Fairford Local Plan Infrastructure and Traffic Issues

Infrastructure Delivery Schedule - Transport

Ref	Scheme Name	Scheme Description	Cost (£)	Comments
Fa14	Fairford-Cirencester AT Route (sic)	An active travel route including cycling and walking to join onto intervention D7 to provide a route between all the major sites and Cirencester. This route is 10.7km long and would be formed through 3.4km predominantly upgraded bridleways, footpaths and tracks followed by 1.3km of quiet lane treatment followed by 1.6km of on road segregation followed by 3.2km of quiet lane treatment on Welsh Way followed by small bit of shared pathway on the A417 between Village Street and Waterton Farm (BAC25 footpath) 0.4km followed by 1.7km of upgraded footpath to shared space.	£ 5,000,000	It is unclear exactly which roads/paths this is referring to, based on the sequence in the description – Map required to clarify. What proportion (and what demographic) of people are expected to use this route to employment or study on a regular basis, rather than other modes and other destinations? What are City Science's assumptions about the latter and what evidence are these based on?
Fa1	On site provision of services	On-Site provision of key services such as retail and healthcare.	£ -	Delivery and funding via Strategic site promoter – What is the assumed extent of provision? What retail is this suggesting? Retail and Town Centres Study suggests what is needed is a medium sized supermarket not a new Local Centre. What healthcare provision? This doesn't seem to be referred to elsewhere. How would this relate to services provided at the existing Doctors Surgery at Keble Lawns and outpatient facilities at Fairford hospital (and Lechlade)?
Fa10	Enhancement to 76 bus service	Increase the frequency of the Stagecoach West 76 bus service to run once an hour to provide better public transport connectivity to Cirencester.	£ 350,000	Enhancement of service on Horcott Road via Whelford and Kempsford?

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				How does this align with actual employment/study and other destinations? How will continued provision of the service longer-term? What provision will be made for other services to other required destinations, and how will these be maintained viable in future?
Fa11	Fairford High Street Placemaking and AT	Increased traffic from Local Plan developments lead the high street to become "unsuitable" for most people. At present the high street has dedicated a lot of space to private vehicle use including parking and minimal space to active travel. Possible solutions include limiting or removing through traffic from the high street, full pedestrianisation, a one way system in additional to the removal of parking to allow for more segregated routes.	£ 2,000,000	How would any of the suggested solutions work in practice and how would they impact the vitality and viability of the existing town centre? A proper town centre impact study with a satisfactory solution is needed before committing to this. The traffic problem will be exacerbated by the proposed routing via the new strategic extension and Leafield Road, not helped by it, since Mill Lane doesn't have the capacity to take the additional traffic and the problem remains at the S end of the Market Place. With the new strategic extension being clearly outside easy walking distance from the centre, what is needed is more parking capacity (including for cycles) not less.
Fa12	20mph zones	Introducing 20mph zones across Down Ampney including within development sites	£ 150,000	Why does CDC apparently think it is appropriate to re-route traffic from the A417 through Meysey Hampton and Down Ampney on narrow roads constrained by on-road parking?

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Fa13	Fairford-Lechlade AT Route	Segregated Cycleway on Park Street (0.3km) followed by quiet lane treatment (with physical calming measures) on Leafield Road (0.5km) followed by footway upgrade to shared space (0.4km), segregated route along Hatherop Lane (0.3km) and then again (shared) along to Southrop Road (2.2km) followed by enhanced of a bridleway (1.6km) finally quiet lane treatment on Hambidge Lane (2.7km). Cost is additional to Fa3. This scheme is dependent on Fa2 being delivered	£ 800,000	'along to [Southrop] Road'? Map required to clarify. The feasibility of a segregated cycleway on Park Street and quiet lane on Leafield Road needs to be demonstrated; The 'footway upgrade' appears to refer to a public footpath on private land; It is unclear whether there is sufficient space for segregation on Hatherop Lane and A417 London Road; Is upgrade of the bridleway (1.6km) feasible if this is over arable land? Is Quiet Lane treatment of Hambridge Lane feasible, particularly if this is de facto part of a vehicle route to bypass Lechlade and Fairford centres via Quenington? An alternative southern route is being worked on locally, via lakes 104/103, Waterski Club, Whelford Lane, Dudgrove Lane and Longdoles Lane.
Fa2	Southrop Road/London Road active travel route	Provision of a segregated active route linking Site F57C to the town centre via Southrop Road and London Road. Package of measures include ensuring filling in gaps in pedestrian infrastructure and ensuring continuous footpaths and adequate crossing facilities, as well as enabling a shared used road with a cycleway. Requires active travel access of the southern boundary of the large Site along Hatherop Road and active travel access of the northern boundary of the large Site south of Southrop road.	£ 500,000	Segregation on Southrop Road and London Road/London Street unlikely to be feasible without addressing on-road parking near Cinder Lane.

