

Notice of Intention: 5227-94

14th May 2026 – 5th June 2026

Consultees	Comments
Member of the public	Dear Parish Council, Glos Council Highways and ADL Traffics I am writing in regard to the above Highway proposition: REF 5227-94 Various Highway Alterations - Everlands, Hopton Green, Cam 1. As the resident and council tax payer at 34 Everlands, Cam GL11 5NL why have I not been notified of the above proposal by yourselves but found out by accident from a friend on the other side of Dursley? 2. In direct response to the proposal why has a 20mph limit not been proposed for Everlands? The speed at which vehicles of all sizes from scooters to HGV's travel along this road is ridiculous - particularly late at night and early mornings until around 9am. Many children from Rednock School, Cam Primary School and for the Scout Hut walk along this narrow road and it is also a popular walking route and cycling route as it leads towards the Cam Peak/Cotswold way walks. Please can you address these two points and email me your responses or consultation updates. Regards
Cam Parish Council	Dear Highways Please find Cam Parish Councils formal response to the TRO for Hopton and Everlands - reference 5227-94 Cam Parish Council remains concerned that Everlands will absorb a significant increase in traffic volume arising from vehicles seeking to exit Dursley and the Littlecombe development through Cam towards the A4135 and A38. Whilst the proposed mitigation measures go some way towards addressing traffic speeds, they do not, in isolation, address the increase in traffic volumes. The associated mitigation measures at Kingshill Lane must therefore be delivered in tandem with these proposals if any meaningful overall impact is to be achieved.

	A key concern, raised consistently over many years, is that works limited solely to Everlands fail to address the wider route connection onto the A4135. Whilst the Parish Council acknowledges that it is not necessarily the responsibility of the developer to resolve highways issues across the wider network, the impact of the Littlecombe development on this corridor is substantial and cannot be ignored. Particular concern remains regarding the narrow blind bend at Station Road, together with the omission of Chapel Street and Rowley from the current proposals. The exclusion of Chapel Street appears to be a significant oversight given its importance within the route and the existing pedestrian and traffic safety concerns in that location. The Parish Council strongly believes that these additional locations should be included as a priority within the traffic calming and wider highways strategy to ensure the safety of residents, pedestrians, and road users. Kind regards
Member of the public	RE: Formal Objection to Proposed Traffic Calming Infrastructure on Everlands 5227-94 Statutory Authority: Section 90A, 90G, 90(1)(a) of the Highways Act 1980 Affected Property: XXXXXXXXXX (Constructed c. XXXXXXXXXX) Dear Sir / Madam, I am writing to lodge a formal objection regarding the proposal to replace and potentially re-profile the existing speed humps directly outside my property on Everlands, Cam. While I fully appreciate and support the council's objective to implement traffic calming measures on this road—as I regularly witness and am highly concerned by speeding vehicles—I have severe concerns regarding the specific positioning, lack of maintenance, and engineering profiles of the proposed humps relative to my historical property. My objection is based on the following critical structural and environmental factors: 1. Close Proximity and Historical Structural Vulnerability The existing vertical deflections are positioned within 4 meters of my property boundary. My home is over XXXXX years old; it was not built to modern building regulations and features shallow, historic foundations. The Transport Research Laboratory (TRL) and Department for Transport (DfT) guidelines explicitly identify a 4-meter radius as the high-risk

threshold where ground-borne vibrations can interact negatively with structural foundations.

2. Impact of Existing Infrastructure and Heavy Traffic

This is a highly active, busy road. Because the existing speed humps have not been adequately maintained over the years, their profiles have degraded. When large Heavy Goods Vehicles (HGVs), buses, or refuse lorries strike these poorly maintained humps at speed, the dynamic impact force is severe. This causes the entire fabric of my house to vibrate and the windows to rattle violently.

3. Evidence of Pre-existing Structural Stress

This ongoing, low-frequency cyclic stress is already taking a physical toll on the building. I have recently documented active 2mm cracking in the internal plasterwork directly around the masonry chimney stack. The chimney stack is a rigid, heavy structural column extending from the shallow foundations, making it highly susceptible to traffic-induced vibration.

4. Risk of the New Proposal and British Standard Compliance

Installing brand-new vertical deflections in the exact same location, combined with the heavy machinery required during the extraction and construction phase, will dramatically increase vibration levels.

Under British Standard BS 7385-2 ("Evaluation and measurement for vibration in buildings"), it is stipulated that vibration threshold limits should be reduced by up to 50% for older, structurally vulnerable masonry buildings containing fragile architectural features. The council's current proposal appears not take this standard into account.

Formal Requests and Resolution

To resolve this objection while still achieving the council's goal of slowing down traffic, I formally request that the Highway Authority:

1. Alter the Infrastructure Specification: Change the design of the new humps from standard high-impact profiles to Sinusoidal (wave-shaped) profiles. DfT engineering trials prove that sinusoidal humps provide identical speed reduction but generate significantly lower peak ground-borne vibrations, protecting shallow foundations.
2. Review Positioning: Explore shifting the localized positioning of the deflection slightly further away from this historic building's frontage to mitigate the 4-meter impact zone.
3. Conduct Specialist Assessments: Commission a localized Vibration Impact Assessment and an independent Pre-Condition Survey of my property to log the existing condition of the chimney stack cracks before any heavy roadworks or compacting machinery are deployed.

