

Notice Of Proposal: Fairford Speed Limits

Consultees	Comments
XXXXXXXXXX	<p>As a resident of Fairford who currently lives to the east in XXXXXXXXXXXX (currently a 40mph limit) I would strongly support and welcome this proposal. Vehicles currently break the speed limit on this road causing a number of accidents in the last 3 years since we moved here, and making crossing of this road dangerous. The increase of both the 30 and 40 mph zones entering this end of fairford will hopefully slow traffic down considerably.</p> <p>The only amendments I would like to see are:</p> <ol style="list-style-type: none"> 1. There are no pedestrian crossings over the A417 from near Morecombe Way and many people travel on foot to and from this estate due to the public footpaths at the rear and parents and children walking to school. The reduced speed limit would make this easier but a pedestrian crossing would be even better! I appreciate that this may be a different department or consultation. 2. I would ask that the speed limit within the estate is considered for reduction from 30mph as current to 20mph due to the residential nature and the fact that it is a no- through road and to take into account children playing etc. <p>Regards XXXXXXXXXXXX</p>
XXXXXXXXXX	<p>Good morning,</p> <p>I am writing to give my feedback regarding the traffic regulation order for Fairford and the proposed speed limits.</p> <p>I am in favour of the proposal and especially extending a 30mph limit on the A417 to go up to and beyond the relatively new Keble Fields estate (Morecombe Way).</p> <p>I do however think that the proposal is omitting to propose a reduction in speed on the Keble Fields estate. The current speed on the estate of 30mph is far too high considering the density of houses and children that are often found playing outside. I would suggest that a speed limit on the estate of no more than 20 mph would be more reasonable, and in fact it should be lower still.</p> <p>Kind regards, XXXXXXXXXX</p>
XXXXXXXXXXXXXX	<p>Good evening,</p>

	<p>I wanted to respond to the proposed speed limit changes in Fairford, as a resident.</p> <p>Overall, I am supportive of the proposals. However I have some feedback relating to concerns over certain details. In order of importance, these are:</p> <p>1) The 20mph limit ending before the bridge on the London road to the west of Fairford. I think the increase from 20mph to 30mph just before the 90 degree turn into the bridge will lead to dangerous driving and accidents. This is already an issue on that bridge. I WOULD REQUEST THAT THE 20MPH LIMIT IS EXTENDED TO INCLUDE THE BRIDGE OVER THE RIVER COLN.</p> <p>2) I would like to know by what means the speed limits will be enforced? Currently there is absolutely no speed checks or cameras in Fairford and Gloucester Police do not conduct any speed checks in the area (as confirmed by their own policy documents). We do have two 'Slow Down' signs that light up at either end of the village, but these are not activated by speed, as mobility scooters and cyclists going past also set them off. Therefore, given the recognition of the need to reduce speeds through Fairford through these proposals, can GCC clearly state HOW AND WHERE WILL THESE NEW SPEED LIMITS BE ENFORCED?</p> <p>Kind Regards,</p> <p>XXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Hello Sir/Madam</p> <p>I am writing to you in regards to the above reference. I have read through your proposal and I have a couple of questions.</p> <p>I am all for lowering the speed limit throughout the main part of Fairford. But who is going to police it? Most of the roads in this town are used like a race track, particularly Milton Street and London Road and the new estates on the Cirencester road. It's 30 mph now and no one adheres to it. Indeed, I see people regularly speeding on my road, and XXXXXXXX. No one will take any notice of a 20mph speed limit unless you have a way of policing it. Speed cameras, regular police presence and speed bumps being the obvious choice.</p> <p>I look forward to hearing from you</p> <p>XXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Public consultation on the Fairford TRO Reference 5227-24</p>

	<p>To whom it may concern,</p> <p>I am writing to confirm my support for the above TRO to improve road safety for pedestrians and cyclists. XXXXX XXXXXXXXXXXXX so this is very welcome to enhance the safety of students walking and cycling to school on a daily basis.</p> <p>As a long term resident along XXXXXXXXXX, I particularly welcome the reduction from 50 mph under section 4 of the public notice (from a point 149 metres east of its junction with Morecombe Way for a distance of 337 metres in a south-easterly direction). XXXXXXXXXX as do numerous other residents and people walking to/from the industrial unit so this will improve our safety. We have been unsuccessfully campaigning for a reduction of the speed limit over many years previously, so this is very welcome under the holistic TRO application covering Fairford.</p> <p>Many thanks XXXXXXXXXXXXX</p>
XXXXXXXXXXXXX	<p>Dear sir/madam,</p> <p>With refence to the above TRO application. XXXXXXXXX and assume from the plans associated with the TRO, that there is no proposal to reduce the speed limit outside of the secondary and primary school to 20mph. I feel it would be much safer and more beneficial for parents and students if the proposed speed restriction along Leaffield road of 20mph were extended to include the main entrance to Farmor's school and Fairford Primary school. School buses and parents dropping off students would then also need to adhere to the 20mph speed limit when arriving and departing from school.</p> <p>Many thanks XXXXXXXXXXXXX</p>
XXXXXXXXXXXXX	<p>Good morning,</p> <p>I am writing in regard to your consultation of reducing speed limits in Fairford for the 'safety and well-being' of the residents of Fairford. How many people have been killed or severely injured by vehicles going 30mph or 40mph in Fairford? I look forward to your answer.</p>

	<p>Vehicles driving at 20mph, will increase fumes, cause traffic congestion, noise congestion and road rage. The only advantage is for the council, who will rake in money.</p> <p>Vehicles driving at 30 or 40mph is perfectly fine, do not reduce it please, it is of no benefit to the residents of Fairford.</p> <p>Regards</p> <p>XXXXXXXXXX</p>
XXXXXXXXXXXXXX	<p>Dear Sirs</p> <p>I'm writing to give my support to the proposed changes to the speed limit in and around Fairford, ref 5227-24.</p> <p>I'm particularly pleased with the extension of the 40mph limit on the A417 running in the south-easterly direction toward Lechlade.</p> <p>However, I would suggest that the national speed limit should be replaced by a new 50mph limit east of Quest house and continue along the rest of the A417 eastwards towards the Welford Rd junction. This is due to the increase in new development along this stretch and the whelford road junction, which is often the site of RTA and other incidents.</p> <p>Yours sincerely</p> <p>XXXXXXXXXXXXXX</p> <p>XXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXX	<p>It is pleasing to see the proposals within our town and I do appreciate the difficulties of the decision making. However I am dismayed to see that the proposed 20mph limit along PARK STREET does not continue along MILL LANE to where there is access to the footpath.</p> <p>Mornings and afternoons Mill Lane is the main thoroughfare for many, many school children walking, cycling or scootering to school. Plus a large number of parents with prams and toddlers. This road has an approximately 100m section without footpath including the narrow bridge at the mill pond. This route is also used by a huge amount of parents 'doing the school run'. Consequently there is always a snarl-up at the narrow bridge (with no footpath), making it extra dangerous for the kids at this pinch-point.</p> <p>I appreciate that the road is probably too narrow to extend the footpath, so why not slow down the traffic?</p>

