of money on Kilcot Junction, it would be far better to put a weight Restriction on the B4221. This road was never intended to be a short cut for monster HGV's and it should be stopped."

### **Speed**

"Speed cameras do work – look at Highnam!"

"I drive approx. 15 miles daily on this road. The main problem is speeding, particularly in Kilcot and Gorsley. There are no speed cameras between Highleadon and Hereford despite a plethora of signs, so regular users ignore the limits. There have been no police radar checks for several months as far as I know. Therefore speed cameras are the only answer particularly in Kilcot/Gorsley. Alternatively, flashing 'slow down 40 mph' signs – cheaper.

I believe the only remedy is a new road from M50 to Gloucester. I know most of the landowners would be delighted to sell their land."

"It would certainly be very beneficial to have a speed camera by the School."  
(Gorsley Goffs).

"The pavement by the post office to the school is very narrow, only allowing single file. When you have a young child and have to push a pushchair, it is very dangerous with fast and heavy traffic zooming by you!"

"In the 40 mph restriction area, while travelling just under 40 mph, I am often overtaken, on some occasions this has occurred on double white lines. I use the road every day travelling to work."

"Given the difficulty of access on to the road when vehicles are travelling in excess of 30 mph, and the difficulty of crossing the road on foot, I would like to see installation of a permanent speed camera on the Ross Road in the vicinity of Picklenash. Also a second speed camera installation near the Gorsley Post Office."

### **Unsuitability of road ...**

"The B4221 is a country B road, and should be managed as such. The Local Transport Plan should acknowledge this, and not try to treat it as an 'A' road, for which it is totally unsuitable. It is totally unacceptable to even consider upgrading this road to an 'A' road. Between Newent Crossroads and the M50, there are over 50 residential properties adjacent to the B4221, together with 3 schools, 2 churches, a Post Office, 2 pubs and at least 4 commercial enterprises plus Newent Community Centre – all of which we feel are adversely affected by the volume and speed of traffic along the B4221, making access from/to them difficult and dangerous, and reducing the quality of life for residents and users through noise and exhaust fume pollution etc. Our children were unable to cycle or walk to school safely because of the speed and volume of traffic and the HGV's."

"More traffic is using the country lanes from Newent area to Linton to avoid the main road and these lanes are now becoming a rat run."

### **M50 Junction**

"New Junction at B4215/M50 Crossover – This is the obvious answer to all the traffic problems along the B4221. The road into Newent is already suitable to carry all types of traffic to/from M50. This would enable M50/J3 to be closed. Historically, I have lived in Kilcot for 22 years and this scheme was being discussed by ‘locals’ when we first moved here! The traffic situation on the B4221 is now far, far worse."

"Junction 3 of M50 was only supposed to be ‘temporary’ when it was opened."

"Why not force HGV’s to use the M5/M50 when travelling east or west? This is done on the continent. Is there any EU legislation which might help?"

"When the M50 was constructed, Junction 3 was not designed as a ‘proper’ motorway junction because they said it would only be used by the locals going to/from Ross to do their shopping!

Now we have a greater volume of traffic than many ‘A’ roads, and on a very sub-standard road. It is definitely the down-side of living in Gorsley."

"We moved here forty years ago and the M50, we were told, was a temporary entrance on the B4221 the access is still there only the cattle grid has been moved."

"No doubt closure of the M50 junction would affect house prices but this would be worthwhile to improve the local environment."

### **Action by local authorities?**

"Walking and horse-riding are largely pleasant and desirable in this rural area but both healthy pastimes are blighted by the volume, speed and type/size of vehicles using the B4221.

I feel very aggrieved that my individual rights ... are subjugated to the ‘needs of vehicles’. The Highways dept of the County Council appears to be only interested in vehicle safety and not in soft-body safety."

"Is Herefordshire Council supportive/ proactive? Because I feel the most hazardous areas are from M50 – Kilcot cross roads."

"GCC Highways needs to actively listen to and build into its decision-making processes the ‘fear’ element created by this road – hard statistics of accidents are not enough."