Please note that if the council proceeds with the current design without conducting a localized Vibration Impact Assessment and an independent Pre-Condition Survey of my property, I will hold the Highway Authority fully liable for any progressive structural failure of the chimney stack.

	This correspondence serves as formal, prior notification of structural risk. Should the council proceed with a standard installation without initiating these localized safeguards, this letter will be relied upon as evidence of negligence in any subsequent civil claims for structural damage. I look forward to your timely response and a copy of the risk assessment for this scheme. Yours faithfully,
Member of the public	Good day May I ask for some information with regards to reference 5227-94 - HIGHWAY ALTERATIONS ON EVERLANDS, HOPTON GREEN, HOPTON ROAD AND MILLBANK, CAM I notice that the existing speed cushions outside XXXX are to be removed (Schedule 4) and replaced by new speed cushions a short distance away outside numbers XXXXX (Schedule 5). From what I can see on the document entitled notice-of-intention-newspaper.pdf it looks as if the new speed cushions will be slightly smaller than the existing speed cushions. Is this in fact the case? Our concern over this is that many drivers don't observe the 30mph limit going either way on this section of road even with the existing speed cushions as most vehicles are able to straddle them. Quite often drivers speed along this section, especially when travelling down King's Hill Lane and entering Everlands at the junction with Church Road. This makes exiting driveways at this section of Everlands very dangerous, and more so with Everlands being a busy thoroughfare for school children, joggers and dog walkers etc. Our concern is that reducing the size AND moving the speed cushions even further away from this junction will encourage drivers to enter Everlands at an even faster pace. Any information about this would be very gratefully received. Many many thanks
Member of the public	Dear Sir/Madam,

	I object to the proposed calming measures to Hopton Road. They are heavy handed and not supported by accident data in the area. 1. I am not aware of any major/critical incident in the proceeding 5 years. This would indicate that drivers are generally very careful around the school and would obey any other restrictions. While a reduced speed limit of 20mph is supported by evidence of severity of injury to children hit by a car, the need for permanent traffic calming measures and the imposition of a full time 20mph zone is not. 2. If a 20mph zone is needed for the school, then it would be better to have traffic signs and lights to indicate a 20mph zone is in operation. This could be in place 08:00 - 16:00 Monday to Friday, when in school term time. Given my contention regarding driver behaviour in point 1, then it seems highly likely that the speed limit would be observed. The other benefit is that a permanent 20mph zone, would be in operation 52 weeks by 7 days a week by 24 hours a day, rather than 33 weeks by 5 days a week by 8 hours a day. Restricting to term time means that a 20mph zone is only in use 15% of the total time. 3. The changes to or building of new speed bumps and chicanes is costly and will cause increased delay and frustration, while they are put in place. Without careful management of when any work takes place, they are likely to cause a much increased risk to safety of pedestrians, cyclist and drivers particularly if any work is done during Cam Hopton school term time. Yours faithfully,
Member of the public	RE: the changes to traffic calming on Everlands The plans included in your consultation will need to be re-drawn, as they do not seem to have taken into account the new dwelling being built at 42 Everlands The driveway and dropped kerb is exactly where you intend to install the new measures. Regardless, I do not support the development, and I certainly will not support moving XXXXXX. It's bad enough having to put up with the XXXXXX, without fighting with traffic queuing at a chicane XXXXX. You really need to consider the cumulative effects of permitted developments on residents - there is a concept at the heart of

	planning, of residents being free to enjoy the XXXXXX - at the moment I am not, and it is seriously affecting my mental wellbeing. Regards
Member of the public	I understand that the alterations to Hopton Road will involve speed cushions and 20mph speed limit. Surely one or the other is redundant! These measures do not take into account the intermittent use during school hours. Parents dropping off children parking make passage quite difficult, speed humps will only exacerbate the problem. It would appear that some parents also use the road to leave their cars there all day long - a car-share carpark perhaps? This also doesn't help traffic flow. I understand that some controls are necessary but I am not sure the proposal will address the issues. Many thanks
Member of the public	Hello - my comments as a resident of Cam on this proposed TRO. Fundamentally, this represents a missed opportunity. Everlands is a part of a "rat run" into Dursley that extends from the end of Cam High Street (A4135) at Tesco's roundabout, down Chapel Street and Station Road, on to Everlands and up Kingshill Lane to rejoin the A4135 just opposite Lidl. The route also serves as the primary delivery access to Cam Mills, and to the pharmacy and dentist on Chapel Street. (Hopton Road is a much quieter route outside of school drop-off and collection. I don't propose to deal with that here. But I would argue that as a comparatively quieter road it should be less of a priority for traffic calming measures.) It makes no sense to address traffic problems on a single section of Everlands in isolation. We need to make it more attractive for traffic to use the existing route of the A4135 (up Cam Pitch from Tesco roundabout, through Tilsdown to Kingshill Road) and less attractive to use the alternative as described above. For me the three obvious interventions would be to make Chapel Street (a very narrow residential street) one way, to address the problems at the Chapel Street/Station Road/Everlands junction, and to build a proper light-controlled or roundabout junction between Kingshill Lane and Kingshill Road. The currently proposed actions (the priority chicanes on Everlands) would slow traffic on Everlands but would not address the rest of the route. Indeed, they would make things worse on Chapel Street and Station Road by making it