	<p>Yours faithfully, XXXXXXXXX.</p>
<p>XXXXXXXXXXXXXX</p>	<p>Dear Sir/Madam, in response to this discussion:- I can not see why it is at all necessary; am not aware of multiple accidents caused by speeding residents; really do not like to be nannied into obligatory and confusing speed limits.</p> <p>As a XXXXXXXXXXXX, the only places “Hoons” speed is occasionally at the top of the High Street, where it sounds “good” and perhaps at the far Lechlade end of London Road. All other drivers seem to be sensible with their speeds.</p> <p>The variation from 20/30 will be confusing- more anxious glances at the speedometer- more dangerous driving; 20 miles an hour can not be good for the environment as it uses more energy than the same distance at 30mph. Just give us a 30mph in all Fairford’s built up areas please, yours XXXXXXXXXXXXXXXXX</p>
<p>XXXXXXXXXXXXXX</p>	<p>Ref 5227-24 Hi I think this is a great idea & a long time coming. My only concern is that the 20mph does not cover all of the road up to both primary & secondary schools. It would be a great benefit & make safer for everyone if this was included in the new plans. XXXXX</p>
<p>XXXXXXXXXXXXXX</p>	<p>I have reservations about this proposal as follows:-</p> <p>New 30 mph zones. Whilst I can see the logic of extending the 30 mph zones on the A417 to both east and west of the town to cover new areas of extended housing, to the east there have been houses on this stretch for a very long time, presumably without the need to reduce the speed limit before now. To the west there are very few houses actually fronting onto the road on the present 40 mph zone so again I am unsure as to what is driving this.</p> <p>New 20 mph zones. I see three main problems with introducing 20 mph zones.</p> <p>Firstly for motorists driving in busy areas, having to concentrate on the speedometer to ensure that you are not exceeding the 20 limit can be distracting when attention is required to observe other traffic and pedestrians. When you are driving on a 50 mph road and you come to a roundabout nobody would expect to navigate the roundabout at 50 mph so having a speed limit does not mean that you drive at this speed.</p>

	<p>Secondly on the A417 there are bottleneck areas in both directions and whilst nobody would suggest speeding through those areas, the requirement to maintain 20 mph could lead to slower shuttling which could build frustration with undesirable consequences.</p> <p>Thirdly the slower speed requirement could result in greater pollution as motorists spend more time in the town in lower gears at higher revs.</p> <p>My overriding query is what is driving this? Is this merely following the current fashionable thinking that 20 mph is a magic formula or are there some statistics which show accident or incident rates in Fairford are unacceptable?</p> <p>These changes will obviously have a cost and should therefore not be entertained without good reason. If after implementation the situation is found to have worsened then I suggest it will be very difficult to propose a return to 30 mph.</p> <p>XXXXXXX</p>
XXXXXXXXXXXXXXXX	<p>Hi,</p> <p>With reference to the proposed reduction of speed limits, I would like to add a couple of points which I hope will be highlighted before finalising these changes.</p> <p>Firstly, you have not included the length of Leaffield Road/Queensfield Road from its junction from Park Street to the entrance to Fairford Primary/Farmors Schools as part of the 20mph limit.</p> <p>Of all the roads which need this 20mph limit, this should have been top of the list given the amount of foot / cyclist traffic involving underage children, and the fact that some parents and sixth formers who use this road seem to think it's ok to exceed the current 30mph limit, which brings me onto my second point.</p> <p>Once these limits are put in place, why are they never enforced, on walking these routes around Fairford, I'm amazed at the high percentage of drivers who continually flout these limits with no regard to others, and unfortunately a high percentage of mothers, driving to collect their young children, it never ceases to amaze me.</p> <p>Kind Regards</p> <p>XXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXX	<p>Dear Sirs,</p> <p>I refer to the informative article in February edition of the Fairford News regarding the new intended speed restrictions.</p>

	<p>I live at XXXXXXXX in XXXXXXXXXXXXXXXX London road, opposite the XXXXXXXXXXXX.</p> <p>Much as I welcome the new 20 mph speed restriction, I trust in discussions regarding this project the subject of enforcement has been discussed.</p> <p>My experience tells me that whilst agricultural vehicles and large lorries take cognation of the existing rules many cars and motorcycles do not.</p> <p>I strongly recommend warning signs indicate cameras are in operation and back this up by radar speed cameras are used from time to time.</p> <p>This does involve costs but reduction of accidents and speeding fines will surely make this a worthwhile exercise.</p> <p>Yours sincerely, XXXXXXX</p>
XXXXXXXXXXXXX	<p>We would like to support the proposal to reduce the speed limit in London Road, Fairford, GL7 4AR.</p> <p>Having XXXXXXXX it quickly became apparent that the 40mph XXXXXXXXXXXX was too fast and we planned to attend a council meeting to raise such concerns. We XXXXXXXXXXXX over 40mph and the noise from this and large Lorries going at that speed is significant to the point we XXXXXXXXXXXXXXXX. We are also extremely concerned that XXXXXXXXXXXX along this road and one crosses it to XXXXXXXXXXXX road. XXXXXXXXXXXX drivers braking suddenly in XXXXXXXX as the limit is too fast to stop when being unable to see far enough to brake for oncoming traffic and also drivers overtaking XXXXXXXX at speed. XXXXXXXX will also be crossing the road to attend XXXXXXXXXXXXXXXX once it is light enough for XXXXX XXXXXXXX.</p> <p>An additional reason we support this proposal is that we also regularly see young families trying to cross this road with cars far too fast passing by. We hope this letter of support is recorded.</p> <p>Many thanks XXXXXXXXXXXXX</p>
XXXXXXXXXXXXX	<p>To whom it may concern,</p> <p>I am writing to support the proposed traffic scheme in Fairford and in particular the introduction of a 20mph limit on London Street, High Street, The Croft and Lower Croft. XXXXXXXXXXXX Budgens and despite the current 30mph limit, cars frequently drive past in excess of 50mph. It is incredibly dangerous particularly as the pavements on either side of the street are fairly narrow. I am worried that school children jostling each other for example may enter the road from the narrow pavement and be struck by a speeding car. Also the elderly and the very young crossing the road near the library are in danger of being knocked down by speeding drivers. We would very much grateful if the speed limit could be introduced with very prominent signs and perhaps a period of harsh enforcement to make the message clear.</p>

	<p>Thank you. Kind regards, XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>I would like to comment on the proposal to make parts of fairford roads 20mph, I can't believe the road up to school hasn't be considered in this plan, it's the most important road with lots of school children and cyclists on leafield road.</p> <p>Regards XXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Dear Sirs, I would like to suggest that the 20mph speed limit for Fairford is continued along Milton Street to the X roads at Coronation Street and Horcott Road due to the number of roads and driveways that open on to Milton Street and also the volume of traffic now travelling along this road. An added problem is also the number of parked cars along this road. As you are aware Coln House School is about to be developed with a number of new properties opening on to Horcott Road and using the junction with Milton Street.</p> <p>I agree with all the other proposals and XXXXXXXXXXXX I welcome the reduction in speed on our roads.</p> <p>Yours XXXXXXXXX XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Feedback on public consultation of reducing speed limits in Fairford</p> <p>Hi</p> <p>I am just writing to say that I have looked at the proposals and would strongly support them. I realise that they will have already been discussed and debated comprehensively, but I would encourage the extension of the proposed 20mph limit, particularly to include the following stretches of road: London Street (A417) to extend eastwards to a point east of the junction with Lower Croft Lower Croft - for its entire length Mill Lane - continuing north west to a point just beyond Fairford Mill bridge</p>