"My main concern is the wasted opportunity of the Halcrow report, presumably as a result of a poor brief by Glos. and Hfd County Councils ... In particular, their apparent dismissal of residents’ thoughts and ideas, because "there hasn’t been an accident at this point during the survey period."

"With the improvements already carried out and the improvements being carried out on the South Gloucester Relief Road, which are encouraging more and more traffic, particularly HGV’s to use this as a ‘Rat Run’ from West/East and East/West (to miss the Severn Bridge Tolls) - This road is going to get intolerable in the future - Planners could see this years ago when the by-pass to run from Newent by-pass to the M50 was planned – it never should have been cancelled!"

"Over the last few years there have been 3 or 4 surveys carried out by Hereford Council appointed organisations e.g. Halcrow, none of which have had any positive outcome on the Herefordshire section of the B4221. Neither the Council nor the Police are willing to take action to reduce traffic speeds with speed cameras. A scheme whereby Neighbourhood Watch people would be trained to use hand-held speed cameras seems to have not got off the ground."

### **Solutions?**

"3 'tight' and strategic roundabouts at Gorsley, Kilcot and the Farm/Barn at Clifford's Mesne turn on the B4221 would create logistical issues for big lorries."

"Please note: Kempsey Road is already suffering from heavy lorries coming from Dymock instead of taking road to Newent then B4221. Access to M50 before Dymock would help this problem."

"A new junction on the Dymock road would not affect more than 5 properties approx. This road is wide and less winding than B4221. It would be a solution in part to the 'through route' dilemma. Preferably a new road should be built linking Gloucester with M50."

### **Parking**

"Parking on the approach to Picklenash really increases noise and pollution for lorries have to stop near Glebe Close, then accelerate and every house gets full benefit of massive diesel fumes while they try to climb the hill in 1<sup>st</sup> or 2<sup>nd</sup> gear. At school run time B4221 is reduced to single carriageway."

"Gorsley PO and Shop, which gives an excellent service to the community, urgently requires an off-road car park – an accident is waiting to happen here. Double white lines should be extended on Gorsley Church hill and in the dip between the Church and Dymock turning. There are accidents here far too often (some fatal) which the above would prevent. In the 9 years I have lived here, twice I have had to swerve off the road to avoid overtaking vehicles. Other people have had similar experiences, very near ones too."

### **Cycling /Horse Riding**

"A safe cycle route from Gloucester – Newent – Kilcot – Ross on Wye is at the very early stages of planning, and it is possible this route will utilize Kews Lane. Similarly a bridle route from Queens Wood to May Hill is also being considered, and I understand it may cross the B4221 at Kilcot Cross. Planners should be aware of these considerations when thinking about the future of the junction."

### **Thanks....**

"Thank you for all your hard work and I wish you every success in reducing the Speed, Volume and Weight of traffic on this road."

## CONCLUSIONS

**A** Analysis of the raw data and the comments shows very clearly that:

- ❖ **The vast majority of residents and road users are adversely affected by the speed, weight and volume of traffic on the B4221**
- ❖ **They are not happy with the present management of speed along the route**
- ❖ **They are also asking for weight restrictions**
- ❖ **There is a very high level of support for an alternative route, as was previously planned**
- ❖ **There is also much support for a new motorway junction via the B4215 before Dymock**

**B** In relation to **SPEED** we quote from the Safety Camera Partnership – [www.safecam.org.uk](http://www.safecam.org.uk) - ‘**Making Gloucestershire’s roads safer to use**’:

### ‘Speed Facts and Figures’

- ❖ Road crashes will be the third largest cause of death in the world by 2020
- ❖ Speed is the greatest contributory factor in road accidents
- ❖ An average passenger car travelling at 35 mph will need an extra 21 feet to stop than one travelling at 30 mph
- ❖ Reducing speed does not mean significantly longer journeys

**C** In relation to **CYCLING** and **WALKING** we also quote from ‘Way to Go’ – [www.waytogo.org.uk](http://www.waytogo.org.uk)

**‘Putting people and the environment first’**

- ❖ A cycle-friendly road network - Make it easier for people to get out of their cars and on their bikes, cutting congestion and pollution and improving health
- ❖ Lanes and paths in good condition and pleasant for walking - Make walking more appealing. With services within walking distance, there will be fewer cars polluting the neighbourhood
- ❖ Safe routes to school – Allow children to safely walk or cycle to school and everyone to have a more tranquil environment