harder for large commercial or agricultural vehicles to use Everlands in order to access Cam Mills or farms at Upthorpe. Forcing more heavy traffic in both directions down a narrow residential street and through a dangerous junction seems counterproductive.

For me, my preference would be:

1. Making Chapel Street a one-way road from the A4135 roundabout to Station Road. This would limit heavy traffic (to Cam Mills and to farms) to a single direction only, dramatically easing congestion and making the street safer for pedestrians and residents.
2. Updating the junction between Chapel Street, Station Road, and Everlands to take account of the way it is currently used. Traffic should flow directly from Chapel Street to Everlands, with Station Road being the junction - and a crossing should be added (perhaps by the Railway pub?) to support pedestrians.
3. A light controlled junction between Kingshill Lane and Kingshill Road would make it easier and safer for traffic (including heavy vehicles) to join the A4135 in both directions.

I'm happy to see a survey generate other proposals that would solve the underlying issue - this is just my idea and I claim no expertise! But the currently proposed actions would not address the underlying issues and these need to be rethought.

Member of the public

Traffic Management Team

ADL House

Oaklands Business Park

Armstrong Way

Yate

BS37 5NA

Ref: 5227-94

I am responding to an announcement in the Gloucestershire Gazette of 14 May regarding the intention to install speed cushion road humps along Hopton Road in Cam – reference 5227-94 schedule 5.

I live on Hopton Road and I am only commenting on the Hopton Road scheme.

Traffic on this road is generally light for most of the day, and speeding is not a significant problem. The exceptions to this are around the start and finish times principally at Cam Hopton Primary School when many parents arrive by car to deposit their children or wait to pick them up. As there is no parking space for parents immediately beside the school, cars necessarily park on Hopton Road itself on the Hopton Green side. This usually involves some reversing into a vacant space which requires others to wait. The overall result is that the road is effectively reduced to a single lane.

When I checked at 2:45pm on Monday 18 May there were 41 vehicles parked with only about 3 vacant spaces so there is a difficult issue here.

This is a particular problem because Hopton Road is neither straight nor level resulting in poor visibility of on-coming traffic. Vehicles often have to wait or sometimes reverse with much use of the junction

	with the access road to the School and the entrance to the Elm Lodge complex. This means that speeds are necessarily very low. Hopton Road was completely re-surfaced only a couple of years ago, and so is unlikely to be re-done for many years. I think that any interference with the surface should be kept to a minimum as such activity is often a cause of more rapid deterioration than would otherwise be the case. Furthermore speed cushions are a hindrance when trying to manoeuvre into a parking space, and some vehicles would finish partly on and partly off a cushion. In short I think that speed cushions would not provide any significant benefit in this particular situation, and would therefore be a waste of money. I would rather any available funds be spent repairing potholes elsewhere for example on the B4066 near Vale Vets on the Stinchcombe/Cam border. If this is not possible, there are some minor repairs required on the access road to Hopton Schools. If it is still considered that a 20 mph speed limit is necessary, I think it would be better to provide illuminating signs at each end of the relevant stretch which show the speed of an approaching vehicle and compliance with the limit or not.
Member of the public	Good afternoon, I am writing regarding proposed traffic calming at Everlands, reference 5227-94. Please see our objections presented by letter from Evoke on our behalf, attached. In addition, we object due to concerns that chicanes on Everlands will not serve to effectively simultaneously slow speed for traffic flowing both North and South at any given traffic calming point. Instead, chicanes would serve to create obstructions at peak traffic flow times causing unnecessary and frustrating delays for local residents and others, as well as some drivers potentially engaging in unsafe "give-way" racing which would be dangerous for other drivers, pedestrians and local residents. Traffic calming would be most effective and harmonious for residents living alongside it when traffic flow is maintained both North and South while speeds are reduced for both highway lanes equally at any given traffic calming point. Chicanes cannot achieve this and this method of traffic calming needs to be reviewed in favour of a less adverse and more salutary method. We understood from XXXXXXXXXXXX that those directly affected by proposals requiring a TRO usually receive a letter giving prior notice of the TRO consultation for an early discussion, however, we didn't receive any prior notice so were

	unable to comment sooner. Going forward, we are happy to engage with the Council/others regarding the proposal and our objection comments, if that would be helpful.
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	I would be grateful if you would please confirm receipt of this email and the attached letter, and confirm when we will be informed of any next steps as well as updates regarding general progress of the traffic calming consultation. A guide regarding the likely timescale for each step of the TRO process would also be helpful, if you can, please.
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	We look forward to hearing from you
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	Kind regards
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Dear Sir or Madam