	<p>Bridge Street - continuing north west to a point beyond Town Bridge</p> <p>These are all stretches of road where, as XXXXXXXXXX, I am aware of a number of 'near misses' which could be minimised through a reduction in the speed limit. In particular, at the junction of Lower Croft with London Street, the visibility for cars crossing Lower Croft heading north towards Hatherop Road is limited, and cars turning off London Street from the east tend to continue at speed.</p> <p>I hope these comments are helpful - thank you for helping to make our roads safer.</p> <p>Best wishes XXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>I write as a XXXXXXXXXX, regarding the proposed reduction of speed limits in Fairford which I support.</p> <p>However, in addition to what has been proposed, I think that the 20m.p.h proposed limit which would change to 30.m.p.h when going East on London Road, should be extended to a point beyond the Railway Public House. The reason for this is Road safety for pedestrians crossing the road between two bends. There are 4 road junctions between the Library footpath and the Railway Public house I for The Plies, I for East End, and 2 Junctions for Lower croft. There is also a public footpath opposite the junction for East End. This road can be very busy at times, crossing the road at East End to access the footpath can be difficult . There is traffic coming round BENDS in BOTH DIRECTIONS at speed, often more than 30m.p.h. even though there is a sign warning of elderly people .</p> <p>In addition the 20mph limit should be extended going west, to a point beyond the Town Bridge, in order that traffic approaching the town is slowed down before the High street junction, in order that they can give way to the traffic coming towards them from the East, as it is impossible for two vehicles to pass at the junction with the High street . Reducing the speed limit there will enable the traffic leaving town and travelling west, negotiate the High Street junction and the bridge with care.</p> <p>It can be difficult for pedestrians crossing from the High Street, as visibility can be limited depending where you choose to cross.</p> <p>I trust that my comments will be given consideration and investigated further .</p>

	XXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX	<p>Dear Sir/ Madam,</p> <p>XXXXXXXXXX XXXXXXXXXXXXX. XXXXXXXXXXXXX although fully support the 'Various Speed Limits - Fairford' order.</p> <p>XXXXXXXXXX London road from Morecombe way XXXXXXXXXXXXXXXXXXXXXXX it has been overly evident that vehicles even when respecting the current 40mph speed limit give little time for decision making, coupled with the lack of any pedestrian crossings. I fully support the proposal. There are also a large number of school children resident on Keble fields who cross London road daily.</p> <p>Additionally I would like to raise that concurrent with the consideration of this order the enforcement of stopping on double yellow lines is considered out side the Budgens shop on London road (perhaps cameras or more frequent patrols). Regardless of the current speed limit or newly proposed limit this is often a bottle neck where little concern is given to pedestrians, particularly when drivers are more concerned about getting through at the most advantageous moment.</p> <p>Yours sincerely</p> <p>XXXXXXXXXXXXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXX	<p>To whom it may concern</p> <p>We moved into a XXXXXXXXXXXXXXXXXXXXXXX and have witnessed numerous high speed and inconsiderate driving incidents during XXXXXXXXXXXXX Fairford.</p> <p>From our XXXXXXXXXXXXX experience we fully support the proposed reducing speed limits in Fairford in their entirety.</p> <p>We would add that we are perplexed by the priority give way sign and restriction on London Street restraining traffic flow from westbound traffic with no reciprocal arrangement on Bridge Street before the High Street junction similarly restraining the eastbound traffic flow.</p>

	<p>With no priority give way restraint for the eastbound traffic on Bridge Street, we have experienced and witnessed aggressive drivers advancing towards oncoming traffic from London Street that is only wide enough for single file on the corner to High Street, having to wait across the end of High Street where other vehicles are waiting to join London Street thereby blocking access into the High Street from the westbound London Street vehicles.</p> <p>Similarly, we have witnessed the incredulous overtaking of a waiting car at the end of London Street towards the High Street corner only to be confronted by vehicles advancing from Bridge Street requiring the aggressive driver to inconveniently reverse significantly back along London Street to Palmer Hall to enable the eastbound traffic to proceed past the other waiting cars in London Street.</p> <p>Whilst we appreciate the area of London Street to Bridge Street will benefit from a reduced speed limit, we would recommend that further measures to replicate the westbound priority give way restraint to eastbound traffic on Bridge Street at the proposed similar reduced 20mph speed entry point, should be included as part of the overall measures to be implemented.</p> <p>We would also bring to your attention that the double yellow lines in London Street beyond the designated parking area, are consistently ignored owing to the popularity of Budgens. This further restricts general traffic movement by extending the single file traffic zone along London Street as well as limiting access to the drives of the properties on the opposite side.</p> <p>Your consideration of these observations and suggestions are appreciated.</p> <p>Yours faithfully XXXXXXXXXXXX</p>
XXXXXXXXXXXX	<p>Dear Sir/Madam,</p> <p>I have examined the proposed speed changes for Fairford and wholeheartedly agree with the changes. Lowering the speed limit will make for a much safer village. My only reservation is the stretch of London Road that takes in the shops around Budgens to Hyperion House. Though the road is clearly marked with double yellow lines I have often seen many cars parked up at this restricted area. If the speed is dropped to 20 mph I can see the possibility of traffic snarls being a real problem. In my view the speed should be dropped as planned, but the double yellow lines along this stretch should be rigorously enforced to stop people from parking there. Clearly having just the double yellow lines isn't proving to be a particular deterrent. Once people realise that this area is being 'enforced' the traffic flow at the slower speed would be improved Kind regards, XXXXXXXXXXXX</p>

XXXXXXXXXXXXXXXXXX	<p>Hello</p> <p>We would like to give some feedback to the public consultation. We are in favour of the overall scheme and welcome the reductions of the speed limits. We live XXXXXXXXXXXX and would like to propose that the estate speed limit is Reduced from the current 30mph to 20mph. This would include all of Morecombe Way, Trubshaw Way and June Lewis Way. Many thanks</p> <p>XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Hello,</p> <p>I whole heartedly agree with reducing to 20mph in Fairford. Too many drivers race around regardless of old people, children and other pedestrians. We need to keep all safe, but also reduce traffic pollution and noise.</p> <p>The Mill Lane should be 10moh to preserve wildlife and its beauty.</p> <p>All roads, including Welsh Way, leading to Fairford should have traffic calming like in Perrinsfield Lechlade.</p> <p>This reduction is a brilliant idea.</p> <p>With more and more houses, traffic in Fairford has increased tremendously, especially in the last 10 years.</p> <p>XXXXXXXXXXXXXXXXXX on will vastly improve the air quality and help with the quality of our roads.</p> <p>Constant lorry traffic during new builds have wrecked our road surfaces, which our council tax has to pay for.</p> <p>Thank you for this new initiative Fairford Council, XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Good evening,</p> <p>I am glad to see some positive movements in speed limit changes in Fairford.</p>