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Ref	Scheme Name	Scheme Description	Cost (£)	Comments
Fa3	Hatherop Road active travel route	Provision of an active route connecting Site F57B to the town centre via Hatherop Road. Measures could include widening existing footpaths in some areas and, ensuing adequate crossing facilities and implementing shared used road with a cycleway. Requires active travel access to Site along northwestern boundary along Hatherop Road.	£ 2,000,000	Segregation on Hatherop Road, Mount Pleasant to London Road and London Road/London Street unlikely to be feasible. Why not Hatherop Road – Mount Pleasant – Park Street? Junction improvements may be needed at Mount Pleasant, the Croft and Park Street/Leafield Road (see also Fa9)
Fa5	Cinder Lane quiet road	Designation of Cinder Lane as a quiet road, to encourage active travel from Site F20A to the Town centre. Requires active travel access to Cinder Lane on northern boundary of Site. Includes surfacing upgrade.	£ 380,000	Cinder Lane is a private road (in bad condition, so unsuitable for cycling) and a public footpath route. (Site development template for F20A says vehicular access must be provided via Trubshaw Way, which is questionable owing to contorted route through the estate)
Fa6	Horcott Road active travel route	Improve active travel links along Horcott Road to encourage sustainable access from Site F53A to the town centre. This includes by widen footpaths and improving crossing over wide-mouth junctions heading to town centre, as well as introducing a cycleway. This could connect to existing the cycleway crossing Dilly's Bridge and connecting to Gas Lane, providing a more direct route to High Street.	£ 620,000	The route over Dilly's Bridge is a Public Footpath (not bridleway/cycleway) across private land, and other footpaths e.g. to St Thomas' church are too narrow for combined cycle use, so cycle route would have to be via Horcott Road and A417 Milton Street or Coronation Street and Mill Lane, requiring additional traffic calming/segregation improvements there.
Fa8	Leafield Road Crossing	Provision of pedestrian crossing connecting Site to the east of Leafield Road to the Primary School opposite.	£ 140,000	
Fa9	Leafield Road active travel route	Providing footpaths along Leafield road and a cycleway to enable active travel into town centre from Site F57A.	£ 500,000	Unclear that Leafield Road is wide enough to accommodate segregated cycleway. AT route may conflict with some (westerly) bus and commercial vehicle access to the schools and Fairford Park access off Leafield Road north of the schools.