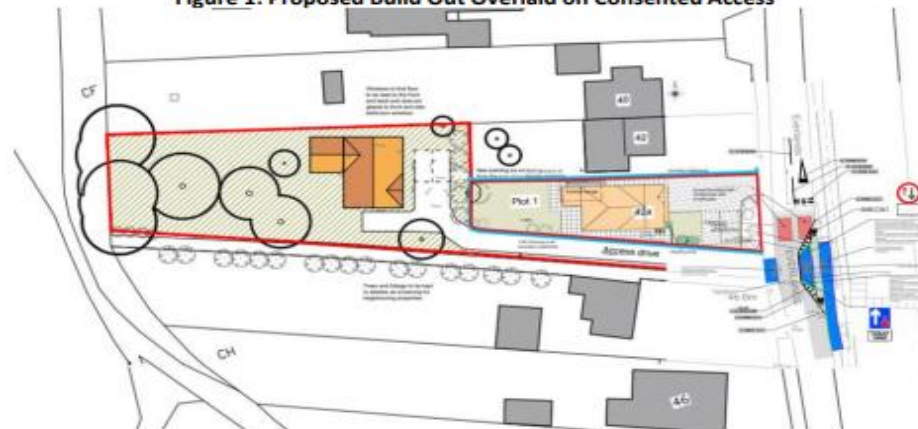
5227-94 Various Highway Alterations - Everlands, Hopton Green, Cam – Associated with planning consent for land at Hopton Road, Littlecombe (S.15/0476/278/2/ S/15/0476/OUT)

I am writing to you to **OBJECT** to the above traffic regulation order (TRO), specifically the proposed priority chicane and associated build-out with pedestrian crossing on Everlands in the vicinity of number 42. We have been appointed by Orchard Homes to provide a comprehensive transport and highways review of the proposals. We have set out the reasons we consider this application should be refused below:

Chicane Location

The location of the proposed build out is shown in both ADL drawing 5227-94-003 as well as PJA drawing 02668-D-0103. The proposal is located directly outside 42 Everlands and the proposal has failed to take into consideration the vehicle crossover associated with the consented application for a self build dwelling at 42 Everlands (App Ref: S.24/2058/OUT) as well as the consented application for a new dwelling through the demolition of the garage at 42 Everlands (App Ref: S.25/1201/FUL). Evidently from Figure 1 below the proposed build out and chicane would directly impact the operation and safety of the consented vehicle crossovers and the interaction with the proposed pedestrian crossing could result in highway safety concerns.

Figure 1: Proposed Build Out Overlaid on Consented Access



Evolve Transport Planning Consultants Limited is a company registered in England and Wales (number 11750776).
Registered office: Evolve Transport, R+ Building, 2 Blagrove St, Reading, RG1 1AZ. Registered VAT number: 316 4024 38
www.evoketransport.co.uk

The consented vehicle access has already been part delivered in anticipation for the consented dwelling, as outlined in Figure 2 below.

Figure 2: Consented Accesses



Source: Google Street View

Paragraph 6.1.4 of Department for Transport (DfT) Local Transport Note 1/07 (LTN1/07) states that “Where kerb build-outs are used to form narrowings or chicanes, care should be taken that access to frontage properties is not prevented.”

It is therefore evident that the proposed design should be relocated or reconsidered to ensure that it does not impact the operation of this access. In its current design it is considered that the consented access would be severely restricted to the new permitted dwelling at all times due to the acute narrowing of the road in front of the dwelling access. This would have an adverse impact on the new dwelling, both during construction as well as for future residents. Furthermore the proposed pedestrian crossing would be immediately in front of the new dwelling access causing a safety conflict for pedestrians and drivers of vehicles accessing the new dwelling. Therefore as part of any revised design for the chicane and crossing we would expect to see;

- Swept path analysis drawings to ensure that the access is not impacted for cars and delivery vehicles;
- Plans showing that the proposed visibility splays would not be impacted.

In its current design it is considered that the proposed build out would result in a highway safety issue and therefore would be contrary to Paragraphs 115 and 116 of the National Planning Policy Framework (NPPF), Policy LTP PD 0.4 of Gloucestershire’s Local Transport Plan and Core Policy CP13 of the Stroud Local Plan.

Chicane Design

LTN1/07 outlines guidance on Traffic Calming schemes and states at Paragraph 6.4.2 that “Priority should be given to vehicles leaving a traffic-calmed area, so that the speed of vehicles entering is reduced.” Notably the proposed design provides the priority to vehicles entering the traffic-calmed area and therefore is not in accordance with LTN1/07 guidance.