	<p>I absolutely agree with the speed limit reduction on London Road from 40mph or higher to 30mph. In addition, it'd be great to have a zebra crossing from Keble Fields near Morcombe Road where a lot of the families and children cross and maybe introducing a cycle path as there are quite a few kids cycling from the estate.</p> <p>Also, it is a little strange that the reduction to 20mph stops half way the Lower Croft, where it would be sensible to connect it with the rest of the 20mph zone and extend 20mph on Leafield Road which is the main way to both schools.</p> <p>Look forward to seeing these changes implemented.</p> <p>Kind regards, XXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXX	<p>Reference 5227-24</p> <p>Good Afternoon, Please see below for my comments on the proposed 20mph speed limits in Fairford:- I agree with the 20mph limit close to the schools, in the market place/high street and in the Croft but some of the other restrictions in speed seem rather over the top to me. I do not agree with reducing the speed limit on the A417 any further especially on the road out of Fairford toward Lechlade where there are few if any properties close to the road. I believe that the speed limit should reflect road conditions. Most people do not/cannot speed by Hyperion Hose/Budgens/Curry House because of parked cars and bollards. Some law enforcement on parking here would be a better idea in my view or a small car park created off the A417 by the library. If the aim of this proposal is to reduce accidents then maybe some pedestrian education might be a good idea. I frequently see runners suddenly veer into the road without looking and some walkers do not seem to be able to judge an oncoming car's speed accurately. I like walking and often see pedestrians not using due care and attention when stepping into the road. I would like to see a proper consultation with the people of Fairford, via a multi-choice questionnaire delivered to each house, as I think you would receive a much greater response and better picture of people's views. XXXXXXXXXXXX</p>
XXXXXXXXXXXX	Ref 5227-24 Reducing Speed Limits in Fairford

	<p>I have recently seen and studied the proposed introduction and redesignation of speed limits in the Town of Fairford. XXXX XXXXX. Many speed limits will be reduced to 20mph. This is commendable as it will reduce the potential of accidents and injury to both drivers and pedestrians and increase road safety overall - which is no doubt the intention.</p> <p>I therefore cannot understand why this does not include the Keble Fields development of homes at the Eastern end of the town? This is a residential development with no through road. There are XXXXXXXXXXXX, and a 20mph speed limit would be welcome, as some vehicles drive around at excessive speeds on occasion. Worse, for some unknown reason there has been a traffic speed sign recently erected at the entrance to the development permitting a 30mph speed limit in the development. Surely, this is too high a speed limit for a family residential area where children often play in the streets. It would seem to be counter to sensible road safety in a small residential of area of homes, irrespective of any technicality involving street lighting. Please will the committee consider including Keble Fields to be included in the speed reduction to 20mph initiative? XXXXXXXXXXXXXXXXXXXX.</p> <p>Thank you for you consideration,</p> <p>XXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>To Whom It May Concern.</p> <p>With references to road speed changes.</p> <p>I would highlight the need for a pedestrian crossing on the London Road between the junction of Hatherop Lane and Morecombe Way. There have been a number of near misses with young children involved going to and from Keble Fields walking to school.</p> <p>With thanks</p> <p>XXXXXXXXXXXXXXXXXX</p> <hr/> <p>To Whom it My Concern.</p> <p>XXXXXXXXXXXXXXXXXXXXX.</p>

	<p>I fully support all the recommendations of reducing road traffic speeds to be reduced as set out as published in Fairford news January 2024.</p> <p>The reduction of the speed limit on the London Road exiting Fairford to wards Lechlade and the reverse. My observation would be that it will be difficult to enforce, particular inbound traffic from the direction of Lechlade. Using your references London Road A417 Morecombe Way (73581) and 3/161 Southrop to Fairford (C161). A suggestion would be to consider a roundabout if room allows.</p> <p>I would ask if consideration could be given to reducing the speed from 30mph across the whole of the Keble Fields site?</p> <p>Whist in contact with you the parking of cars in certain places in around Fairford is very poor and continues parking on double yellow lines. These places are outside the Marlborough Inn London Road and Coronation Street, corner of Market Place and Park Street and Mill Lane, mainly people parking to use the coffee shop, outside the Railway Inn.</p> <p>Cars Parked in 40mph zone facing the wrong way and parked at night without sufficient lighting. I would suggest some enforcement is required along with upgrading the current yellow lines.</p> <p>I fully appreciated that this costs money and not everything can be done.</p> <p>With thanks</p> <p>XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>I disagree with the proposed 20 mph speed limit on the section of A417 through market place in Fairford. This junction is narrow, not allowing 2 vehicles to pass and should have a priority flow along the A417, with yellow box junction on road for traffic from Market place onto A417, or possibly traffic lights at school times.</p> <p>The reasons for this suggestion is that vehicles are often parked outside of allowed parking slots along the road, outside Palmer Hall and takeaway shops, which makes the current traffic calming outside of Budgens and Hyperion House very difficult to manoeuvre. Vehicles approaching traffic calming from Lechlade have to give way, when traffic is moving more slowly toward them, the parked cars would make it extremely difficult to pass, causing traffic jams which would tail back to the Market place entrance, which results in impatient and irritated drivers. This happens already, with vehicles speeding up when they approach, not slowing down as instructed, also I have seen</p>

	<p>vehicles using pavements to pass when jams occurred which would result in a major accident if people were leaving their houses as their doors open directly onto the pavement at this spot.</p> <p>I think resources would be better used in controlling the flow of traffic and stopping parking along the route.</p> <p>Regards XXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Dear Sirs</p> <p>I fully support the changes outlined in the February Fairford News. I would make one suggestion; the new limit in Back Lane and Gas Lane should be 10mph and not 20. (The thought that someone could drive there today at 30 is truly shocking)!</p> <p>Kind regards XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Dear Sirs,</p> <p>I wrote this message last Friday, but as you will see from the attached message, I got your address wrong. I therefore hope that you will accept it as being 'in time'.</p> <p>I live at the XXXXXXXXXXXXXXXX.</p> <p>I fear that the proposed new speed limit of 20 mph in the centre of the town will create more problems than the existing position:</p> <ol style="list-style-type: none"> 1. The County Council's Statement of Reasons expects that it will improve safety in places where there is a larger number of pedestrian movements, but: <ol style="list-style-type: none"> a. There is no particular need to cross the High Street by the Church, although a lot of people do so in and out of the two Croft Alleys. That is likely to increase if the proposed EV charging points are put (on the west side of the street) between them.

