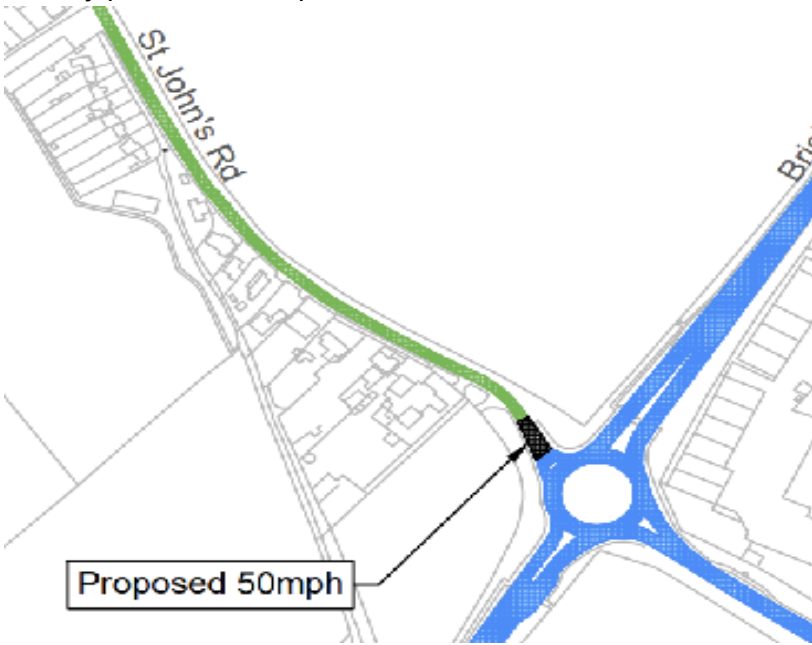


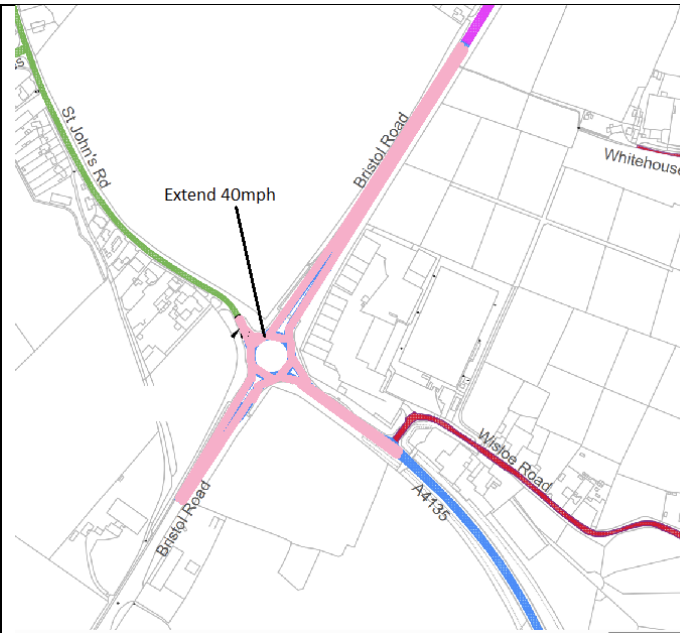
Notice of Proposal: Slimbridge 20mph – 5227-135

21st May 2026 – 12th June 2026

Consultees	Comments
Member of the public	Hi I don't understand the change to 50mph at the start of St. Johns Road from the Slimbridge roundabout? It is already posted as 50mph  The map shows a section of St John's Rd, which is highlighted in green. It approaches a roundabout from the top left. The roundabout itself is shown in blue. A black box with the text 'Proposed 50mph' has a line pointing to the start of the green road just before the roundabout. To the right of the roundabout, another road is partially visible, labeled 'Bri...'. The surrounding area includes some building footprints and a road network.



Why not make the roundabout 40? 50 to 20 seems a bit sudden. This would make sense as the A38 is 40 in Cambridge anyway, and it could go back to 50 after the Wisloe Road Junction on the A4135, which is problem area as is with the road still not widened and fast food customers parking on the pavement there and many wagons having to block the road to get in or out.



Member of the public

Dear Sir/Madam

With regard to the proposed decrease in speed limits around Slimbridge and Cambridge (ref above) I am writing to give my wholehearted support and in the hope that the changes will finally come into force as a matter of urgency.

I lived in Slimbridge for XX years before moving to Cambridge XX years ago. I regularly use the local roads as a driver, walker, cyclist and horse rider and find it hard to believe how significantly the number of vehicles using the local roads has increased as well as the speeds at which they travel. I know of one accident that occurred with severe consequences for the victim and am surprised that there have not been more. I know for myself that after some XX years of hacking horses on roads I feel trepidation about road hacking, which is a necessity to access slightly less busy areas.

When I first arrived in the area the traffic and roadside parking was considerably less, the Wildfowl and Wetlands Trust quite small and very few people living on canal boats at Slimbridge and Cambridge. This has all changed which obviously means a huge increase in traffic and this is without taking into consideration the number of new

	houses and the popularity of the campsite and leisure facilities at Patch Bridge. I would suggest that the group of villagers who have worked so hard to get speed limits reduced should be highly commended in trying to make it safer for us all. Yours sincerely
Member of the public	I am writing to you to express my support for this TRO in full. The unique mix of traffic creates a situation which is dangerous and this TRO will help to reduce the potential dangers. There have been a number of "near misses" over the years and without the TRO it is only a matter of time before we have a very serious accident. If you require further information please feel free to contact me. Regards
Member of the public	I'm fully supportive of the speed changes proposed in this TRO. Tyndale Road is already 30 mph through Gossington, perhaps this should be extended for the rest of Tyndale Road. Whilst looking at this project, I feel that the A38 should be 30 mph from Cambridge to the Gossington junction. This is a dangerous area for people walking their children to Slimbridge School (which is increasing in numbers) as well as bus users and normal pedestrians trying to use the six plus crossing points. Slimbridge resident
Member of the public	I fully support the proposed speed changes given the high number of vulnerable road users throughout the parish of Slimbridge. Perhaps the 30mph limit could be extended throughout the length of Tyndale Road and not just through Gossington. 40 mph through Cambridge on the A38 is too fast given the lack of a signaled crossing. Heading north, there is insufficient distance between the bend and the Ryalls Lane junction for a vehicle doing 40 mph being able to stop. A horse rider was unseated by a lorry which could not stop in time.
Member of the public	To whom it may concern, I am writing to formally object to the proposed speed limit reduction outlined in Schedule 1.