Pedestrian Crossing

It is acknowledged that the proposed design seeks to enhance pedestrian access to the public right of way (PRoW) known as CAM Footpath 72. However the proposed pedestrian crossing is not on the pedestrian desire line and therefore is unlikely to be a favourable option for pedestrians. Furthermore given pedestrians will likely cross on their desire line, this could result in a highway safety issue with pedestrians not properly looking when crossing due to the chicane and not expecting southbound vehicles to be on the wrong side of the road.

	The relocation of the dropped kerb crossing in line with the PRow desire line would ensure that pedestrians can safely cross away from the consented access junction. Traffic Advisory Leaflet (TAL) 12/97 (1997) explicitly states that <i>“Chicanes are not generally the most appropriate places for pedestrians to cross, but where this cannot be avoided care must be taken that pedestrians, and particularly children, are not obscured by any planting or other features.”</i> Evidently it is considered that providing a chicane at the location of the pedestrian crossing is not best practice. <u>Environmental Impacts</u> TAL 12/97 outlines that chicanes <i>“may encourage more stopping, starting, acceleration and braking noise, and at times these can create a nuisance. Stop-start movements also may increase vehicle exhaust emissions”</i>. This is echoed by the TRL Traffic calming — an assessment of selected on-road chicane schemes study which concluded that <i>“Large numbers of stop-start movements may also increase localised vehicle exhaust emissions.”</i> As such it is considered that the proposed chicane could have a negative impact on air quality and noise due to engines idling, braking and accelerating to navigate the chicane. <u>Summary</u> It is on the above grounds that it is considered that the TRO, in its current design, should be REFUSED as it is considered that the proposed build out would severely impact the operation of the consented access and would result in a highway safety issue and therefore would be contrary to Paragraphs 115 and 116 of the National Planning Policy Framework (NPPF), Policy LTP PD 0.4 of Gloucestershire’s Local Transport Plan and Core Policy CP13 of the Stroud Local Plan.
Member of the public	FAO: Traffic Management Team Please find attached my document outlining my objection to the above Proposed Traffic Regulation Order. I would appreciate confirmation of your receipt of my document and any considerations and outcomes from the consultation process. Yours faithfully

2nd June, 2025

Traffic Management Team

To Whom It May Concern,

Re: Ref 5227-94 -Various Highway Alterations – with particular reference to Everlands as a resident

I object to the proposed priority chicanes and build-outs on the following grounds:

1. Inadequate Public Engagement

Given the significance of the proposed highway alterations, it is disappointing that no public meeting or consultation event has been arranged at which residents can ask questions and receive clarification from those responsible for the scheme.

A proposal that will permanently alter the highway layout should be supported by meaningful engagement with the local community. A meaningful discussion with the local community would be an opportunity for how the proposal was concluded to be the optimal solution to concerns re traffic management in the area.

The absence of an opportunity for direct discussion limits public understanding and reduces confidence in the consultation process.

2. Road Safety Concerns

Priority chicanes can create conflict points between opposing traffic flows by requiring drivers to negotiate priority arrangements within a narrowed carriageway. Rather than improving safety, the proposal may increase the potential for driver confusion, sudden braking and disputes over priority, particularly during busy periods.

The proposed build-out may also reduce manoeuvrability for larger vehicles and create additional hazards where drivers compete for priority through the restriction.

3. Increased Congestion, Noise and Emissions – Increased pollution

By requiring vehicles to slow, stop and give way, the proposal may create unnecessary delays and increase stop-start driving conditions. This can result in increased vehicle noise, greater fuel consumption and higher emissions, adversely affecting nearby residents and the local environment.

3. Impact on Residents' Amenity and Access

Although the scheme is presented as being for the benefit of residents, it is likely to have the opposite effect in practice. The introduction of a priority chicane and build-out may result in increased stationary or slow-moving traffic outside residential properties, leading to higher levels of noise, disturbance and reduced amenity.

In addition, the altered road layout may make it more difficult for delivery vehicles, visitors and service providers to stop safely and conveniently outside properties, potentially reducing accessibility for residents.

4. A More Proportionate Alternative Exists

A 20 mph speed limit throughout the area should be fully considered as a less intrusive and more proportionate alternative to the proposed priority chicane and build-out. As being considered for Hopton Church of England Primary School as well as on Hopton Green and Millbank

A 20 mph speed limit could deliver traffic-calming and road safety benefits while avoiding many of the adverse effects associated with physical highway alterations, including vehicle conflict at priority points, increased noise from braking and acceleration, inconvenience to residents and ongoing maintenance costs.

In addition, the use of speed enforcement measures such as average speed cameras at either end of the road (as widely used in Bristol) would help ensure compliance with the limit and achieve traffic calming objectives without requiring changes to the road layout or creating additional difficulties for residents. Average speed cameras also have the benefit of ensuring drivers maintain a steady speed between the cameras - instead of speeding up before and after a chicane.

The consultation documents do not explain why these alternatives have been discounted or provide evidence that the proposed chicane and build-out would achieve materially greater benefits. In the absence of such evidence, the proposed measures appear unnecessarily costly, disruptive and potentially less acceptable to residents than a simpler speed reduction and enforcement approach.