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				Improvements needed to visibility and priorities at the junction of Leafield Road with Park Street.
ADD	Controlled crossings on A417 London Road	Controlled crossings needed west of Keble Fields and potentially on London Road west of Cinder Lane (if car parking blocking footway on S side cannot be stopped)	£?	This is needed to provide a safe pedestrian route the proposed new developments on Land West of Terminus Cottage and Station Cottage and F20A (as well as the existing Keble Fields estate) to the town centre and the schools with increased traffic levels to be expected.
ADD	Additions to Fairford-Cirencester AT route	Quiet Lane Treatment on Mill Lane, part Coronation Street and Welsh Way and/or segregated footways in Welsh Way and for crossing to east side of Coronation Street; also visibility improvements at junction of Mill Lane with Coronation Street	£?	Longer-term further improvement would be to create new road across Gassons field from the bend west of Ox Pens to the junction with Welsh Way.
ADD	Additional junction improvements along new primary road	New junction where new primary road through Site 7 and estate west of Hatherop Road joins Leafield Road near the schools and where it crosses Hatherop Road, and new junction where it crosses Southrop Road	£?	
ADD	Junction and pedestrian improvements at 3 Corner Copse (junction of Hatherop Road with Hatherop Lane)	Current dropped kerbs for crossing of Hatherop Road are away from desire line and have poor intervisibility with traffic coming round the corner from Hatherop Lane; also lack of footways for crossing to the East side.	£?	Covered under Fa3?
ADD	Pedestrian crossing improvements at A417/Coronation Street junction	Crossing point(s) needed for crossing the A417 Cirencester Road/Milton Street N-S	£?	A controlled junction unlikely to be feasible because of the effective single-lane width on Milton Street likely to result in blockage at peak times
ADD	AT Improvements on Whelford Road	Segregated pedestrian footway/cycleway and reduced speed limit and/or Quiet Lane treatment from Fairford Waterski Club to Dudgrove Lane, with possible culverting of ditch on east side of road.	££?	Strategic requirement for safe AT route linking from Fairford to Whelford, Thames Path, holiday home/leisure developments and Lechlade

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ADD	Upgrade C124 and connection to A419 south of Latton	Either remove the weight limit on the old A419 through Latton or upgrade the junction with the A419 to enable traffic to enter and travel north, also to exit southbound to enter the roundabout; Traffic calming or other improvements probably also required in Whelford and in Kempsford.	£££?	A significant part of the congestion problem on the A417 through Fairford is due to the failure of Quarry and other HGV to route via Kempsford, in part due to the weight limit imposed on the old A419 at Latton

Other

Ref	Scheme Name	Scheme Description	Cost (£)	Comments
1.117+D9:F100	Onsite early year provision	Onsite early year provision in primary school	Covered under primary school delivery/ privately funded	"S106; commercial funding" – Needs clarification
1.217	Land north-east of Fairford Primary school	2FE Primary school	£ 8,458,380	Question phasing in conjunction with existing Primary school off Leafield Road and longer-term implications for travel to school from the west of the town.
1.32	Secondary Financial contributions	Financial contributions provided to deliver offsite secondary school as identified in IDS	£ 5,019,000.00	These are presumably contributions 'in lieu' since we would expect pupils from new housing development in Fairford to be accommodated locally at Farmor's, displacing others being bussed in from elsewhere over the medium-longer term.

Ref	Scheme Name	Scheme Description	Cost (£)	Comments
2.118	New onsite multifunctional community hub	A combined facility (covering community, culture, blue light and potential indoor sport requirement) of approximately 400sqm.	£ 1,200,000	Where? (Not shown on Site Development Framework) Potential funding from s106/direct delivery Parish/Town Councils to be potential delivery partners/providers (Not consulted!)
4.46	North Meadow SAMM contribution	Contributions to North Meadows SAMM mitigation to provide onsite enhancements in line with latest recreation mitigation strategy	£ 406,436	What new meaningful enhancements can actually be provided at North Meadow?
6.32	Fairford STW works	Fairford - Expected to require additional capacity between 2030 and 2035	£ -	(Dependent on Thames Water ability to finance and implement)
7.33	New Community Response post	Provision of space within strategic site applications to allow for parking of response vehicles, ideally adjacent to usable facilities within community hubs	Planning obligation	Where?
4.35	Swimming pool provision	Local Plan wide need for the equivalent of 1.7 new swimming pools (calculated to be 358.16sqm or 6 lane equivalent). Given the distribution of unmet need across the district, the Council will seek provision (both land and proportional financial contributions) in both the North and South of the District	£ 7,736,226	Fairford identified as highest priority on AECOM study; Could the 0.7 be used to support the delivery of the Leisure Facility with swimming pool already consented under 09/00882/OUT and covered by existing s106 agreement (which scheme currently appears in financial difficulty)?

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