	Starting with the current speed limit implementation, it is plenty slow enough for people to be comfortable crossing roads, backing out of drives and everyday road safety. The lower 20 mph speed limit would not grant any substantial benefit toward road safety. Instead it would fill our village with slower more polluting cars blocking up the roads and making travel more difficult especially when going in and out of our homes. I have lived here most of my life, i have never had a single issue with the speed limits in place and simply don't see any reason to waste our taxes making the town slower and making living here more difficult. Please listen to these concerns and do not ignore those who would be affected by this, Wales had the biggest backlash in recent history for their expensive mistake, please do not follow in their footsteps. The two other schedules proposed seem reasonable and i have no issue with these changes. Thank you for time and consideration, Best,
Member of the public	I object to the proposal of 20mph speed limit through the village as this will not solve the problems we have accessing or egressing our home here. More of a safety concern is the road parking particularly from the Church/Village Hall to Lancelot Court which is around a slight bend and once committed, there is no-where to pull into often causing unnecessary congestion and aggressive reactions from other drivers, many of whom I suspect are just travelling through the village to get to and from the WWT. 20mph will be slower than the people riding bicycles who often come in groups through the village. The Council should be putting their efforts into solving the parking issues rather than this project.
Member of the public	Good morning I would like to communicate my wholehearted support for the introduction of new speed restrictions around Slimbridge and Cambridge in Gloucestershire. As residents of Ryalls Lane in Cambridge, each time we emerge from our gate, whether walking or driving, we take our lives in our hands and fear for the safety of vulnerable road users and those with animals, as well as other drivers. Whilst I understand that a speed restriction will not magically convince every driver to slow down, it is the right place to start in stating, as a community, that speeding on narrow country lanes is unsafe, selfish and unacceptable - these are shared spaces and all users should be treated with respect and consideration.

	Should you require any further information, please do not hesitate to contact me Best wishes
Member of the public	To whom it may concern I am a resident of Slimbridge living on St John's Road which is the main road through the village. As a daily walker of the lanes and footpaths I am in total favour of a 20mph limit being introduced. This will slow drivers down and provide a safer environment for pedestrians, cyclists and horses. We have very little pavement in the village so we are forced to walk along the lanes and very often the verges are very uneven to balance on. Unfortunately, many drivers drive past at speed which can be very dangerous. There is some opposition to the 20mph speed limit in the village, but I can only suppose this comes from the people that drive everywhere. Who would not want a safer environment for everyone? Kind regards
Member of the public	Hello, Thank you for the opportunity to comment on the proposed changes to speed limits in Slimbridge. I live in the village and frequently walk, cycle and drive on many of the affected roads. I cannot see the proposed changes having a big impact on the few vehicles that seem to speed. Restricting speed to 20mph on roads such as Newgrounds Lane and Long Aston Lane where there is excellent visibility and no houses encourages people to ignore 20mph speed limits as they seem irrelevant. I would much rather you spent my taxes on more worthwhile projects such as repairing potholes or improving special educational needs provision. Regards,
Member of the public	Good evening, I write in support of the application for 20 MPH zones in the parish of Slimbridge. The Traffic Regulation Order is very important for the safe use of the road network in the parish. Whilst we are a small parish the main road through the village is very busy with traffic travelling to and from the Wetlands, the caravan park, the Tudor Arms Pub, the black shed café along with the canal.

	The road network is also used for walkers, runners, cyclists, and horse riders and with few pavements there are often incidents and near misses that I don't think go reported. In the XX years that I have lived in the village I have personally been knocked of my bike twice, been hit on the arm by a wing mirror of a passing car and had to take evasive action to avoid speeding cars on many occasions. My fear is that I will take a bad accident or worse still a death before action is taken to reduce the speed limits to a sensible level. I do hope that the Traffic Regulation Order is successful and that the safety of all road users is taken into account. Your sincerely
Member of the public	We live in the village of Slimbridge, have lived in the parish for XX years. In that time the volume of traffic has increased, many going to the Wild Fowl Trust on the River Severn. There are also numerous walkers, with and without dogs, and the cyclists who speed through singly and in large groups. The cyclists go at some speed, round blind corners in tight groups. An accident waiting to happen. For this reason, I support the 20 mile an hour scheme. I know of one serious accident, and have witnessed many that only just avoided collision. I realise that there are some folk who will ignore this, but if it stops a few thus preventing an incident, great. Please put two votes in favour of the scheme from this address. Thank you
Member of the public	I make these comments with regard to Reference 5227-135. Cc to Slimbriddge Parish Council for information. It is my experience that many more drivers are becoming less stable in their driving and that this is a prime cause of problems on the roads in general. Unfortunately numbers falling into this category are increasing which is why applications for statutory speed limits are increasing at pace. As long as drivers claim that a decreed speed limit (set by law) of 60mph on a narrow country road means that they can drive like idiots and try to achieve that speed is acceptable then no matter what the limit is set at they are likely to still try to do it.

When I was taught to drive the statement "learn to drive" was followed. I was taught courtesy on the road, I was taught consideration of the current circumstance, not a speed limit (although that always came into the equation) but a controlled speed for the situation and I was taught the correct way to reverse safely and adequately when necessary. Today's drivers seem to be taught simply to pass a test to gain a "driving" licence.

That said, the reasons behind the many applications for reduced speed limits are clear. Slimbridge Parish itself a while ago had no speed limit imposed upon it except that at Cambridge where a 40mph limit was applied, after much discussion and after many accidents, on the A.38 Road. Other limits followed and some appear to have become a cash cow for the local police, being located on straight open roads with good visibility.

Slimbridge Village is now set at a speed limit of 30mph and parking in places has the effect of reducing this considerably. All roads in the village have two lane capability although a few places are rather narrow. I am unaware of any accidents being reported on these roads, perhaps because modern cars have good safety built into them. However, some roads in the Parish of Slimbridge remain set at a speed limit of 60mph, some of which are quite busy as some are bypasses (cut-throughs) to avoid problems on A.38 Road.

I believe, no matter how proficient the driver, that a 20mph speed limit is counter productive.

It encourages the driver to relax as, in their eyes, everything has more time to evolve;

It increases emissions from manual drive cars and vehicles because it relies on a lower gear being used.

It can produce a false sense of security but also anger at the slow pace allowed.

A clash between these two is dangerous, one relaxing the other unhappy.

When roads are quiet, the normally compliant driver will become bored and may speed up.

The non compliant driver (of the 30mph limit) will undoubtedly continue to be non compliant and the very low speed may well encourage more and more drivers to become non compliant. The experiences gained by the Wales block change of 30mph to 20mph have, generally, proved these points to be true and a number of Welsh villages have already changed back to 30mph with others in application to do so. They found that the 20mph limit to be more dangerous than 30mph.

For these reasons I recommend that speed limits in Slimbridge Village are left at the current 30MPH but also recommend that all other roads within Slimbridge Parish WHICH ARE NOT 'A' CLASS ROADS and which currently have no speed limit other than the national limit placed upon them, have 30MPH speed limits placed on them as these are, currently, the more dangerous roads in the Parish. One in particular, a single track road throughout, has 30mph over part and then nothing apart from the national limit, the 30mph limit being removed just prior to blind bends and narrow places between banks being located.. Same road, same single track and same traffic.