5. Insufficient Detail and Evidence to Justify the Proposal

The consultation material does not provide sufficient detail for residents to properly assess the likely impact of the proposed priority chicane and build-out. The information supplied lacks adequate explanation of the design rationale, expected traffic effects, safety implications and practical consequences for local residents and road users.

Furthermore, the consultation does not provide sufficient evidence to demonstrate that the proposed measures are necessary or proportionate. Relevant traffic surveys, speed data, collision records and any assessment used to support the proposal should be made available for public scrutiny.

Without comprehensive information and supporting evidence, consultees are unable to make a fully informed response or properly evaluate whether the proposed highway alterations are justified.

For the reasons outlined above, I object to the proposed priority chicane and build-out and request that the proposal be reconsidered following fuller disclosure of information, more comprehensive public engagement and proper consideration of less intrusive alternatives.

I would appreciate confirmation of your receipt of this document.

Yours faithfully,

Reply from xxxxxxxx...

Hello XXXXX

Many thanks for copying in the Parish Council on your objection.

I have picked up on some of the points you have raised and have explained a little more about the process -

Traffic calming measures associated with a planning application are usually developed through a process involving the developer, the local planning authority (Stroud District Council), and the highway authority (Gloucestershire County Council). The developer's transport consultants usually prepare the initial designs but the highway authority has significant influence and effectively decides whether the proposed highway measures are acceptable. There is a period of public consultation which forms part of the usually planning process where all of the transport assessments and highways documents are available for comment.

The Everlands and Hopton TROs were all part of the original planning application for the Littlecombe development

which dates back to before 2015. The planning condition from the decision notice for Littlecombe (S.15/0476/OUT) is below for information (dated 24 May 2015)

27. Prior to commencement of the development hereby permitted a scheme of traffic mitigation measures for Hopton Road and Everlands shall be submitted and approved in writing by the Local Planning Authority. These details shall consist of measures to reduce traffic speeds and measures to for traffic priority alterations to Everlands/Church Road junction and Kingshill Lane/Site access junction. The approved scheme shall then be implemented in full prior to the opening of the spine road linking Long Street to Lister Road at its junction with Kingshill Lane.

Reason:
In the interest of highway safety.

We are currently within the next legally required period of consultation. But due to the time difference between the original planning application and this part of the process, it feels particularly disjointed and the reasons for the mitigations have been lost or forgotten.

The build outs along Everlands and associated changes to the vehicle priory are to accommodate the Greenway (now Pedersen Way). A 20mph limit alone, would not support the aims of this project. The Parish Council would not support a change to what is proposed along Everlands for this reason.

I have gone back through copies of old minutes, and found that XXXXX started highlighting issues in 2018 with various XXXXXX escalating concerns through to GCC over a number of years. This was generally around the spine road being open without the required mitigations being in place rather than the proposed changes.

For further information, I have included below the extract from the Planning and Highways Committee meeting held 13th May 2026 where Cam Parish Council most recently discussed his application.

XXXXXXXXXX remains concerned that Everlands will absorb a significant increase in traffic volume arising from vehicles seeking to exit Dursley and the Littlecombe development through Cam towards the A4135 and A38. Whilst the proposed mitigation measures go some way towards addressing traffic speeds, they do not, in isolation, address the increase in traffic volumes. The associated mitigation measures at Kingshill Lane must therefore be delivered in tandem with these proposals if any meaningful overall impact is to be achieved. A key concern, raised consistently over many years, is that works limited solely to Everlands fail to address the wider route connection onto the A4135. Whilst the Parish Council acknowledges that it is not necessarily the responsibility of the developer to resolve highways issues across the wider network, the impact of the Littlecombe development on this corridor is substantial and cannot be ignored. Particular concern remains regarding the narrow blind bend at Station Road, together with the omission of Chapel Street and Rowley from the current proposals. The exclusion of Chapel Street appears to be a

significant oversight given its importance within the route and the existing pedestrian and traffic safety concerns in that location.

XXXXXXXXXXXXX believes that these two additional areas should be included as a priority within the traffic calming and wider highways strategy to ensure the safety of residents, pedestrians, and road users.

XXXXXXXXXXXXX has already raised a question regarding the omission of Church Road improvements from this consultation. Council wishes to reiterate its request for clarity regarding the proposed delivery and timescales for improvements to this section, particularly as these works were understood to form part of the wider mitigation measures associated with the development and traffic management strategy.

The minutes are available on our website along with the agendas which advertise what will be discussed.

I hope that clarifies some of the points in your letter

Kind regards

Confidential and privileged information may be contained in this message and attachments and is intended for the addressee only. If you are not the addressee or not responsible for the delivery of the message to such person, you may not copy or forward this message. In such case, please destroy this message and notify the sender.

