



WESTON SUB EDGE ROAD SAFETY SURVEY

Final Report ~ September 2026

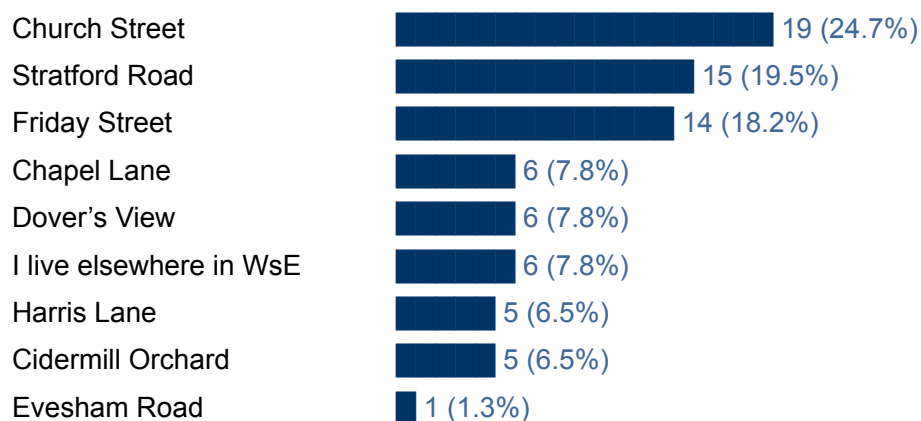
A paper survey form was distributed by hand to every household in Weston Sub Edge on 22/08/2026. By the closing date of 20/09/2026, 77 completed forms were received and analysed. This Final Report provides details of the outcomes for the Parish Council to consider.

In summary, 93.5% (72) of households find traffic speeding through the village to be moderately or highly problematic and 76.6% (58) support or strongly support the introduction of a 20mph speed limit. Section 6 of this report provides a synthesis of villager's specific concerns and recommendations.

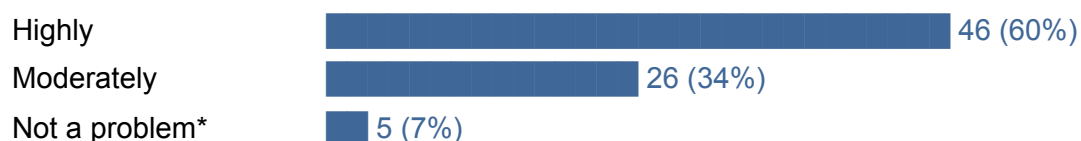
CRITICAL SAFETY INFRASTRUCTURE ALERT

45.5 % (35) of households stated they have actively witnessed or been involved in a near-miss or a vehicle crash directly within the village boundaries.