	NOTE. With regards to any 50mph limit proposals in this area, this would bring a cost which would be non effective, the difference between the National speed limit (60mph) and the proposal (considering allowances) being minimal.
Member of the public	Dear Highways I am in support of putting Slimbridge down to 20 mph reference 5227-135.
Member of the public	Good afternoon Please accept this email as confirmation that I am in support of the application for 20 MPH zones in the parish of Slimbridge. The Traffic Regulation Order is extremely important for the safe use of the road network in the parish. Whilst we are a small parish the main road through the village is very busy with traffic travelling to and from the Wetlands, the Tudor Arms Pub, The Caravan Park, the Black Shed Café, the canal and now the new school which is situation near the canal. Our road network is also used by walkers, cyclists, runners along with horses and their riders and a lot of older people who aren't always able to move as quickly as they would like. We have few pavements which makes these activities much more dangerous and there are often incidents and near misses that I don't think people are reporting. I have lived in this village for XX years and in that time XXXXXXXXXXXX has been knocked off his bike twice, been hit in the elbow by the wing mirror of a passing car and we have both had to take evasive action by diving into hedges in order to avoid speeding cars on many occasions. It would be really lovely if we could enjoy our village and its beautiful walks without feeling unsafe every time we leave our house to go on a walk, cycle etc. My fear is that there will need to be a death within this village before any action is taken to reduce the speed limits and that surely is not what anyone wants to happen!! If one accident, or even worse, a death can be avoided by lowering the speed limit then that has to be a win for everyone!

	If you have any further questions please do not hesitate to get in contact with me Kind Regards
Member of the public	Dear Sir / Madam, I am writing to submit a formal objection to the council's proposal to implement a village-wide 20mph speed limit in Slimbridge. While I fully support measures that demonstrably improve community safety, this specific proposal is disproportionate, financially reckless, and counterproductive to the long-term well-being and economic stability of our village. My objection is sustained by three distinct material arguments: 1. Disproportionate Expenditure and Public Budget Waste At a time of severe local authority budget constraints, allocating substantial taxpayer funds to draft Traffic Regulation Orders (TROs), run consultations, and install new signage is an unacceptable waste of public money. • Misallocated Funds: These thousands of pounds would deliver far greater safety returns if spent on urgent, tangible highway maintenance. • The True Danger: Our village roads suffer from severe potholes, eroded cat's eyes, and faded road markings. Potholes force cyclists to swerve unpredictably into the path of vehicles and damage vehicles. • Better Alternatives: Funding should instead be redirected toward fixing existing road defects or installing physical safety infrastructure, such as high-visibility pedestrian pavements or interactive "smiley face" speed warning signs, which have proven higher behavioural compliance rates than static signs. 2. Lack of Localized, Verifiable Accident Data It is my understanding that the council has failed to provide a robust, data-led justification specific to our village to warrant this restriction.

- **Urban vs. Rural Realities:** The council appears to rely heavily on sweeping, urban-centric national statistics from major cities to justify this blanket policy. High-density urban environments with massive pedestrian volumes cannot be compared to a rural village.
- **Absence of Risk:** Our village road geometry - characterized by narrow lanes, natural bends, and parked cars—already forces drivers to travel at safe, self-regulating speeds.
- **The Evidence Gap:** I challenge the council to produce the localized "Stats19" accident data for this village from the past five to ten years. If there is no documented history of speed-related collisions or casualties here, the implementation of a 20mph limit is an expensive solution to a problem that does not exist.

3. Adverse Impact on Village Desirability and Property Values

Implementing an arbitrary, restrictive 20mph limit risks damaging the very character that makes our village a highly desirable place to live, which in turn threatens local property values.

- **Artificially Induced Congestion:** Slower speed limits create longer vehicle queues and bottlenecking during peak commuter and school hours. Instead of a free-flowing, peaceful environment, residents will face prolonged engine idling, increased noise, and higher concentrated emissions outside their homes.
- **Isolation of the Village:** A blanket 20mph limit increases travel times for residents commuting to nearby urban employment hubs, making the village less practical for working families. It also threatens the viability of our (already) limited public transport, as bus operators may reduce or scrap village routes to maintain their wider timetables. School bus efficiency would certainly be adversely affected.
- **Negative Market Perception:** Suburban and rural homebuyers choose villages for an unencumbered, high quality of life. Transforming our village into a heavily signposted, overly restricted traffic zone reduces its competitive edge against neighbouring areas, directly impacting buyer demand and suppressing local house prices.

Conclusion

A signage-only 20mph limit will not stop the small minority of reckless drivers, as rural police forces lack the resources to enforce it. It will merely penalize law-abiding residents, waste public funds, and damage our local economy and property market.

	I formally request that the council withdraw this proposal and instead consult the community on targeted, evidence-based highway improvements. Please confirm receipt of this formal objection and keep me updated on the dates of any upcoming council scrutiny meetings regarding this matter. Yours faithfully,
Slimbridge Primary School	Dear Highways Team, RE: 20 mph Speed Limit on St. John's Road I am writing to you as XXXXXX of Slimbridge Primary School to provide supplementary support for the formal proposal to introduce a 20 mph speed limit along St. John's Road. This email accompanies my formal letter of support (please see attached) and aims to elaborate on the key considerations that make this measure both necessary and beneficial for our school community. St. John's Road experiences significant daily traffic from families accessing our school. Throughout the day, large numbers of children walk, cycle and are dropped off or collected along this route. The current vehicle speeds present a genuine and pressing concern for both parents and staff. Evidence consistently demonstrates that reducing speed limits to 20 mph substantially decreases stopping distances and significantly lowers the likelihood and severity of collisions. For a school community, this translates to tangible, immediate protection for our most vulnerable road users. A 20 mph limit would encourage active travel among our families. When parents and children perceive a route to be safer, they are considerably more likely to walk or cycle. This shift brings considerable advantages: improved physical health, enhanced mental well-being, better punctuality, and the development of sustainable travel habits that extend far beyond our immediate school gates. I recognise that implementing a lower speed limit requires careful planning and appropriate enforcement measures. Slimbridge Primary School stands ready to engage constructively with Highways and other stakeholders to support accompanying measures such as clear signage, road markings and community

	awareness campaigns. We view this not as a burden, but as a shared responsibility to create safer neighbourhoods for children. The change in the legal speed limit represents an essential first step that will signal the priority given to child safety in our neighbourhood. Thank you for your attention to this important matter. Should you wish to discuss this further or require any additional information from the school, I would be pleased to assist. Yours faithfully,
Member of the public	Dear ADL team Please accept this is mail as our objection to the proposed speed limit change in Slimbridge. We believe there is no evidence of requirement to lower the speed limit, live have lived here for XX years now right down in the end of the village near XXXXXXXX, and as yet have no seen an accident, on any of the roads in the area. Some driver are driving faster through the village, but lowering the limit weren't stop this as there is still no enforcement. Parking is the biggest problem through the middle of the village now pass the church. To save funds the best option in our opinion would be to add a traffic calming system, which allocates parking and passing places we will make driver slow down, but 30mph is fine, this has been evidenced in studies in the UK and EU that 20mph only have a really impact when coupled with traffic calming structures. It could be lowered by the school during pick up and down up, but other wise I would challenge to say what is the need, without having enforcement as well. It will increase journey times to the lower half of the village, again with no really need. Some of the ideas of making it safer horses if false, doing 20mph around one of the corner and coming across will still scary a horse, riders need to take reasonable for their animal and not ride them in dangerous place that put them and their animals at risk, the village does have blind bends that most people driver at 20mph around, a change in speed limit won't change this and will still be a risk to horses, rider need to exercise their animals somewhere safe. Many thanks and regards
Member of the public	I am whole heartily supporting this positive proposal for the implementation of a project which has been active for 8 years.