**D** **To our Members of Parliament and to the Local Authorities:**

We expect that they will take note of, and make use of our findings, now and later within **Local Transport Planning strategies**

We quote from the latest publication by Gloucestershire County Council’s Environment Department, where **Peter Bungard, Executive Director, Environment** (referring to the ‘Missing Link’ at the Cotswold Scarp) asks:

‘Will the ‘Missing Link’ be resolved? Maybe, but only if the Gloucestershire community supports a pragmatic solution ...if we unite as a Gloucestershire community behind this compromise scheme, we believe the Minister will put the scheme in the national roads programme’

**We would suggest that this applies equally to our ‘Missing Link’ ie completion of an effective trunk road system linking the East to West by building a new road. This would improve the quality of life of thousands of residents and road users, not just along the B4221, but all the other ‘rat runs’**

## **ACKNOWLEDGEMENTS + CONTACT DETAILS**

We would like to thank all residents and parents who completed the questionnaires and also all who added comments. There were so many variations of perception of the road and some very detailed and helpful analysis of the problems. We have had expressions of thanks (many) and expressions of abuse (a few!). Thank you also to Glebe Infant School, Picklenash Junior School and Gorsley Goffs Primary School.

We would also like to thank Transport 2000 Trust, Paige Mitchell, Slower Speeds Initiative, Christopher Short, Senior Research Fellow, University of Gloucestershire for advice and support. The funding we received from Gloucestershire Rural Community Council Rural Initiative Fund, Newent Initiative, Transport 2000 Trust and local residents has been invaluable.

Finally our thanks to all the Action Group (and their relatives) who have supported and helped in the production of this report within such a short time-scale with special thanks to Lois Price for help with analysis, to Cheryl Williams for processing and Richard Mulcaster for printing the report and designing our front page.

### **CONTACT DETAILS**

Our website: [www.b4221actiongroup.co.uk](http://www.b4221actiongroup.co.uk)

Our e-mail address: [admin@b4221actiongroup.co.uk](mailto:admin@b4221actiongroup.co.uk)

*A copy of this report will be accessible on our website from 1<sup>st</sup> April*

# B4221 ACTION GROUP

31st January 2004

Dear Local Residents

Our Action Group, which has been campaigning to reduce the amount of through traffic on the B4221, is concerned about the impact of traffic growth of at least 20% over the next 10 years. The de-trunking of the A40 and A48 and the construction of the new South Gloucester relief road could also have an impact on the road.

You may or may not share our concerns. We are therefore carrying out this survey of local residents in order to build up evidence of the present and past impact of the road and to ascertain the views of local road users. *We would emphasise that we are **not trying to drive local traffic off the road.***

We ask you to **help us by taking part and completing the enclosed questionnaire.** Our aim is to give you the opportunity to state your opinions, either positive or negative and any concerns about the B4221. The more data we collect the more balanced a case we can present. The next version of the Gloucestershire Local Transport Plan is under preparation. We intend to submit the results of this survey for consideration to all relevant local authorities including Gloucestershire Environment Department.

Please return completed questionnaires in the **pre-paid/addressed envelope** by **14th February.** *If more than one person per household wishes to take part, please copy the enclosed form.*

Our Action Group has been closely supported over the past 3 years by local M.P's, local Transport Authorities, Parish Councils including Newent Town Council and Gorsley & Kilcot Parish Council. Other organisations which have shown interest and support are Slower Speeds Initiative, Transport 2000 Trust, Gloucestershire Rural Community Council and Gloucestershire Local Freight Transport Partnership.

Yours sincerely

Brian Collier, Chairman B4221 Action Group  
admin@[b4221actiongroup.co.uk](mailto:admin@b4221actiongroup.co.uk)  
[www.b4221actiongroup.co.uk](http://www.b4221actiongroup.co.uk)

# B4221 ROAD ACTION GROUP SURVEY 2004

Please indicate your AGE GROUP:

Under 18  18 – 25  26 – 50  Over 50

How CLOSE to the B4221 do you live?

