

# VEHICLES SPEEDING THROUGH THE VILLAGE OF PRESTON, CIRENCESTER

A report by Alan Stone

## Introduction

I have lived in the Village of Preston, near Cirencester, for nearly 35 years.

From recollection the current speed limit of 30 miles per hour was introduced during my residency. However, despite the introduction of "gates" at each end of the Village and regulatory repeater signs through the Village, all advising drivers of the mandatory speed limit, many choose to ignore this.

It is perhaps fortunate that, until now, there have been no fatal or serious injury accidents as far as I am aware. However, the number of younger residents is increasing and many of the children are using the road to practice their cycling and scooter skills. In my opinion, despite any precautions that these youngsters may take, there is the significant potential for an accident to occur due to irresponsible drivers.

As many Residents are aware, apart from those of us who live in the Village and use the main street as a means of going to and from our properties, there are many, from nearby Villages and Towns, who use the route through the Village as a short cut from the A417 Fairford Road, via Witpit Lane, to Kingshill Lane and the Preston TollBar on the A419 Swindon Road. In addition many delivery vehicles also use the Village as a short cut. Generally, it is those "outsiders" who tend to ignore the speed limit through the Village. Fortunately some Residents in the middle of the Village, between the Village Hall and Preston House, park cars on the North side of the road. This assists in reducing vehicle speeds in this part of the village but elsewhere there are no similar constraints allowing drivers to increase their speed. It is my opinion, and that of other Residents I have spoken to, that many drivers ignore the regulatory speed limit and measures need to be put in place to reduce the incidences of drivers exceeding the regulation speed limit of 30 mph.

## Background

I attended a Speedwatch seminar in Northleach on behalf of the Parish Council on 14 November 2019.

The seminar was attended by 74 representatives from Gloucestershire County.

Most of the speakers concentrated on the work carried out by the Stroud District Road Safety Group - the group represents 52 town and parish councils in the Stroud District.

Most of the speakers were from the Police with one from the Stroud Road Safety Group.

Most of us would recognise the use of ANPR (Automatic Number Plate Recognition) cameras which are installed all over the country.

However these cameras cost in the region of £5000 to purchase.

There are also VAS (Vehicle Activated Signs) which are activated by vehicles and display information such as speed and smiley (or sad) faces and can also be used to advise of dangers (e.g. a dangerous bend).

Speakers also referred to cameras manufactured by Auto Speed Watch (ASW) which record the date and speed of a vehicle from the rear (so that the driver cannot be identified).

These cameras are much cheaper than the ANPR cameras.

Following that seminar I corresponded with Sergeant Garrett Gloyn of Cirencester Police with the intention of trying to determine whether they would support the introduction of cameras within the Village. However, despite his support to try and introduce cameras the Gloucestershire County Council (GCC) has advised that whilst they *"continue to support the existing Community Speed Camera Trial and to work with the Police to resolve the various issues raised. However, concerns relating to the intrusive nature of these systems and whether parishes and communities have the power to erect these devices do still remain. Until these issues have been resolved GCC have taken the decision to place a hold on the expansion of this trial and not permit the further roll out of these systems."*

In addition Sergeant Gloyn advised that the use of cameras impacts on their resources which, at best, can be stretched sometimes.

As a result of my researches it appears that the use of cameras, whether ANPR or ASW, results in the need for Police manpower to trawl through the speed data and then follow up with correspondence to offenders and in some cases convictions. This, in my opinion, all takes the Police away from their primary objective, to keep us all safe.

My research has, therefore, led me to look at other means of controlling speeds through the Village by the introduction of traffic calming measures.

### Traffic calming measures

Current traffic calming measures from the Department of Transport are contained in Local Transport Note 1/07 entitled "Traffic Calming" published in March 2007. This document includes, at Table 1.1, a "Summary of measures and their relative performance" which I have attached as Appendix A for reference.

There is also the publication The Highways (Road Humps) Regulations 1999.

Due to the fact that the introduction of cameras to capture speeding vehicles is unlikely to gain much support from the Police and the County Council because of the ongoing need for monitoring the records it seems that the best solution is to introduce physical features to assist in reducing the speed of vehicles through the Village.