	It represents support for the UK's government collaboration and sign on of the The 3rd Global Ministerial Conference on Road Safety during 2020, in Sweden, when the Secretary of State, for the UK, along with 140+ other countries signed on to the commitment to reduce speed limits to 20 mph where vulnerable users etc. were at risk. The commitment was based on professional research that confirmed that the impact of an accident at 30 mph could result in serious injury or death, whereas at 20 mph the risk of this outcome is significantly reduced In Slimbridge a serious accident, initiated this project, where the individual suffered life changing injuries and medical opinion was that she could have suffered death. Slimbridge has many categories of vulnerable users, walkers, horse riders, cyclists based on a sustrans route through the parish, school drop off and pick ups, special homes and schools. It hosts the WWT which asks it's 300, 000 visitors to drive at 20 mph, as the only access to this facility is through the Parish. The implementation of 20mph in many of our default 60 mph lanes is an important part of the parishes overall drive to improve road safety and reduce the growing trend of 'near misses'. The Road Safety Group has reported its activities at approaching some 100 meetings, a questionnaire , and it's own speed monitoring. During that time there has been overwhelming support from residents and single figure representation of objections to the proposal over some 8 years. I support and look forward to a positive outcome and early implementation.
Member of the public	Dear Sir or Madam I am writing to say I fully support the proposed 20mph speed limit in Slimbridge and 30mph restriction intended for Cambridge Glos. I live on XXXXX in Cambridge and XXXXXXXXXXXXXXXX.

	The intended speed restrictions will benefit us both. Thankyou,
Member of the public	Dear Sirs - Various Speed Limits (20, 30 & 50 MPH) - Slimbridge, Stroud I live in the parish of Slimbridge and am writing to object to the above proposal for the following reasons : • Widespread non-compliance : Motorists regularly exceed 20mph limits when they feel the restriction is illogical for the road. • Loss of impact: When 20mph zones are used everywhere they lose their impact and motorists stop adhering to them for actual high-risk areas like schools. • Lack of rural enforcement: Police forces rarely have the resources to monitor the country lane network thus rendering sign-only limits fairly ineffective. • Speedometer distraction: Drivers spend time staring at dashboards rather than watching the road for actual hazards. • Driver frustration on clear country roads triggering dangerous overtaking round law-abiding vehicles, • Self-regulation: Most sensible drivers already adjust their speed down to 20/30mph on narrow, winding or blind country bends without needing mandatory signage. • High cost of implementation: This will cause cash-strapped local councils heavy financial burdens to both install and maintain. Yours faithfully
Member of the public	Regarding the above, I 100% support the proposal. I am a vulnerable road user as I ride but also cycle and walk my dog. I have certainly found that the road usage over the years has increased to such an extent that the current 30 and 60 mph zones can at times be deadly. I have certainly had some near misses over the years but also have been forced off the road whilst riding,

	suffering various injuries. On top of this, we also have to endure abuse, quite often, which doesn't help the situation. XXXXXX also had a bad accident a few years ago, in Ryalls Lane, when she was knocked off her bicycle and sustained life changing injuries. The hospital surgeon described it as a "high impact" accident. Because of this I have decided now to no longer ride in the Parish, it is just too dangerous. You literally feel threatened and anxious as to whether you will get back in one piece and I don't believe we should have to feel like that. If this proposal saves just one life or injury, surely it is worth it? Regards
Member of the public	We object to this proposal. It is a complete waste of money on roads that have minimal accidents – if any. I don't doubt this will make our local roads more dangerous as people struggle to drive so slowly & watch their speedometer and pay less attention to road conditions. All your speed tables show our drivers are already doing about 20mph Through the village there are so many parked cars that traffic drives carefully anyway. Along the country roads most are so windy and narrow that you cannot drive faster than 20 mph. At a time when everyone is struggling for money you waste so much on something that is only wanted by a vocal few. How about shortening waiting lists at doctors or fixing potholes or helping the homeless or resurfacing worn-out road surfaces or improving public transport? This is an idiotic waste of money. Please don't implement it. --
Member of the public	I fully support the proposal to reduce the speed limits throughout the parish of Slimbridge. Of particular importance is the main road that runs through the village, namely St John's Road, Churchend and Kingston Road. The road is very narrow in places and not altogether suitable for the weight of traffic it has to carry: cars, vans, farm traffic which includes very large tractors, large farm machinery and laden trailers, over-size mobile homes, camper vans, caravans, brewery and food lorries etc., not to mention the thousands of cars that visit the Wildfowl and Wetland Trust throughout the year.

	This traffic presents a significant risk to the people of Slimbridge and especially the vulnerable people who live at the care home – one of whom likes to stand in the road and direct traffic – and also vulnerable road users: children and adults on bikes and horses, elderly people crossing the road to the post office and church, people walking dogs and so on. The reduction from 30 mph to 20 mph will reduce the energy in any collision by a factor of 2.25, not to mention giving people more time to respond to any unexpected action by a pedestrian, cyclist or horse-rider. One concern I do have is that people who live in the parish but not on any of the affected roads, e.g. the A38, will have an equal say in this consultation.
Member of the public	I write in support of the proposed reduction in speed limit to 20 mph through the village of Slimbridge. We have lived here for over XX years and seen an unbelievable increase in volume and speed of traffic throughout the village, particularly in the last few years. Church End, XXXXXXXX, should in theory be a two way street, however, due to a big increase in on road parking (sometimes stretching solidly from the village hall right down near to the Lancelot Court turning) this road is frequently reduced to a single lane. Vehicles trying to get through before oncoming traffic then tend to speed along this section. On a number of occasions we have witnessed cars, motorhomes and lorries mounting and driving along the pavement, rather than give way or reverse. We also do a lot of walking around the footpaths and lanes in the village. There are long stretches of lanes that are still national speed limit, that do not have any pavements and have limited verges to jump up on. We see horse riders and a lot of cyclists and ramblers using these lanes too. A reduction to 20mph would certainly be appropriate on such lanes. I understand that even just a reduction from 30mph to 20mph can have a significant impact on reducing severity of injury should an accident occur. XXXXXXXXXXXX, I believe anything that can be done to improve road safety must be a good thing. I therefore would like to give my support to the proposal and hope that this is the start of making the village a safer place for pedestrians, cyclists, horse riders and the motorists themselves. Regards,
Member of the public	Good morning, just a quick word about the proposed 20 mph speed limit in slimbridge glos ref 5337-135

	Whilst I appreciate not everyone adheres to speed limits I think that 20mph can only benefit the safety through the village. I live at XXXXXXXX and the last couple of years the cars are parked on the side of the road solid from the church to Lancelot Court. Horses have increased as the number of children walking to and from Slimbridge school. Due to the amount of traffic I am in full support of the proposed scheme Yours sincerely
Member of the public	I object to the proposed 20mph speed limits for the following reasons. Increased noise and emissions: Driving below 20mph compared with 30mph results in vehicles operating in lower gears for extended periods of time. This leads to higher fuel consumption with increased exhaust emissions and also an increase in noise pollution. Blanket Approach Overkill: Whilst a 20mph zone near the school might make sense, a blanket 20mph limit on all of the lanes in the parish is completely unnecessary. There is no accident data to suggest that the current speed limits are a problem. Driver Frustration & Tailgating: For many, driving at 20mph in modern cars which are designed for higher cruising speeds feels unnaturally slow. This can lead to driver boredom, lack of focus, and aggressive driving behaviors like tailgating. Doesn't improve poor driving: Reducing speed limits is pointless if drivers do not drive to the road conditions ahead of them. 40mph can be safe on a straight length of road but 20mph is too fast on a blind bend. All of my near misses have been because people don't slow down approaching bends. Regards,
Member of the public	I object to the proposed 20mph speed limits for the following reasons. Increased noise and emissions: Driving below 20mph compared with 30mph results in vehicles operating in lower gears for extended periods of time. This leads to higher fuel consumption with increased exhaust emissions and also an increase in noise pollution.