	<p>b. Outside the Church the 'down' traffic is on the opposite side of the street from where the signs will be and they could well be obscured by vehicles parked on the Church side, but the drivers will (or should be) looking straight ahead, not half-right to the sign.</p> <p>c. There are very adequate pavements on either side of The Croft, and from my own observations there is no speeding traffic because of the number of parked cars.</p> <p>d. A large number of people cross the High Street from Boots to and from the car park or the Post Office, and across London Street between the area of the Palmer Hall and the shops, but more often than not it is impossible to drive at 30 because of the parked cars by the shops and the almost permanent build-up of traffic at the junction with the Market Place.</p> <p>e. There is simply not enough room at the west end of The Croft to drive at more than 10 mph.</p> <p>f. The whole of the affected area is with the Fairford Conservation Area, and there should not be a substantial increase in the number of signs in it.</p> <p>2, Who is going to enforce these limits? The Police cannot possibly cope, and to have a local traffic warden would be expensive, with only occasional surveillance, which would defeat the object of the exercise.</p> <p>Yours faithfully, XXXXXXXXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Submission by XXXXXXXXXXXXX</p> <p>Attached including 4 pages of narrative and 3 plans.</p> <p>Please acknowledge receipt.</p>

Thank you
Reference 5227-24

XXXXXXXXXXXXXXXXXX

I would like to submit my response on the consultation.

MY COMMENTS ON YOUR PLANS

I feel that the proposals have not gone far enough. I assume that consultations like this will not take place again for many years so we need to future proof it now.

Children are being encouraged to walk to school so we must make sure that the routes they take are safe for them. I would, therefore, expect ALL housing estates where children live, should have **20mph** speed limits.

I have marked my suggestions in colour on the attached plans.

PINK for 20 mph speed limit

GREEN for 30 mph speed limit

BLUE for 50 mph or National Speed limit

For roads not marked, I have no particular comments.

If appropriate I have put numbers on the plan adjacent to my proposals

PLAN A

30mph reasonable along London Road as there are adequate pavements most of the way for children accessing Keble Fields

Point 1 Hatherop Road Possibly the road as far as the junction with Hatherop Lane should be 20mph as it is well used by children, though it does have adequate pavements. Prefer 20 mph to proposed 30mph. This needs further consideration.

PLAN B

All central area of FAIRFORD should be 20mph.

Point 1 The 20mph should extend along Leafield Road to a short way beyond the entrance to Farmors School. This is a very busy road, being the main entrance to both the Primary and Secondary School and a difficult junction (being on a bend) at the corner of the Walnut Tree field. Parents park along it at school starting and leaving times

and there is a risk with car doors opening onto the road. Also Children cross the road to enter a lane on a bend in the road.

Point 2 Some house doors open directly onto the road and some have driveways which are difficult to enter and exit with limited visibility. The pavement is only on one side of the road and is very narrow. The 20mph should extend to at least the junction with Queensfield or preferably the junction with Hatherop Lane and see my comments in Plan A Point 1.

Point 3 The 20 mph should continue beyond the Railway Inn. Cars park outside the Inn and there is a difficult junction beside it because of cars parked outside the houses in Lower Croft. It is a very busy road and difficult for pedestrians to cross.

Point 4 There is no pavement on the stretch of road from London Street to Lower Croft making it extremely dangerous for pedestrians.

Point 5 It is a very difficult piece of road from the High Street to the Town Bridge, with very narrow pavements with the part of the road just before the turning into the High Street having no pavement at all. Visibility is very difficult.

Point 6 From the Town Bridge as far as the junction with Coronation Street should also be 20mph. Many houses open directly onto the pavement. The road is very busy and there is a danger of the car doors of residents parking outside their houses opening directly onto the road.

Point 7 The 20mph should continue past the top of the high street to the junction with Coronation Street. People stand on the bridge to feed the ducks and it is a popular tourist spot. There is no pavement by the mill so pedestrians must walk in the road. There is a thin pavement starting by the Oxpens but in the summer this does not accommodate the number of adults and children using the road. The top end of the road is very windy with little visibility. There is a footpath for pedestrians but cyclist use the road and it is difficult for cars to see them.

PLAN C

As previously stated, all housing estates should have 20mph speed limits for obvious reasons.

Point 1 I am undecided about the road I have marked green and pink. Although Coronation Street is quite wide it connects to the top of the road from the Mill so it would make sense for the 20mph to have continuity. The part of the road towards Horcott is very narrow and at its mouth is impossible for vehicles to pass. There is an Industrial Estate further up the road so it is used by large vehicles. The pavements are VERY narrow so consideration

should be given to extending the 20mph past the Coln House buildings. I do not know what is happening to the old Coln House site but if it is turned into residential housing, that will add to the traffic in that area.

Point 2 Following on from Point 1, there are houses opening directly onto the road to Quenington so the 20mph should extend to beyond the last house. Also the road towards Honeycombe Leaze is narrow and bendy with houses directly onto to pavement and with new housing in the area, so it would make sense for the 20mph to extend to beyond the last house in that area.

Point 3 It is pointless to have such a short area of the road with a 40mph. The 30mph should start just beyond the road junction.

MY SUGGESTION

As I have worked through the above comments, I have come to the following conclusion

The area of **20mph** for Fairford should show a **cohesive plan** which would **avoid any confusion for motorists as to which bit of road has what restrictions** and make Fairford a safer place for children and adults. As well as an increase in the number of children, Fairford now had a significant aging population and XXXXXXXXXXXXXXXXXXXX, XXXXXXXXXXXXXXXXXXXX when negotiating the roads.

I do not know the science of air pollution but I presume that if cars are travelling at a constant slow speed, they would be omitting fewer air pollutants.

I believe that the 20mph should extend to

The last house in the development on the Honeycombe Lease Road

The last house on the road to Quenington

Just beyond the junction by the electricity substation on the Cirencester Road

Up the Horcott Road as far as the bottom of Horcott hill where the housing begins.