According to the Table in Appendix A the likely most suitable solution to reducing the vehicle speeds in the Village is by the construction of Road Humps at regular intervals through the village and I attach a copy of an OS plan showing a possible layout of humps through the Village - Appendix B.

The down side of introducing humps through the Village is that, in addition to appropriate signage, lighting would also have to be provided to indicate their location.

## Costs

Unfortunately up to date costs for the construction of humps or other speed reduction features are not available but Cornwall County Council has published a guide to various methods of speed control with associated costs for 2017 - see Appendix C.

## Points for discussion:

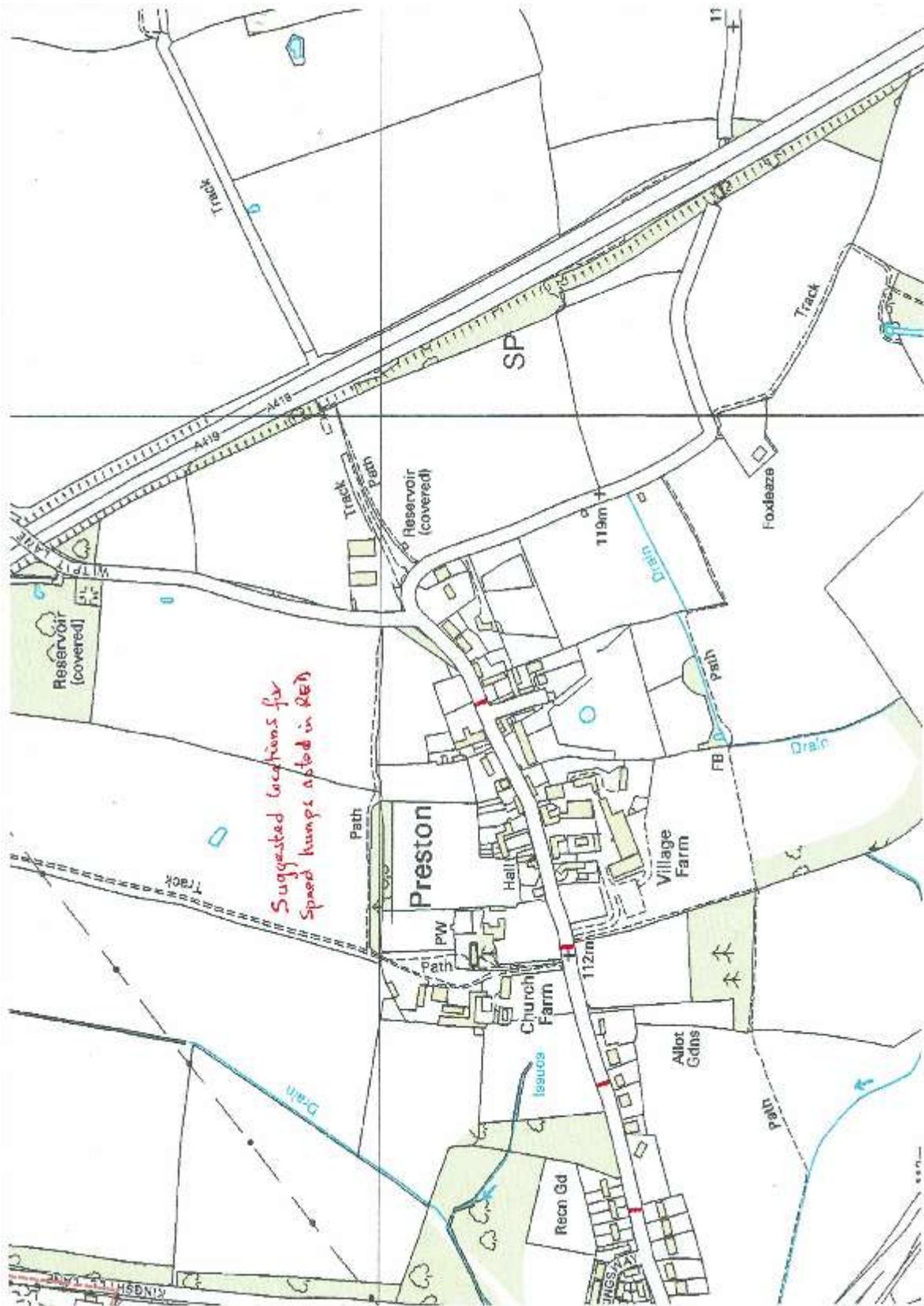
1. Do we have to wait until there is an accident before we take any action?
2. Do we want to wait for GCC to revise their current philosophy and hopefully, install cameras (either ANPR or ASW) with the attendant calls on Police time?
3. Do we proceed with the introduction of speed humps or cushions with the need to introduce lighting for them?