	Blanket Approach Overkill: Whilst a 20mph zone near the school might make sense, a blanket 20mph limit on all of the lanes in the parish is completely unnecessary. There is no accident data to suggest that the current speed limits are a problem. Driver Frustration & Tailgating: For many, driving at 20mph in modern cars which are designed for higher cruising speeds feels unnaturally slow. This can lead to driver boredom, lack of focus, and aggressive driving behaviors like tailgating. Doesn't improve poor driving: Reducing speed limits is pointless if drivers do not drive to the road conditions ahead of them. 40mph can be safe on a straight length of road but 20mph is too fast on a blind bend. All of my near misses have been because people don't slow down approaching bends. Regards,
Member of the public	THIS WILL MAKE OUR PARISH ROADS MORE DANGEROUS RATHER THAN SAFER!!!! Trying to keep to 20mph is distracting and prevents the driver from paying attention to the road!!!! 20mph lulls you into a false sense of security or makes you impatient, depending on what sort of person you are. The average speeds shown in your figures already show most being around 20mph There have been ZERO accidents on these roads – a change to 20mph will cause accidents and obviously more accidents than in the past! 20mph is too slow – I cycle my bicycle faster than 20mph – you gonna give me a ticket???? How will you enforce it? More expensive cameras that parishioners and tax payers have to pay for! Driving too slowly is polluting; it uses more fuel than is necessary;

	Waste of public money – Just because you’ve already wasted thousands of pounds on this doesn’t mean you need to spend more. These changes seem to be an attempt to fix a problem that does not exist, and at likely considerable cost at a time when money for most of us is scarce. This is more NANNY-STATE regulation. Who pays when there is an outcry and the original tried-and-tested existing speed limits are re-introduced?? This will also result in queues and cars pumping extra pollution into the village – very counter-productive. The existing speed limits are fine as they are...the amount of streetside parking and twisty narrow nature of our roads self-regulates speeds hence the very low existing accident rate....any messing with it like this WILL CAUSE MORE ACCIDENTS! Regards
Member of the public	Sir The proposal to make Slimbridge parish subject to a 20mph speed limit is unnecessary and undesirable, in my view. Firstly, there is no record of ANY traffic accidents caused by excessive speed. I have lived in the village for XX years, and have never heard of any accidents at ALL, so why this campaign for a 20mph I really don't know. I can see some merit in having a 20mph limit in the immediate vicinity of the school, but frankly it would be difficult to exceed that limit anyway, at the times when the children are arriving and departing. When approaching the school from the A38 heading north, you do reach it immediately round a left hand bend, so clear warnings of its presence would be a sensible precaution. Perhaps 20mph on this stretch, only at appropriate times, is the answer there.

	Secondly, the main road through the village LOOKS like a minor country road, but is in actual fact quite busy, especially in the summer and at weekends. There are coaches heading for the WWT, and also lots of caravans and camper-vans to-ing and fro-ing from Tudor Arms campsite, as well as car traffic for the same destinations. The thought of all that lot crawling through the village in constant stream is not a happy one. Even out of season, congestion is likely. Thirdly, streams of traffic chugging along in low gears are not going to improve air quality or noise levels. I have heard comments about a low speed limit making the road safer for horses, cyclists and pedestrians, (there are substantial stretches of road with no pavements). However, if drivers do not have the good manners and common sense to behave properly around these categories of road user, then a 20mph limit is going to make no difference whatsoever, and even 20mph is too fast in those situations. Lastly, the question of compliance. As things stand, the existing 30mph limit seems to be more or less generally obeyed, and indeed apart from the straights between the school and the garage, and a stretch of Ryalls Lane, the rest of the roads are either too narrow or too twisty to allow speeds much in excess of 20mph anyway. The status quo is what people are used to, and unless a police speed camera is installed, (and that will obviously only cover one small stretch of road), I doubt if the majority of drivers would take any notice. Such a camera would only earn its keep on the "main" road, and that road is the only one on which the case for a 20mph limit could possibly be made. I don't personally know of ANYWHERE that has a blanket 20mph limit over all the roads in a parish. It is utterly ridiculous. Kind regards
Member of the public	Your ref 5227-135 11June2026 Please be aware why I am so critical of the Parish Council and their relationship with what the self-styled Road Safety Group.

Let me explain

The “Group” is so called as it claims in its terms of reference to be

The Group:

We come from all backgrounds – from public service, business, charity and family life.

Our connection to the area varies from those who have lived in the area for decades, to those who have recently arrived. Some of us have first hand experience of avoidable road traffic accidents, or have family and friends that have been effected by the type of events that we hope to prevent.

Others have a strong desire to enhance rural life, encouraging the use of road safety to promote access and sustainability whilst protecting the tranquillity and countryside character that we cherish.

We welcome all comments and questions, encouraging everyone to get involved to support efforts to make our Highways safe and suitable for everyone.

The group changed their name to Slimbridge Road Safety Group from Quiet Lanes Group so as to be more clear on the objectives of the group. The progress of the group is reported back to the Parish Council monthly and can be seen in the Parish Council minutes, available on the website.

This is a complete falsehood. It is in fact only XXXXXXXX. Slimbridge Parish Council (PC) interface to this group is no other than XXXXXXXX who is XXXXXXXXXX at all times. Making a mockery of PC oversight. It makes you wonder about the PC that they would select XXXXXXXXXX for such a role .

These XXXXXXXXXX are the ones who provide and maintain the village with their flashing speed signs and advocated the 30mph cameras. But not satisfied with their initial successes and because they needed a cause celebre to maintain their zeal for campaign momentum XXXXX of them convinced the PC of the merits of a 20mph campaign, who as body agreed with the proposal suppressing any meaningful debate. The PC had no knowledge of 20mph zones and did not request further independent information prior to providing the dynamic duo with their “full support “.