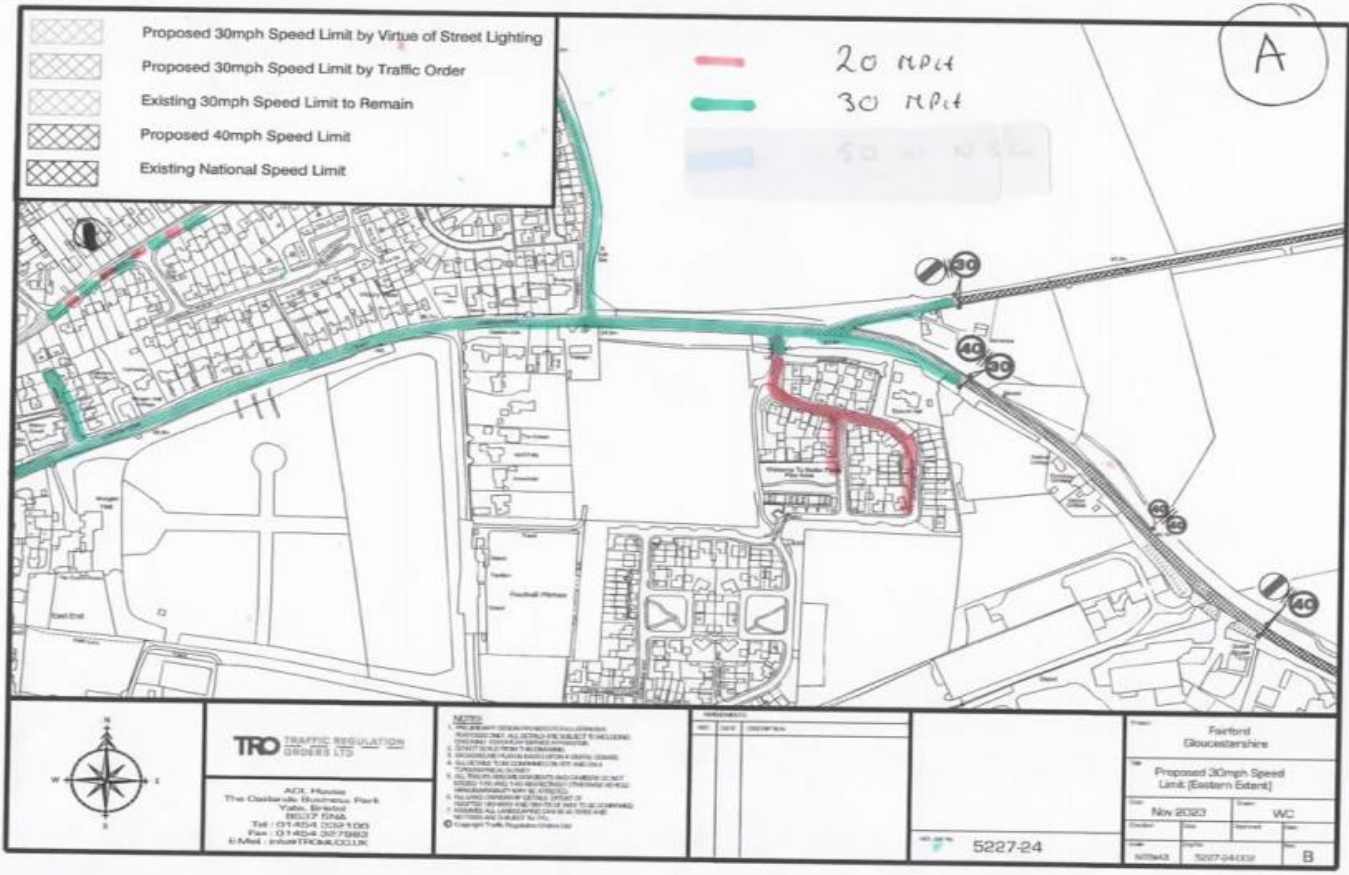
To just beyond the entrance to the schools on the Leafield Road.






To the junction of Hatherop Road and Hatherop Lane

To just beyond the junction near the Keeble Lawns Estate on the road to Lechlade.

You would also save money on Road signs!

Thank you for reading this and I hope you take my comments seriously



-  Proposed 30mph Speed Limit by Virtue of Street Lighting
-  Proposed 30mph Speed Limit by Traffic Order
-  Existing 30mph Speed Limit to Remain
-  Proposed 40mph Speed Limit
-  Existing National Speed Limit

20 MPH
30 MPH
50 MPH

A



TRO TRAFFIC REGULATION
ORDERS LTD

ACZ, House
The Oakvale Business Park
Yate, Bristol
BS37 5NA
Tel: 01454 333 100
Fax: 01454 337 380
E-Mail: info@TRO.CO.UK

NOTES

1. THIS PLAN IS A PRELIMINARY PROPOSAL AND IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE HIGHWAYS AGENCY.
2. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER ACT 1984 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.
3. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.
4. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.
5. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.
6. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.
7. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.
8. THE PLAN IS SUBJECT TO THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987 AND THE TRAFFIC REGULATION AND ORDER (MOTOR VEHICLES) REGULATIONS 1987.

NO	DATE	DESCRIPTION

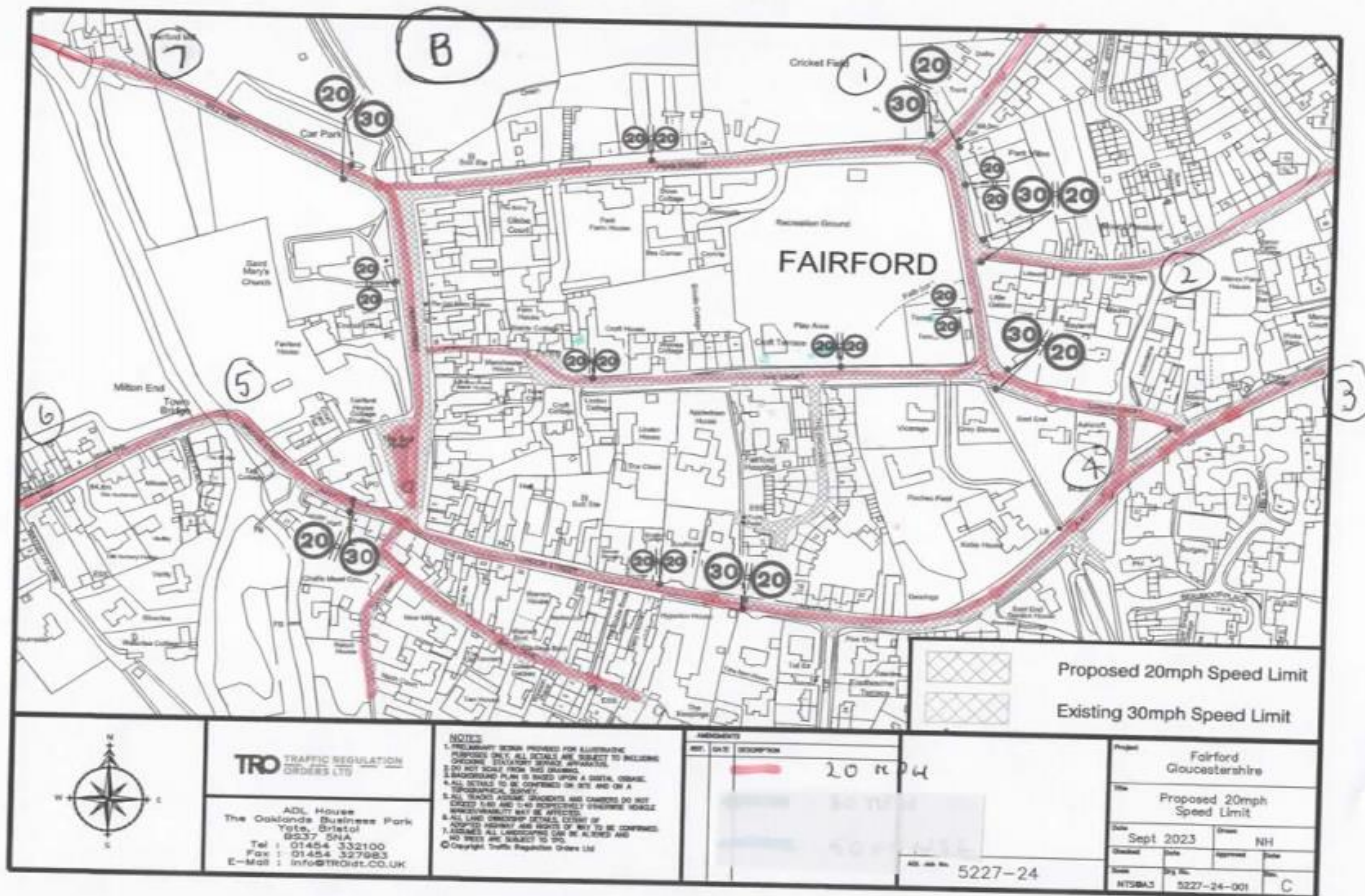
5227-24

Fairford
Gloucestershire

Proposed 30mph Speed
Limit (Eastern Extent)