From: XXXXXXXXXXXX>

Sent: 01 June 2026 18:18

To: XXXXXXXXXXXXXXX

Subject: Fwd: OBJECTION TO TRO REF:5227-94 Various Highway Alterations - Everlands, Hopton Green and Cam

To XXXXXXXXXXXXXXX,

I forward to you for your information and action, a copy of the objections I raise as a resident to the proposed highway alterations. My reasons for bringing this to your combined attention is that consultation with residents in relation to these proposals is pathetic, as such I request that you in your individual roles as elected representatives use your positions to make the case for public consultation with us to explore all of the aspects as I have detailed in the attachment.

I look forward to your response.

Yours Sincerely

	XXXXXXXXXXXX Begin forwarded message: From: XXXXXXXXXXXXXXXX Date: 1 June 2026 at 18:06:31 BST To: XXXXXXXXXXXX Subject: OBJECTION TO TRO REF:5227-94 Various Highway Alterations - Everlands, Hopton Green and Cam FAO: Traffic Management Team Please find attached my document outlining my objection to the above Proposed Traffic Regulation Order. I would appreciate confirmation of your receipt of my document and any considerations and outcomes from the consultation process.
Member of the public	FAO: Traffic Management Team Please find attached my document outlining my objection to the above Proposed Traffic Regulation Order. I would appreciate confirmation of your receipt of my document and any considerations and outcomes from the consultation process. Yours faithfully XXXXXXXXXX XXXXXXXXXXXX 2nd June, 2025 Traffic Management Team To Whom It May Concern, Re: Ref 5227-94 -Various Highway Alterations – with particular reference to Everlands as a resident I object to the proposed priority chicanes and build-outs on the following grounds:

4. Inadequate Public Engagement

Given the significance of the proposed highway alterations, it is disappointing that no public meeting or consultation event has been arranged at which residents can ask questions and receive clarification from those responsible for the scheme.

A proposal that will permanently alter the highway layout should be supported by meaningful engagement with the local community. A meaningful discussion with the local community would be an opportunity for how the proposal was concluded to be the optimal solution to concerns re traffic management in the area.

The absence of an opportunity for direct discussion limits public understanding and reduces confidence in the consultation process.

5. Road Safety Concerns

Priority chicanes can create conflict points between opposing traffic flows by requiring drivers to negotiate priority arrangements within a narrowed carriageway. Rather than improving safety, the proposal may increase the potential for driver confusion, sudden braking and disputes over priority, particularly during busy periods.

The proposed build-out may also reduce manoeuvrability for larger vehicles and create additional hazards where drivers compete for priority through the restriction.

6. Increased Congestion, Noise and Emissions – Increased pollution

By requiring vehicles to slow, stop and give way, the proposal may create unnecessary delays and increase stop-start driving conditions. This can result in increased vehicle noise, greater fuel consumption and higher emissions, adversely affecting nearby residents and the local environment.

6. Impact on Residents' Amenity and Access

Although the scheme is presented as being for the benefit of residents, it is likely to have the opposite effect in practice. The introduction of a priority chicane and build-out may result in increased stationary or slow-moving traffic outside residential properties, leading to higher levels of noise, disturbance and reduced amenity.

In addition, the altered road layout may make it more difficult for delivery vehicles, visitors and service providers to stop safely and conveniently outside properties, potentially reducing accessibility for residents.

7. A More Proportionate Alternative Exists

A 20 mph speed limit throughout the area should be fully considered as a less intrusive and more proportionate alternative to the proposed priority chicane and build-out. As being considered for Hopton Church of England Primary School as well as on Hopton Green and Millbank

A 20 mph speed limit could deliver traffic-calming and road safety benefits while avoiding many of the adverse effects associated with physical highway alterations, including vehicle conflict at priority points, increased noise from braking and acceleration, inconvenience to residents and ongoing maintenance costs.

In addition, the use of speed enforcement measures such as average speed cameras at either end of the road (as widely used in Bristol) would help ensure compliance with the limit and achieve traffic calming objectives without requiring changes to the road layout or creating additional difficulties for residents. Average speed cameras also have the benefit of ensuring drivers maintain a steady speed between the cameras - instead of speeding up before and after a chicane.

The consultation documents do not explain why these alternatives have been discounted or provide evidence that the proposed chicane and build-out would achieve materially greater benefits. In the absence of such evidence, the proposed measures appear unnecessarily costly, disruptive and potentially less acceptable to residents than a simpler speed reduction and enforcement approach.