Adjacent  Within 100 metres  More than 100 metres

How LONG have you lived in the area?

Less than 1 year  2 - 10 years  11 years or more

---

**Q1 Do you use the road as:** *(please tick all which apply)*

a driver  a motorcyclist  a cyclist  a pedestrian  a horse rider

**Q2 With regard to your personal safety or that of your family, how would you describe your feelings in relation to traffic when:**

a) **Walking:** Always feel threatened  Sometimes feel threatened  Always feel safe

b) **Cycling:** Always feel threatened  Sometimes feel threatened  Always feel safe

c) **Driving:** Always feel threatened  Sometimes feel threatened  Always feel safe

d) **Riding:** Always feel threatened  Sometimes feel threatened  Always feel safe

**Q3a) Is the speed of traffic a factor which affects you ?** *(tick one box only)*

A great deal  To some extent  Slightly  Not at all

**Q3b) Please add any comments/suggestions in relation to existing speed limits/management?**

---

---

**Q4a) Is the volume of traffic a factor which affects you?** *(one box only)*

A great deal  To some extent  Slightly  Not at all

**Q4b) Please add any comments/suggestion in relation to volume of traffic?**

---

---

**Q5a) Is the weight of some vehicles such as HGV's a factor which affects you?** *(one box only)*

A great deal  To some extent  Slightly  Not at all

**Q5b) Please add any comments/suggestions in relation to weight of vehicles using the road?**

---

---

**Q6a) Do you have children between 5 and 18 years living with you?**

YES

NO

*If no, please go to Question 7*

**Q6b) If yes, how do they normally travel to school ? (please tick one box only)**

**Aged 5 – 11:** by car  by bus  by cycle  on foot   
**Aged 12 – 15:** by car  by bus  by cycle  on foot   
**Aged 16 – 18:** by car  by bus  by cycle  on foot

If you ticked 'by car' please give reasons

---

---

What changes would be needed for your children to use the alternatives?

---

---

**Q6c) To what extent does the need to use the B4221 affect independent travel on foot or by cycle to other activities (recreational/social)?**

all <input type="checkbox"/>	<b>Aged 5 – 11:</b>	a great deal <input type="checkbox"/>	to some extent <input type="checkbox"/>	slightly <input type="checkbox"/>	not at
all <input type="checkbox"/>	<b>Aged 12 – 15:</b>	a great deal <input type="checkbox"/>	to some extent <input type="checkbox"/>	slightly <input type="checkbox"/>	not at
all <input type="checkbox"/>	<b>Aged 16 – 18:</b>	a great deal <input type="checkbox"/>	to some extent <input type="checkbox"/>	slightly <input type="checkbox"/>	not at

**Q7 Please indicate if you have/had problems with any of the following:**  
*(tick all boxes which apply)*

- a) Access on to the road as a driver
- b) Crossing the road on foot/cycle/horse
- c) Reaching bus stops as a pedestrian

*Please give details of the problem(s) below:*

---

---

**Q8 Do you feel that the B4221 serves you as an access road:**

very well  adequately  not very well

Please add any comments/suggestions

---

---

---

**Q9 Please indicate if you are affected by any of the following in relation to the road and give details:**

a) **Grime** – (e.g. on plants, ponds, windows etc) YES  NO

---

---

b) **Noise** (e.g. high levels, times, use of garden etc) YES  NO

---

---

c) **Fumes** (e.g. on health etc) YES  NO

---

---

d) **Vibration** – (e.g. effect on buildings etc) YES  NO

---

---

e) **Pets** – limitations on keeping pets YES  NO

---

---

**Q10 The following changes have been suggested in relation to the B4221:**  
(please tick any which you would support)

- a) Weight restriction along the whole of B4221
- b) Weight restriction at exits of Junction 3 M50
- c) Closure of Junction 3 M50 west-bound
- d) Allow exit only at Junction 3 M50 west-bound
- e) Allow access only at Junction 3 M50 east-bound
- f) Closure of Junction 3 M50 west-bound and east-bound
- g) Opening of a new junction(s) onto the M50 via the B4215 from Newent before the road enters Dymock
- h) No changes required