# APPENDIX A

Table 1.1 Summary of measures and their relative performance

Type of measure	Chapter or Section in LTN	Impact on traffic speeds	Impact on traffic flows	Impact on injury accidents	Delays to emergency services	Relative public acceptability	Impact on vehicle emissions		
		*** = largest reduction	*** = largest reduction	*** = largest reduction	*** = shortest delay		*** = most acceptable	CO	NOx
<b>Road hump</b>									
Round-top	4.2	***	***	***	*	***	**	**	**
Flat-top	4.2	***	***	***	*	***	*	*	*
Raised junction	4.2	***	***	***	*	***	*	*	**
Sinusoidal	4.2	***	***	***	*	***	-	-	-
'H' hump	4.2	**	***	***	**	***	-	-	-
'G' hump	4.2	**	***	***	**	***	-	-	-
Triang	4.2	**	***	**	*	**	-	-	-
Cushion	4.2	**	***	***	**	**	**	**	**
<b>Rumble devices</b>									
Area	6.1	*	*	**	***	**	-	-	-
Strip	6.1	*	*	**	***	*	-	-	-
<b>Narrowing</b>									
Island	6.3	*	*	*	***	-	-	-	-
Pinch point/built-out	6.3	** to ***	** to **	* to **	***	*	**	***	***
<b>Chicanes</b>									
Single lane	6.4	***	**	**	**	*	*	**	*
Two-way	6.4	**	*	**	**	**	-	-	-
Gateway	7	**	*	**	***	**	-	-	-
Mid-roundabout	8	**	*	**	***	*	***	**	**
<b>Vehicle activated devices</b>									
Vehicle activated signs	9.1	**	*	**	***	-	-	-	-
Speed cameras	9.2	**	*	**	***	***	-	-	-
<b>Road markings, traffic signs and furniture</b>									
Roundels	10.2	*	*	*	***	***	-	-	-
Coloured surfacing	10.2	*	*	*	***	-	-	-	-

# APPENDIX B



# APPENDIX C

**Information about Covid19:**

Please read our information on how we are supporting residents and businesses, as well as information on affected services.

[Read our Coronavirus Information](#)

## Types of Traffic Calming and other Engineering measures

### 20mph Speed Limits



Lowering speed limits alone may not have the desired effect. Currently, the Government advise that 20mph speed limits should be self enforcing. Thus it is often necessary to install traffic calming measures to ensure that speeds are no greater than 24mph. Cost about £7,000 - 12,500 plus traffic calming. \* see note below

### Road Humps (sleeping policemen)



Road humps are used to stop people speeding up rather than slow them down. They need to be accompanied by slowing features at each end of a run of humps. They are suitable for residential areas but are not acceptable on bus routes. Effectiveness decreases as spacing increases, 150m maximum. Cost per hump about £4,250. \* see note below.

### Speed Cushions



Raised rectangular areas. There can be one, two or three, depending on the width of the road. Like humps they are most suitable for built up areas and need slowing features. They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride. Cost per pair of cushions about £4,250. \* see note below

### Speed Tables



Similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They can also be used throughout a junction. Especially useful where there are a lot of pedestrians. If they are long enough, they provide a smoother ride for buses than humps. Often used in conjunction with humps. At £10,000 each they are quite expensive.\* see note

below

### Road Width Restrictions/Build Outs



Localised widening or construction of footway can narrow the road and slow traffic. They reduce crossing distance and improve visibility for pedestrians crossing the road. Placed alternately they provide chicanes. Roads can be narrowed to such an extent that only single file traffic is allowed.

They can also be used to provide sheltered parking. Suitable for use in urban or rural locations, as initial slowing features and as part of gateway features. Single lane build outs are not suitable for roads with high traffic flows. Cost per buildout £7,000. \* see note below

### Lane Width Restrictions