	So here we are! The PC defending the indefensible in that the group is not the claimed entity but XXXXX. Therefore they do not represent a true cross section of the village as they claim. I vehemently do not support the 20mph proposals as there is no problem to solve, it will be expensive and impossible to police. Regards
Member of the public	Hello, Please note my support to a 20MPH speed limit at Slimbridge to accommodate the mix of road users - pedestrians, cyclists, school traffic, horse riders, large farm vehicles -heavy tourist traffic the village has, to try and make our roads/lanes as safe as possible for everyone now and for future generations. Thank you,
Member of the public	Dear Sir/Madam, I am writing to support the proposed Slimbridge 20mph Traffic Road Order (Reference 5227-135). I believe a lower speed limit is needed to better reflect the layout of the village and improve safety for residents, pedestrians, and visitors. Slimbridge has several sharp bends and stretches where visibility can be limited, meaning traffic can feel unpredictable. At times, the road can appear clear, only for vehicles to suddenly come into view travelling at speed, leaving little time to react safely. Pedestrian safety is a particular concern. Walking alongside roads or crossing them can feel unsafe when vehicles approach quickly, especially in areas with bends, narrow pavements, and limited visibility. A reduction to 20mph would help create a safer environment for those moving around the village on foot. As a rural village, there are also regular occasions where pets and other animals may be close to or crossing roads. Lower vehicle speeds would give drivers more time to react and could help prevent avoidable accidents. Slimbridge also attracts many visitors due to the nearby Wetland Centre, meaning there is often traffic from drivers unfamiliar with the village layout and road conditions. Visitors may not always be aware of hidden driveways positioned on bends, narrow walking spaces, or the possibility of pets and pedestrians appearing unexpectedly. A lower speed limit would benefit both residents and visitors by allowing more time to react and navigate the village safely. While I understand traffic monitoring has reportedly shown average vehicle speeds around the current limit, I do not feel this fully reflects driving behaviour across the whole village. It often appears that vehicles slow near the

	traffic camera but then increase speed afterwards, while in other areas speeds seem regularly above the limit. For these reasons, I support the proposed reduction to 20mph and believe it would encourage safer and more consistent driving throughout Slimbridge. Kindest regards,
Member of the public	Dear Sirs , Regarding the said proposals, I feel the idea sounds a very good idea but the chances of this being adhered to by the traffic that comes through the village is a complete waste of time and money. Having lived in the village over the past XX years I have only heard of one accident in the village, putting up 20mph might work for a short time, but I feel that most people are fairly responsible regarding speed. As some of the roads are very narrow, almost single ! people are forced to slow down automatically. As most people that live in the village are aware; there are pedestrians, horse riders,cyclists, so they do tend to keep their speed to an acceptable level. yours sincerely
Member of the public	Dear Sir / Madam, I am writing to formally object to the proposed introduction of a 20mph speed limit under reference 5227-135 in the parish of Slimbridge, Gloucestershire where I live. I reviewed the traffic survey data. I note that only two of the seven surveyed roads merit possible consideration in my opinion. I would suggest that the two roads currently averaging 30mph be considered individually for a 30mph limit, while the remaining roads retain their existing speed limits. In summary, the evidence I have read does not appear to support the introduction of a blanket 20mph limit across the Slimbridge parish. Yours faithfully, Resident
Member of the public	Dear Sir/Madam, I am writing in support of the proposed Slimbridge 20mph Traffic Road Order (Reference 5227-135). I have lived in Slimbridge for over XX years and strongly support the introduction of a 20mph speed limit on road safety grounds.

	Over many years, I have observed vehicles regularly travelling far too fast for the nature of the roads, particularly given the narrow pavements, sharp bends, and residential setting. These road conditions make walking feel generally unsafe on a day to day basis, especially as this road is constantly in use by families with children, older residents, many horses, and dog walkers and many cats have been lost! I am also concerned that some drivers appear to accelerate again once they have passed the traffic camera, meaning the current measures do not always encourage consistently safe speeds through the village and provide an inaccurate measure of speeds through the village. The area is home to a busy school, with many children and families regularly walking near roads and pavements. Lower vehicle speeds would help improve safety for children and pedestrians and encourage more considerate driving throughout the village. XXXXXXX, I often walk with XXXXXXXXXX and there are times when it genuinely feels like I am taking my life in my own hands because of the speed of passing vehicles, the speed of vehicles has definitely changed since walking XXXXXXXXXX so much so, I often decide to walk elsewhere as it has become so dangerous and unpleasant. A lower speed limit would help people feel safer using pavements and moving around the village on foot. In my view, reducing speeds from 30mph to 20mph could make a meaningful difference in reducing the severity of injuries should a collision occur, particularly where children are concerned, and would better reflect the character and needs of the local community. Please accept this as a representation in favour of the proposal. Yours sincerely Julie McTear
Member of the public	Good afternoon, I would like to express my support for the proposed Slimbridge 20mph Traffic Road Order (Reference 5227-

	135). As a local resident, I believe reducing the speed limit to 20mph would make a real difference to safety in the village. Too often, vehicles seem to travel faster than is appropriate for the road conditions, particularly given the bends, narrow pavements, and residential nature of the area. One concern I have is how difficult it can feel pulling out of driveways when traffic approaches quickly. There are times when it can be hard to judge the speed of oncoming vehicles, especially around bends, and slower speeds would make this feel safer and easier for residents. I am also concerned about pedestrian safety. Walking along pavements with XXXXXX can feel uncomfortable and at times unsafe when vehicles pass by at speed. Crossing the road can also feel stressful, particularly XXXXXXXXX, as traffic often approaches quickly and there are limited opportunities to cross safely. In my view, a 20mph limit would better reflect the character of the village and encourage drivers to travel at a safer, more considerate speed. I believe this would benefit everyone who lives in, walks through, or drives within Slimbridge. Please record this as a representation in support of the proposal. Very best,
Member of the public	Dear Sir/Madam, I am writing to express my support for the proposed Slimbridge 20mph Traffic Road Order (Reference 5227-135). I strongly support this proposal on road safety grounds. In my experience as a local resident and pedestrian, many vehicles regularly travel above the current 30mph limit especially once they've passed the monitoring stations or speed checks. A reduction to 20mph would help encourage slower speeds, improve driver awareness, and create a safer environment for residents and pedestrians. Even a modest reduction in speed can make roads feel significantly safer for those walking alongside traffic and may improve drivers' reaction times in busy residential areas.