1. Responses by location:

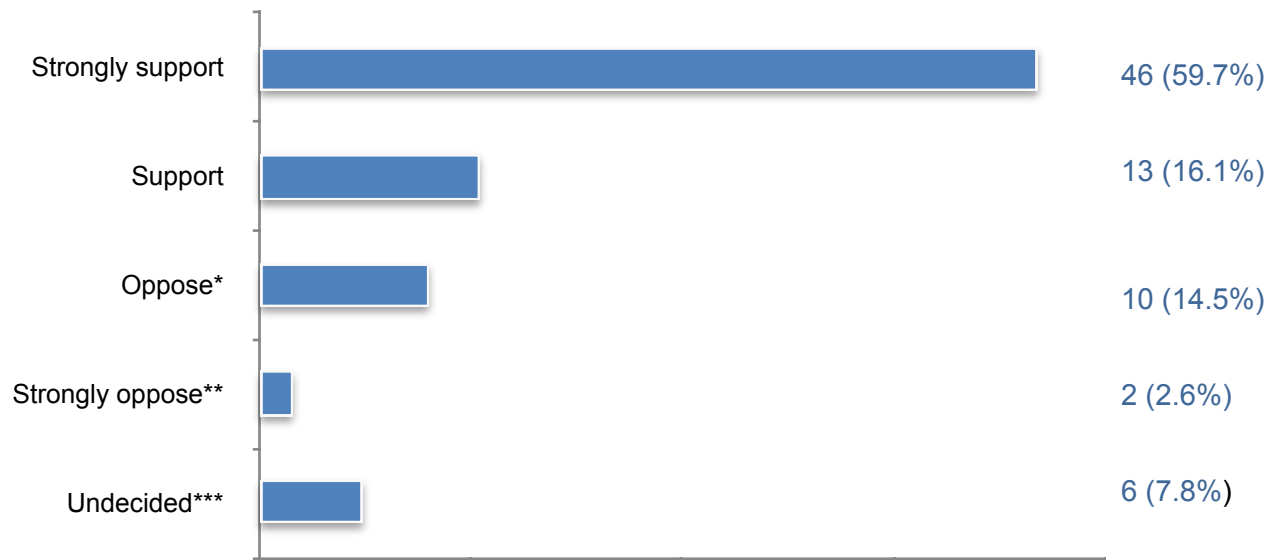


2. How problematic is the speed of vehicles?



* 1 from each of following locations: Cidermill Orchard, Parsons Lane, Church St., Chapel Lane and Stratford Rd.

3. Support for a 20mph speed limit



*Households opposed from: Stratford Rd (1), Cidermill Orchard (2), Church St. (2), Elsewhere (2), Chapel La. (3)

**Households strongly opposed from: Church St (1) and Friday St. (1)

***Households undecided from: Friday St (1), Dovers Hill Rd (2) and Stratford Rd (3)

4. Prioritised Roadway Safety Hazards

Response Option	Count	Percentage
Danger or poor visibility when coming out of a junction	53	68.8%
Difficulty or danger pulling out of a driveway	40	51.9%
Difficulty crossing the road safely	30	39.0%
Fear or anxiety when walking with children or older residents	21	27.3%
Other safety issues	0	0.0%
Total Distinct Responses Tracked	144	—

Note: Percentages total more than 100% because respondents could select multiple options.

5. Preferred Traffic Calming Interventions

Response Option	Count	Percentage
Speed Indicator Devices (flashing reactive signs)	53	68.8%
Physical calming (build-outs, chicanes, humps)	43	55.8%
Improved road signage or road markings	37	48.1%
Community Speedwatch group (volunteer monitoring)	29	37.7%
None / No extra measures needed	2	2.6%
Other traffic-calming measures	0	0.0%

Note: Respondents were permitted to select multiple options; cumulative counts exceed total sample baseline.

Key Findings Summary (from 5 above)

Strongest demand is for High-Tech and Visual Interventions ~ The single most popular intervention being the implementation of Speed Indicator Devices (flashing reactive signs), which had 68.8% support (53 individual selections). This suggests a strong community preference for dynamic, highly visible, and tech-driven solutions that alert drivers to their current speeds in real time without physically altering the road layout. **However**, there is also support for physical infrastructure such as build-outs, chicanes, and speed humps. These received substantial backing, with 55.8% of respondents (43 selections) in favour. Because physical calming measures require permanent structural changes and can impact driver comfort, a majority consensus (above 50%) highlights a high level of urgency regarding local speeding issues.

There was solid backing for low-cost markings and signage and Improved road signage or road markings, supported by 48.1% of respondents (37 selections). As a relatively low-cost and quick-to-deploy intervention, this represents an accessible "quick win" to implement alongside more capital-intensive projects. A notable appetite was evident for grass-roots enforcement, with 37.7% of respondents (29 selections) supporting a Community Speedwatch group. This indicates that more than one-third of surveyed residents are potentially willing to volunteer their own time to monitor and deter speeding locally.

Only 2.6% of respondents (2) felt that no extra measures are needed, and 0.0% selected "Other". **This demonstrates a near-unanimous community consensus that the status quo is unacceptable and that traffic-calming action must be taken.**

Because respondents were instructed to "Tick all that apply," the data reveals that residents generally do not favour a single silver-bullet solution. Instead, the high volume of total responses (164 distinct choices) relative to the sample size shows that the community favours a layered approach. Residents want a combination of digital reminders (Speed Indicator Devices), physical restrictions (chicanes/humps), and visual cues (signage).

6. Consolidated Feedback Themes (from open text questions 7 & 8)

The feedback highlights a strong collective concern over excessive vehicle speeds, poor visibility at key junctions, and the need for immediate physical or regulatory interventions. More specifically, households who responded to the survey want to see:

6.1 Speed Enforcement and Monitoring

Residents heavily favour increased police presence and automated enforcement to curb speeding, particularly on main thoroughfares and village entry points. For example: **Speed Cameras:** Widespread demand for fixed Automatic Number Plate Recognition (ANPR) speed cameras, particularly on Church Street, Stratford Road, Dovers Hill, and entering from Mickleton. **Police Presence:** Calls for regular police speed checks, mobile camera vans, and the use of handheld speed guns, citing successful models in neighbouring Honeybourne. **Speed Indicator Devices (SIDs):** Suggestions to install reactive flashing signs (SIDs) at all village entrances, including an additional 30mph SID from the Willersey direction (B4632). **Nighttime Enforcement:** Specific concern raised regarding high-speed driving at night on Stratford Road by sports cars, motorcycles, HGV's and farm vehicles.