Date: Nov 2020
Scale: WC

Author: 5207-04-01
Sheet: B



XXXXXXXXXXXXXX

Please find attached my comments regarding the speed limit consultation for Fairford.
 Please note, as advised, I tried to enter my comments on your website, but there was no mention of the speed limit consultation for Fairford!
 Kind regards.
 XXXXXXXXXXXXX

PUBLIC CONSULTATION OF REDUCING SPEED LIMITS IN FAIRFORD

I am responding as a XXXXXXXXXXXXXXX and experience of our local road network, both as a motorist and pedestrian. I have also driven through many other town and villages where 20mph and other road safety measures and speed limits have been introduced. My overall observations are:

- 1) In my experience some of the most successful speed reduction measures are flashing speed signs on the route (especially those showing the speed and a smiling or frowning face) plus regular speed limit signs, painted on the road - and maintained!
- 2) As used widely on the continent and in some areas in the UK, road calming measures such as lane restrictions and introducing curves into straight roads, appear to reduce speeds in towns and villages and reduce frustrations. The introduction of road humps may reduce speed but can damage vehicles, cause frustration and increase pollution, especially if not maintained.
- 3) It is very difficult, almost impossible, to maintain an accurate speed of 20mph and you are constantly looking down at your speedometer and not at the road! This together with 'tail gating' due to motorists either following the limit or ignoring it, can lead to an even greater danger of accidents. I also find I have to drive in a much lower gear (auto gearbox also 'changes down') which increases pollution.
- 4) 20 mph and its enforcement outside and around schools, especially during times of drop off and pick up and in residential estates, is a safety measure which should be more widely introduced. However, 20 mph limits are often placed on open major roads which do not warrant such a low speed restriction.

From these comments it therefore may be surprising that I actually support much of the introduction of lower speed limits within Fairford. My specific comments are:

- 1) Many of the areas are already congested and where 20mph is already a maximum speed, but for the limit to be successful, especially in Park St and the western section of London Rd, there have to be clear 20mph repeater signs painted on the road. An example of very poor signposting is the Cirencester 20mph limit in and around Watermore where, apart from a few signs on entry, no clear reminders are present. Even with the terribly designed speed humps drivers regularly appear to ignore the limit.
- 2) Why is the 20mph limit not being introduced up to and around the Primary and Farmers School, especially during children's drop off and pick up times?
- 3) Why are the new estates (and existing areas such as the Plies and Courtbrook XXXXXXXX not being changed from 30mph to 20mph limits as these are the exact roads where children etc play, there are pedestrians/ dogs etc and where cars and especially delivery vans, regularly over speed for the surroundings?
- 4) I fully support the reduction in speed limit to 30mph on the London rd, out to the Southrop Turn and on Cirencester Rd.

	<p>5) A section where cars and lorries often speed, without clear vision, is around the bend between the Plies and the entrance to the Croft (before the Railway Pub). Can a clear 30mph sign be painted on the road.</p> <p>6) The electronic 'slow down' signs on both the Cirencester and London Roads into Fairford are, quite frankly, useless! Can they be replaced with proper signs showing the speed and a face - as used in Down Ampney and other villages.</p> <p>7) A dangerous area is also on the London Rd outside of Victory Villas, where cars often park on the road. These may restrict traffic flow for those travelling in an Easterly direction but due to the curve in the road you cannot see traffic coming from the Lechlade direction, especially when there is low sun in the morning. Stopping parking outside Victory Villas and putting traffic calming measures on the South carriageway (from Lechlade direction) would not only slow traffic coming into Fairford, but make it much safer for drivers going in the Easterly direction.</p> <p>I trust that my feedback may of use for this consultation.</p> <p>Kind regards</p> <p>XXXXXXXXXXXX</p>
XXXXXXXXXXXXXXXXXX	<p>Dear Sirs,</p> <p>REF. 5227-24</p> <p>I have seen and read the notice that Gloucestershire County Council is intending to exercise its powers and to make the order to reduce speed limits in Fairford. However, I have not been able to find an explanation of the reasoning behind these plans. Personally I don't see any reason why the speed limits should be changed at all and therefore I would like to object to these proposals.</p> <p>My main reasons are that</p> <p>(1) in most streets where the limitations to 20mph are proposed, it is impossible anyway to go any faster; and</p> <p>(2) there are very few, if any, traffic accidents in Fairford, so <i>why fix it if it ain't broke?</i></p> <p>Another reason is that during the day a road is busier than at night and some days are quieter than others and that it is quite correct to drive slower during the day, but that one should have the freedom to go faster at night for</p>

	<p>example, when roads are deserted. As I have read in an online government website (https://link.edgepilot.com/s/e8fc2aaa/UzzmtMz03kaN8KhBnUlqgQ?u=http://www.assets.publishing.service.gov.uk/):</p> <p><i>Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance.</i></p> <p>The 40 mph speed limit on the A417 leaving Fairford in the direction of Cirencester is tedious when there is no traffic about and difficult to adhere to, because one feels that safety allows a faster speed. So a 30mph limit will not feel like an appropriate speed on that stretch of road in those circumstances.</p> <p>And a fourth reasons springs from my concern that any changes in speed will be accompanied by the erection of lamp posts, traffic signs, speed cameras and other speed reducing implements. We live in an area of outstanding natural beauty, with beautiful streets, roads and lanes, some of which haven't changed for centuries. Any traffic sign will marr that beauty, so the fewer of these implements are put up, the better. I hope that Gloucestershire County Council will always be extremely considerate in this respect and keep road signs to an absolute minimum. Painting speed limits on the road surface would be so much better than the usual traffic signs, to keep our beautiful country roads and streets uncluttered, but nevertheless safe for all users.</p> <p>I also have to say that I had never heard of '<i>speed limits by virtue of Steet Lighting</i>', which I had to look up. Indicating a speed limit by the distance between street lamps seems a very strange way to make people aware of a change in speed, especially since the law would be on the side of the Council if drivers are caught speeding.</p> <p>Yours faithfully,</p> <p>XXXXXXXXXXXX</p>
<p>XXXXXXXXXXXXXXXXXX X</p>	<p>Please see attached comments, which I am submitting in a private capacity. XXXXXXXXXXXXXXXXXX</p> <p>Comments on Proposed Speed Limits Order – Ref 5227-24</p>

The proposals for the extension of the 30 and 40 mph speed limits and the introduction of a new 20 mph zone in the town centre are supported as far as they go. However, it is disappointing that a number of other locations that were identified in comments and discussions have not been included. In particular:

A. Around Lower Croft/Mount Pleasant

There are a number of issues here:

- 1) No footpaths in the road on the west side of the 'triangle', in the Lower Croft on the north side of the 'triangle' from the crossroads to the main road (London Road) by the Railway Inn and in the unnamed road going north from the crossroads to Mount Pleasant, all routes that are regularly used by pedestrians going to and from the nearby pubs, doctors surgery (at Keble Lawns) and other services.
- 2) Extremely restricted visibility at the crossroads for vehicles approaching from the southern leg
- 3) Restricted visibility (both ways) at the junction of Lower Croft with the main road, with cars often parked on the corner (effectively encroaching into the line of Lower Croft) since the footpath was extended there some years ago, cars parked outside the Lower Croft cottages (making that section effectively single carriageway at times), and westbound cars turning from London Road into Lower Croft sometimes potentially at some speed, adding to the hazard for northbound drivers emerging at the crossroads.
- 4) Visibility splays emerging from the former East Glos Engineering Site ('Lower Croft Mews') onto the small road going north from the crossroads which are acknowledged by GCC Highways to be significantly sub-standard. This issue is likely to be more significant if the proposed development of 5 dwellings there is permitted, particularly if there is overflow visitor parking in the road.
- 5) Cars parked outside the cottages on the bend in Mount Pleasant restrict the visibility considerably on a route which is regularly used going from Park Street to Hatherop Road (danger of vehicle accidents).
- 6) Poor visibility of approaching traffic for pedestrians/cyclists crossing London Road northward towards the triangle or from the junction with East End (which is closer to the bend on the western side).

It is noted that the proposed 20 mph limit extends most of the way round the bend at the junction with The Croft. However, there is frequently an issue with drivers driving too fast or too near the middle of the road going round this bend, possibly to avoid - or contributing to - the frequent development of potholes here. This is a hazardous bend particularly with large vehicles approaching from opposite directions and there have been a number of accidents here with younger drivers losing control on the bend (the latest one last weekend, involving partial demolition of my wall – Police incident no. 439 of 27/1/2024).

In view of all the above, it would seem quite reasonable to suggest including the 'square' around Mount Pleasant, this part of Lower Croft and the road going north from the crossroads within the 20 mph zone, as well as the Lower Croft and onto the London Road by the Railway Inn. It may then be for consideration whether the 20 mph limit

should be extended all the way out from London Street to here. East End and Keble Lawns, which have similar issues, could then potentially also be brought into the 20 mph scheme.

B. Mill Lane, part of Coronation Street and Welsh Way

This lane is often used as a 'rat run' by motorists, but the section near the Mill and Mill Bridge has no footpaths and is regularly used by local people on a recreational basis, walking with children, dogs etc. (a high proportion of 'vulnerable' road users).

The Western section now has a parallel permissive footpath running through the field just to the north but, as a road, runs between high walls through a couple of S bends, with scarcely width for 2 small cars to pass, and emerges into upper Coronation Street at a T junction with extremely (sub-standard) restricted visibility. Cyclists also frequently use this route to avoid the dangers of the route through the town centre.

There is a footpath on the eastern side of Coronation Street going north from the junction with Mill Lane, but this rises up with a high/steep verge before the turning into Welsh Way; also there are no footpaths on the western side of this junction so pedestrians are forced to walk in the road. There are no footpaths up Welsh Way as far as the town boundary, so the same situation applies there as well. i.e. frequent presence of vulnerable users in the carriageway. Also, with regard to vehicular movements, visibility of approaching vehicles is considerably reduced by parked cars on the bend going past Vines Row cottages, so that 30 mph is not generally a safe speed here.

C. Bridge Street over the Town Bridge

Since larger/longer vehicles already have to encroach onto the wrong side of the road in order to negotiate the bend by the Town Bridge and there is only a short distance from here to the end of the proposed 20 mph zone, it would seem sensible to extend the latter to the western side of the Town Bridge. This is also an area where pedestrians frequently cross the road.

I believe the above areas would meet the criteria in DfT Circular 01/2013 'Setting Local Speed Limits', principally because they are in locations where either there are no separate footways to serve well-used pedestrian routes (i.e. presence of vulnerable road users) or there are junctions with restricted visibility and/or road geometry where stopping distances maybe critical in avoiding accidents.

It would be very disappointing (to say the least) to find that, when Fairford Town Council is contributing significantly to the cost of the TRO, these elements are excluded from the scheme so that not only are they delayed, but likely the local community will have to pay the administrative cost for a further TRO to get what is really wanted and needed.

XXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXX

Excellent Plan BUT Please Extend the 20mph restriction area

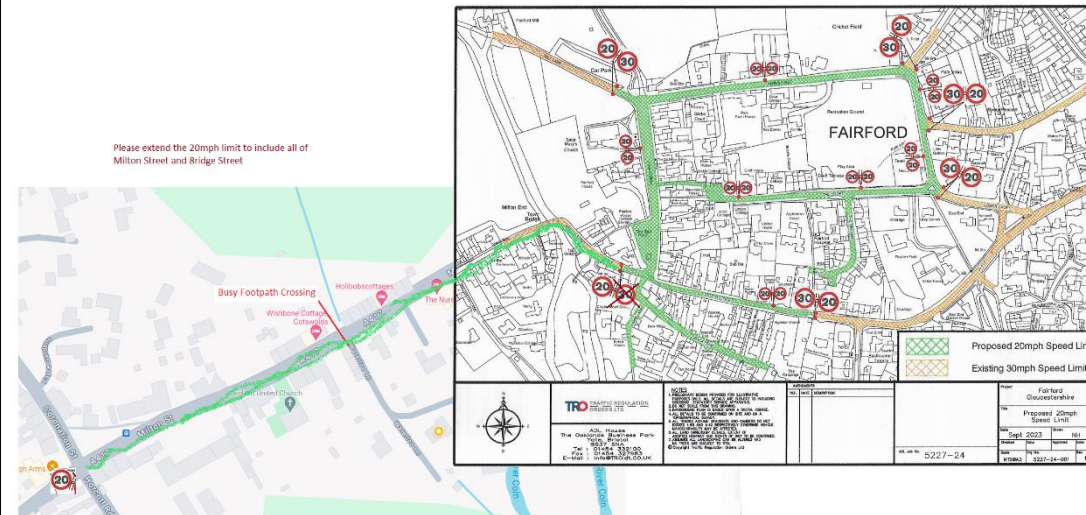
Please extend the 20mph restriction to include all of bridge street and all of Milton Street

This section of road is dangerous for pedestrians and drivers - especially those new to the area..

GROUND/REASONS

- The Cross Roads where Horcott Road/Coronation Street meet Milton Street are very busy, it's hard for drivers turning out of Horcott Road to see oncoming traffic and it will be busier when the Coln School development is completed.
- There is a busy footpath crossing Milton Street to Waterloo Lane, which because of parking in Milton Street is 'blind' and pedestrians step-out between parked cars.
- The town bridge bend forces cars and trucks to cross the central line and or go over the pavement. Pedestrians *'feel the breath'* of passing cars and lorries.

Maintaining the 20mph from the Marlborough pub along through to London St would make Fairford a far safer town.



Many thanks

	Yours
--	-------

	XXXXXXXXXXXXXXXXXX
--	--------------------