	This is particularly important for families, children, older residents, and people walking with prams. As XXXXXXXX, I currently feel vulnerable walking on local pavements because vehicles, including buses, often pass at high speed and very close to pedestrians. I have even been sprayed by water from roadside puddles caused by fast-moving vehicles. These experiences have made me feel less safe walking within the village. I believe a 20mph limit would help improve safety, encourage more considerate driving, and make the area feel safer and more accessible for pedestrians. Please record this as a representation in favour of the proposal.
Member of the public	We are writing to express our strong support for the proposed introduction of a 20mph speed limit in our village. While it is completely understandable that changes to our roads can raise questions and different viewpoints, we truly believe this initiative is a vital step forward for the well-being of everyone in our community. Our parish is unique, perhaps more so than any other rural parish in Gloucestershire. On any given day, our narrow lanes are shared by a diverse mix of road users: Vulnerable users: Local pedestrians, school children, cyclists, and horse riders. Essential traffic: Large farm vehicles vital to our local economy. Tourist traffic: Heavy tourist traffic. Visitors to the WWT Slimbridge visitor centre With such a bustling variety of transport packed into a rural space, the margins for error are incredibly small. A 20mph limit simply makes

	sense. It isn't about inconveniencing drivers; it is about protecting lives, reducing the severity of potential accidents, and making our roads feel welcoming rather than intimidating. Implementing this change now is a proactive measure to make our lanes as safe as possible—not just for us today, but for future generations who will grow up here. Thank you for taking the time to consider this perspective. we hope we can come together as a community to support a safer, calmer environment for everyone. Kind regards,
Member of the public	Dear Sir/Madam, I write to you to strongly object to the plans to enforce a 20mph limit throughout the parish of Slimbridge, Gloucestershire. I see no reason to justify the change of speed limit. As it stands we have some of the safest roads in Gloucestershire with, to my knowledge, one accident on one of the backroads. This accident was on Ryalls Lane which is a single track road with bad lighting and no footpath. So why have a blanket 20mph limit over the parish when this type of road does not reflect the majority of roads throughout the parish. For instance St.Johns road, the main thoroughfare through the village, is a large 2 laned road, well lit and footpaths on one side if not both for its entirety. Studies have shown and in fact your own 'Gloucestershire County Council Report on 20mph Guidelines' states in Section 3.1 A large number of zones have been introduced in rural areas where there were no recorded injuries within 3-years pre-scheme. Half of these zones have since seen casualties go up in the 3 years following installation. Why on roads that have only seen 1 accident in more than 10 years would you introduce a scheme that will INCREASE CASUALTIES, it beggars belief!

Below is a survey shared to me by someone from the Slimbridge road safety group.

GCC Road Speed Surveys – September / October 2024

Location	Mean Speed	85 <u>percentile</u>	Average Daily Volume
<u>Lightenbrook Lane</u>	18	23	40
<u>Longaston Lane</u>	27	35	120
<u>Moorend Lane</u>	20	27	140
Ryalls Lane	21	27	190
Dursley Road	30	37	320
Kingston Road	24	28	1630
St Johns Road	26	30	3020

As you can see in all the roads named the mean speed is BELOW the current speed limit already without enforcing a lower limit.

As it stands the minority exceed the current speed limit, reduce it to 20mph and the majority will exceed the limit.

I believe that reducing the limit will cause people to concentrate more on their speedometer (to stay below the limit) than on the road which undoubtedly will cause more incidents and casualties.

Regards

Member of the public

To whom it may concern,

I would like to object to the proposed 20mph limit being proposed under Ref: 5227 - 135 located in the parish of Slimbridge, Gloucestershire.

	I have reviewed the traffic surveys carried out in relation to this proposal. It appears that there are only two roads out of the seven surveyed that reached a mean average 30mph. Four of the remaining five were 24mph or below with only one at 27mph. If you take the five which were below the 30mph level the mean average comes out at 23mph which seems a perfectly reasonable speed and would, in practice borne out by experience and evidence, remain at this level if an unnecessary 20mph was imposed. The evidence does not support the change proposed. The two roads that showed a 30mph mean average should be considered for 30mph limit with the remainder left unchanged from existing. Regards,
Member of the public	Dear Madam/Sir I am writing to you with respect of the Slimbridge Parish Speed Reduction Scheme. I am strongly in favour of the implementation of speed reduction on all the roads and lanes listed to be effected. I am a resident in Slimbridge and I walk on these roads and lanes twice a day with XXXXXX. XXXXXXX are either walking, on a bike, scooter or toy tractor. If the speed limit is reduced to 20 mph we would all be a lot safer, especially as St Johns Road, Churchend Road, Kingston Road and New ground Lane can be incredibly busy. I look forward to hearing further news on this matter from Slimbridge Parish Council. Kind regards,
Member of the public	THIS WILL MAKE OUR PARISH ROADS MORE DANGEROUS RATHER THAN SAFER....20 is too slow for cyclists, too fast for horses. Trying to keep to 20mph is distracting and prevents the driver from paying attention to the road. It lulls you into a false sense of security or makes you impatient, depending on what sort of person you are. The average speeds shown in your figures already show most being around 20mph There have been ZERO accidents on these roads – a change to 20mph will cause accidents and obviously more accidents than in the past!

	20mph is too slow – I cycle my bicycle faster than 20mph – will I get done for speeding too? Driving too slowly is polluting; it uses more fuel than is necessary; Waste of public money – Just because you've already wasted thousands of pounds on this doesn't mean you need to spend more. These changes seem to be an attempt to fix a problem that does not exist, and at likely considerable cost at a time when money for most of us is scarce. This is not something that the majority want, it's something that the minority are pushing and getting people to agree. Absolutely ridiculous. Those who drive like idiots will always drive like idiots despite the speed limits. Those who drive sensibly will be the only ones who suffer from this ludicrous scheme. Who pays when there is an outcry and the original tried-and-tested 30mph and higher speed limits are re-introduced?? Look at Wales? This will also result in queues and cars pumping extra pollution into the village – very counter-productive. I sadly think it's a forgone conclusion with someone, somewhere enjoying a little 'benefit- of this but even so, feel strongly enough to protest. For reference, I am a horse rider, dog walker, bike rider AND pedestrian. I still maintain that this introduction is nothing short of stupid. Regards.
Member of the public	Dear Sirs, I live within the Slimbridge Parish and often use my bicycle and quite often walk along the local roads,. I have never felt unsafe or in danger whilst using the local roads and therefore oppose TRO reference 5227-135 as it seems a very unnecessary scheme. The money required to implement these restrictions would be better spent elsewhere. The parish roads are generally very quiet and I often cycle along the entire length of Ryals Lane, Old Dursley Road and Longastons Lane and do not encounter another road user. On the unusual occasion that I have encountered a vehicle, They have always been driving at a speed befitting to the road conditions.

	The TRO indicates that a 50MPH limit should be put in place in an area where there are primary school children crossing the road. Seems a bit daft when the majority of the TRO is pushing for a 20MPH limit and one of the main bargaining tools is the safety of the wee bairns. Blanket coverage of the Parish roads with a 20MPH speed limit will only lead to drivers becoming frustrated and the limit will thus be ignored. The areas that fall under the Department of Transport guidelines for 20MPH limits would be the Northern end of the Old Dursley Road and St Johns Road through Slimbridge from the A38 to Longastons Lane, however, due to parked vehicles, these roads are self governing. The TRO also suggests that, "driving at lower speeds will also help minimise damage to the highway and adjacent structures" . Driving at 20 MPH will mean more chance of encountering a vehicle coming in the opposite direction so more stop/start which means more fuel and increase the chances of damage to the verge and road edges as vehicles have to pass one another. It is generally more fuel efficient for a modern car with a combustion engine to be driven between 40 and 50 MPH, therefore driving at 20MPH will increase pollution. The accident data for the area suggests that the current speed limits provide a safe environment for the community. Yours
Member of the public	Slimbridge TRO. * 30mph speed limit on Dursley Rd - I fully support this proposal. XXXXXXXX and the current 60mph is dangerous given the number of new property entrance ways, lack of pedestrian footpath and poor visibility at several points. I think the most important stretch to be 30mph (or even 20mph) is from the A38 junction to MD Collins. I also think this would be more effective if coupled with other traffic calming measures such as a chicane when travelling from Wisloe end towards the housing - just before 'Sunnyside'. At the moment vehicles travel at speed from Wisloe to this point. A give way chicane would slow them down into the 30mph limit zone. *20 mph St John's Road/Church Rd/Kingston Road Slimbridge. Ryalls Lane, Cambridge I am not convinced that this is an effective use of funds and will provide any further safety for pedestrians and other road users. The speed camera data shows that the average speed is consistently below the existing 30mph limit. However, I can also see the argument about reducing speed limit in order to prevent accidents rather than react to something after it has happened. I think that 20mph zones should be short and concise through sections of dense housing and the school only. I also think this works better alongside other traffic management systems