6.2 Physical Traffic Calming Measures

Opinions are divided on physical interventions, with strong preferences for non-disruptive measures. **Support for Interventions:** Requests for physical calming, such as three-stage chicanes on Friday Street, a one-stage chicane on Evesham Road, and four stages on Church Street. **Build-outs and Rumble Strips:** Several residents advocate for build-outs to protect driveways and manage blind spots. Low rumble strips at all village entrances were positively suggested. However, **Objections to Speed Humps:** Multiple residents explicitly oppose speed humps or chicanes, citing potential damage to low-profile tyres, increased noise from stop-and-start driving, and severe disruptions for home delivery drivers (e.g., supermarket and Amazon deliveries) servicing housebound residents.

6.3. Road Signage and Markings

Clearer boundaries and regulatory signage are requested to ensure drivers recognise they are entering a residential zone. **Village Entry Signs:** reports that Church Street lacks signs indicating entry to the village or warnings for children crossing to the recreation ground. **Dovers Hill Limits:** Urgent requests to eliminate the 60mph "national speed limit" sign on Dovers Hill and replace it with a 30mph limit, alongside appropriate warning signs for double bends, left junctions, and narrowing roads. Similarly, there is a desire to impose this speed restriction from Honeybourne Crossroads to the Seagrave Arms on the Evesham Road. **Road Markings:** Requests for prominent "30mph" (or 20mph if implemented) painted road markings at village entry points and double white lines on Stratford Road to strictly prohibit overtaking.

6.4. Pedestrian Safety and Crossings

Pedestrian infrastructure is highlighted as insufficient, particularly near public transport nodes and residential clusters. For example: **Friday Street** ~ strong demand for a pedestrian crossing on Friday Street between the bus stops, specifically serving residents near End On, Jasmine Cottage, Brook Bend, and Kiftsgate.

6.5. Junction Visibility and Maintenance

Overgrown vegetation and vehicle parking are identified as critical safety hazards causing blind spots. For example on **Church Street & Stratford Road Junction:** Identified as a severe blind spot with poor visibility. Residents request a traffic mirror and better enforcement of hedge-trimming by the Council and landowners. **Hedge & Verge Maintenance:** Regular clearing of foliage is requested across the village to

keep speed signs visible and ensure safe driveway exit visibility. Proper hedge maintenance was noted as a preventative measure for flooding and fire risks. **Specific Blind Spots:** Poor visibility noted when exiting the Village Hall car park towards Evesham, exiting Evesham Road towards Aston, and exiting the junction from Evesham Road due to overgrown shrubs and parked vehicles.

6.6. Location-Specific Concerns and Heavy Vehicles

Certain areas experience unique pressures from heavy goods vehicles (HGVs) and specific driving behaviours. For example, **Friday Street:** Reports of HGVs, delivery vans, and farm equipment speeding through the village to access the industrial estate. Residents request double yellow lines around the bend on Friday Street and a ban on parking in the passing bay opposite East Barn. **Church Street & Dovers Hill:** Drivers frequently navigate Church Street too quickly, unaware that it narrows into Dovers Hill. Residents also reported issues with overnight van and camper parking on Dovers View, allegedly violating deeds/tenancies. **Parsons Lane:** Described by residents as being used as a "race track". **Motorbike Noise:** Late-night noise from speeding motorbikes turning out of Evesham Road onto Stratford Road is a recurring nuisance, described as "an accident waiting to happen."

7. Recommendations for Parish Councillors to consider:

- A. Continue to press Gloucestershire Highways Department, its officers and County and District Councillors, for a 20mph speed limit throughout the village***
- B. Prioritise reactive signage: Begin budget allocation or grant applications focusing on Speed Indicator Devices, as this measure commands the highest mandate from the community.***
- C. Consult on specific physical calming measures given that physical calming has majority approval. When/if a source of funding is identified, re-run a local consultation to determine the most effective and least disruptive locations for build-outs or chicanes.***
- D. Launch a Volunteer Drive: Capitalise on the 37.7% support for a Community Speedwatch group by holding an introductory meeting to register volunteers and coordinate with local law enforcement.***