



Minutes of Meeting

Kempsford / Whelford traffic issues

Attendees: Geoffrey Clifton-Brown MP
Sandra Carter CDC Councillor
Alex Palmer CDC Councillor
Tony Williams PC Clerk
2 Gentlemen Parishioners
Martyn Midgley GH
Jenny Watkins GH
Scott Macaulay-Lowe GH
Daniel Robertson GH
Steve Norgate Glos Police

Location:

Kempsford Village Hall and on site in Kempsford and Whelford thereafter

Date: Friday 27th July 2007

Our ref:

Time: 10:00am

Geoffrey Clifton-Brown MP (GCB) welcomed the group and asked Sandra Carter (SC) to provide the group with an overview of the traffic issues in the parish.

Parish members expressed their concern over the junction of the High Street / C124 and the associated problems with HGV movements on the bend, with vehicles straddling the centre line and visibility concerns exiting the High Street on to the C124. The Parish underlined that the issue was with HGV and not with cars.

The Parish conducted their own speed surveys in September 2006 (hand held radar) ([in Whelford](#)) and gave the results back to Garry Handley (Gloucestershire County Council). Martyn Midgley (MM) explained that accident data shows that there are no recorded accidents on this piece of road in the past three years. MM asked the group if they were aware of any accidents on this particular stretch of road, the group commented that to date they cannot recall any accidents but were keen to see its profile raised. **Councillors did make comment that the telegraph pole, hedge and signs had been hit.**

SML circulated speed survey results done by Gloucestershire Highways in September 2006 using speed tubes. **This relates to Whelford and was done in places which were not particularly helpful ie at 30mph signs going into Whelford, into Kempsford from Whelford and at the kink on the Whelford Kempsford road.**

The suggestion was made that zigzag lines should be used on the bend to raise its profile. MM explained that such markings are to be used only in conjunction with designated crossings (i.e. zebra or puffin crossings).

MM put forward the suggestion of introducing red asphalt on the centre lines on the bend and to mark the approaches to the bend with SLOW on red asphalt on the carriageway also to investigate to see if cats-eyes can be implemented. The Parish were in agreement that these measures would enhance the profile of the bend. MM also suggested that foliage clearance from a property viewed when looking right emerging from the High Street, may assist drivers visibility. **To Action: Jenny Watkins (JW) and Scott Macaulay-Lowe (SML)**

The parish questioned whether or not a Vehicle Activated Sign (VAS) could be installed to make drivers aware of the bend approaching. MM explained that there is a policy attached to the implementation of the signs due to Gloucestershire Highways being inundated with requests for them across the county. Sites have to meet three out of the four pieces of criteria; speed, vehicle flow, accidents and environmental concerns. MM believed that this particular site would not meet either the speed or the accident requirements and on that basis would not pass the criteria.

The group moved sites to the Whelford / Village Road loop C124, which has a 30mph speed limit. SC explained that the Parish Council believe speeds to be excessive on this stretch of road and that drivers do not reduce their speeds on entering the 30mph limit.

It was suggested by Parish members that installing priority build-outs would reduce speed along the stretch of road. MM said that this would not be effective, as back of the envelope calculations from volume surveys show that a the number of vehicles using the road will not make effective use of the build-outs i.e. there is not enough traffic on the road for vehicles to have to stop at each build-out.

SC requested that the 30mph gateways at either end of Kempford and Whelford (four in total) be visually enhanced to promote a greater awareness to drivers that they were entering a 30mph speed limit. SML produced some gateway designs for the group to view and the parish agreed on the implementation of red markings, 30mph roundels, dragons teeth and gateway features. SML to investigate design of gateway features for construction materials and future maintenance. **To Action: SML & JW**

It was agreed than no further signage would be implemented after the respective gateways on the C124.

SML suggested that the Police might be able to do speed checks on the C124. Steve Norgate (SN) will refer matter to Road Police Unit. **To Action: SN Council to check with police.**

Dan Robertson proposed that the omission of the centre line after completion of the road works could create driver uncertainty and may reduce speeds and increase awareness. The Parish agreed with this proposal. **To Action JW to talk to Project Manager**

SML proposed that the Parish should work with the local schools and the Quarry traffic to try and increase driver education of the issues and concerns in the Parish. **To Action: Parish Council to take forward**

Meeting with Martin Ballard to be arranged to discuss possibility of Children writing letters to Quarries, doing posters talking with parents about highway safety.

Council to collate data for their own use and to be used in further discussions.

Speed on C124 and in the High street itself to be discussed