	such as chicanes or speed ramps - designed to slow vehicles down. I regularly drive through the village of Oaksey near South Cerney where a combined system works well. I don't think that a 20mph speed limit in isolation will have desired outcome. It will not be policed and is very difficult to maintain when driving. The distance of the zone will add frustration for drivers and reduce compliance. In summary, I would support 20mph from the A38 Slimbridge roundabout through the village to Longaston Lane where housing density is high and hazards are more prevalent. Outside this zone I don't believe a 20mph would be beneficial or cost effective. * 20 Mph New Grounds I object to this on the grounds that there are no residential properties, schools, or amenities on this stretch of road leading to the WWT. Reducing the speed limit will not improve safety, I believe it will actually cause frustration from drivers and result in people overtaking. * Maintaining 50mph on small section of A38 Slimbridge roundabout to Cambridge. I think this should be reduced to 40mph to match the rest of the A38 through Cambridge. This section includes crossings for pedestrians near the roundabout. Many thanks
Member of the public	To whom it may concern With regards to the above reference - Slimbridge TROS for 20mph. This is my objection to this ridiculous idea. The village has school vehicles that park down the road and also the local childrens football teams. There is no way that you can get above 10mph most days and especially at weekends. We do not need 20mph. No signage will stop the minority who do speed, This a campaign by 2 members who simply do not represent the views of the whole village.
Member of the public	Dear Sir/Madam,

I am writing in regard to the proposed 20mph speed for Moorend Lane from Slimbridge Farm , GL2 7DG to the junction with Tyndale Road. I have lived in Tyndale Road since XXXXXXXX and have travelled from my home to Slimbridge Farm about XXXXXXXXXX from Slimbridge Farm to Roses Farm, Gossington. So XXX journeys for XXX years times approximately XXX days/year is XXXXXXXX journeys, all without incident. To the best of my knowledge there has not been an accident on that section of road for 60 years. That section of road is fairly straight with wide verges and no street furniture of any kind. A 20mph speed limit would mean that metal poles with 20mph repeater signs would need to be erected and that would create a potential traffic hazard where currently no hazard exists. Please see attached photographs of the road section I am referring to. Given that GCC has claimed that it does not have enough money to do all the road and pavement repairs that are necessary I would suggest that erecting road signs on this section of road is a complete waste of money.

Yours,





Member of the public

Subject: Request for fuller accident data for Slimbridge 20mph speed limit consultation

Dear Sir or Madam,

I am writing regarding the current consultation on the proposed 20mph speed limit for Slimbridge Parish. I would be grateful if you could explain why more detailed traffic and collision data have not been included in the consultation materials.

Gloucestershire County Council's own official framework for its Safer Roads and Community 20s programme explicitly states that the process must be "evidence-led" and include "sharing local traffic speed data and collision information with communities before formal consultation begins".

This indicates that each TRO area should be supported by a structured engagement process in which local traffic speed data and collision information are shared with the community before formal consultation begins. I attended the drop-in consultation at the village hall on 6th November and was concerned that the 2024 speed survey material was not publicly displayed and that no collision data were provided.

Although Slimbridge Parish Council has published the traffic survey results on its website, residents do not appear to have been directed to this information by Gloucestershire County Council either at the informal or in the current consultation process.

	No detailed information appears to have been presented on the collision record for the past three years. Searches of the GCC website produce only limited information, and while the collision map appears to show two incidents and their locations, information on the severity of those collisions is limited and none is provided on the contributory factors. I also understand that fuller incident-level information may only be available on payment of £103 plus VAT per incident. For residents to respond fully and fairly to the consultation, the supporting data should be available for public scrutiny, and the traffic speed information should be clearly signposted and publicised. Given the programme's stated commitment to a structured engagement process, the absence of this information risks undermining confidence that residents are being consulted on a fully informed basis and indeed, the legality of the consultation. I would therefore be grateful if you could explain why this information has not been made available during the consultation, confirm whether the supporting data will now be published, and consider extending the consultation period accordingly, so that residents may respond on a properly informed basis. I look forward to your response and to clarification on how the consultation will be supported by the relevant evidence.
Member of the public	20mph outside the School is fine, but it only needs to be there when the children are in school. There is no need for it during the evenings, weekends and school holidays. Flashing signs stating 20mph in school times are more sensible. I do not support blanket coverage of 20mph throughout. The people who don't do 30mph at present are not going to do 20mph. They will overtake people doing 20mph and we will have accidents. There are more accidents caused by people going too slow as there are by people going too fast. 20mph also makes people constantly watch their speedometers instead of keeping their eyes on the road ahead. £28,000 can be better spent on mending potholes which are a danger to everyone. A Slimbridge resident
Member of the public	I am writing to object to the proposal to introduce a 20mph limit though Slimbridge Village. Whilst this may be well intentioned, the proposals are lacking in specific information such as hazard assessments and accident figures to demonstrate that the expenditure is warranted and that the speed limit reduction is the best way of addressing the hazards.

	Before adopting a blanket approach by introducing 20mph speed limit in Slimbridge, the Council need to demonstrate that the expenditure is warranted. NO statistics have been provided in terms of accidents / injuries within the Village. NO evidence of specific hazards/ blackspots have been given. NO evidence of any investigation of alternative ways to address potential hazards NO evidence of the extent of support needed for the proposal to succeed (at the Open meeting in the Village Hall, the Council Representative indicated it was 50/50 for and against) and importantly whether the council on political lines are intent on pushing this through regardless and also are using the blanket 20mph zones as a money generating scheme by fining motorists caught doing 1MPH over the limit! For 90% of the time traffic through the Village is very light. For brief periods including school drop off and pick up times and weekend football matches, congestion occurs and indeed makes achieving 20mph difficult. Concentrating on this area (from the A38 roundabout down to Tynning Crescent) with 'advisory' flashing warning signs operating at these peak times only would be beneficial.
Member of the public	As a resident on Ryalls Lane I see the traffic consistently speeding up and down what is a single track lane used by walkers, dog walkers, cyclists and horse riders. There is a lack of due regard and definitely no adherence to any speed restriction. I sincerely back and support the introduction of new speed restrictions in Cambridge and Slimbridge, Gloucestershire. It is only a matter of time before someone is injured or worse killed by the minority who do not have the common sense to drive safely. Best regards