8. Insufficient Detail and Evidence to Justify the Proposal

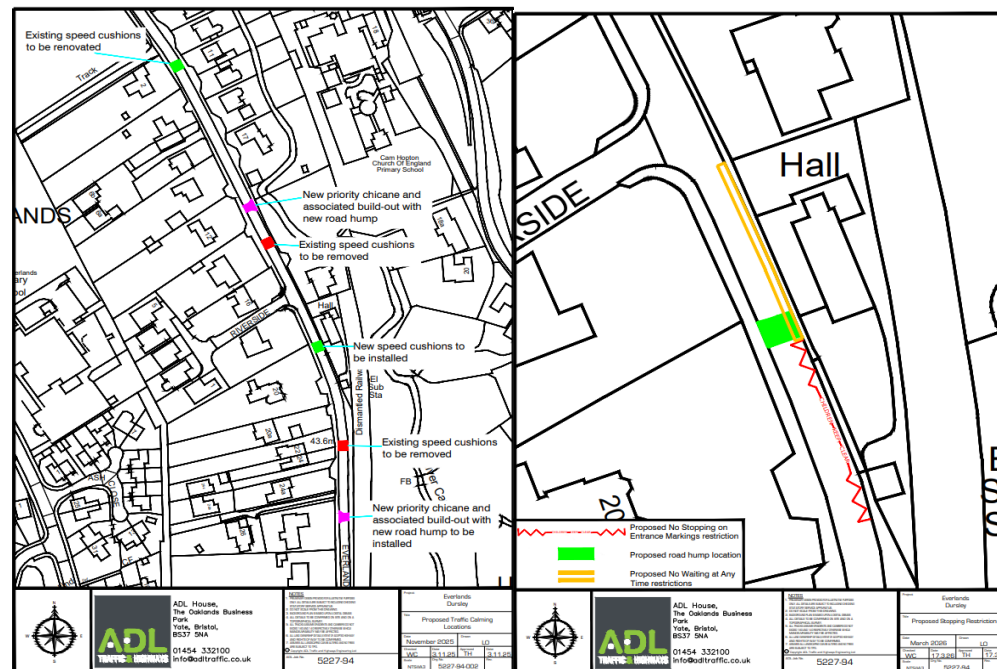
The consultation material does not provide sufficient detail for residents to properly assess the likely impact of the proposed priority chicane and build-out. The information supplied lacks adequate explanation of the design rationale, expected traffic effects, safety implications and practical consequences for local residents and road users.

Furthermore, the consultation does not provide sufficient evidence to demonstrate that the proposed measures are necessary or proportionate. Relevant traffic surveys, speed data, collision records and any assessment used to support the proposal should be made available for public scrutiny.

Without comprehensive information and supporting evidence, consultees are unable to make a fully informed response or properly evaluate whether the proposed highway alterations are justified.

For the reasons outlined above, I object to the proposed priority chicane and build-out and request that the proposal be reconsidered following fuller disclosure of information, more comprehensive public engagement and proper consideration of less intrusive alternatives.

	I would appreciate confirmation of your receipt of this document. Yours faithfully,
Member of the public	Dear Team, I am responding as XXXXX and on behalf of the XXXXXXXXXXXX who are responsible for the XXXXXXXX on Everlands (the hall as it is described on the diagrams). I am commenting on the traffic calming elements at the Scout Hut and immediately before and after on Everlands Road ONLY. For the avoidance of doubt I attach the extracted pages that are relevant. XXXXXXXXXXXXX measures to calm traffic on the approaches to the Scout Hut especially given the increasing traffic risks caused by Lister Road being opened up, contrary to planning conditions, before such measures were put in place. The proposals at and on the approaches to the Scout Hut as detailed on the diagrams seem reasonable though we are not experts in these matters. We also ask if the children playing signs as you approach the hut from North and South along Everlands could be positionally linked appropriately to the proposed calming measures. This might mean repositioning, especially the one as you approach from the South which is quite a long way from the bend and hut. I attach pictures of the two signs. However, again we are not experts and leave this to your consideration. Regards,



Member of the public

Good evening,

I have had a look at the plans for the chicanes and removal of cushions along everlands.

I note that the chicane outside of house XXXXX isn't slowing traffic down along everlands as traffic has free flow to enter

	the junction from littlcombe end and travel at the same speed it would normally if no cars were coming. I live along XXXXXXXXXXXX, I notice speeding cars daily along here. Surely the chicane should be the house side of the road to prevent speeding along or an alternative chicane where there is a pillar/ chicane on both sides of the road to slow traffic both ways making it safe to cross to public footpaths, the scout hut (XXXXXXXXXX) and general pedestrian traffic along everlands with primary schools being either side of the road. This seems a waste of money to have it on the incorrect side of the road to ensure traffic slows entering the straight Everlands road or the best would be a chicane to slow both ways would be the best. Many thanks for taking the above into consideration. XXXXXXXXXX
Member of the public	Summary: please review the whole route rather than some selected roads along the route. You are missing some major road safety issues that should be considered, not excluded. Hi. I speak here as myself and also a XXXXXXXXXXXX. I XXXXXXXXXXXXX local council to get the road safety improvements needed in the area. Very little interest to be had sadly. Imagine the shock to all as the community understands this is the proposal! The community's understanding is/was that money from the Littlecombe site developer would be used to improve the route affected by the traffic. Sounds reasonable until: The roads that take all the traffic are Everlands and Chapel St in sequence. The traffic increase is +370% (Police verified). and yet none is to be spent on Chapel St. absolutely mad as I'll explain later. Hopton Road. which I suggest will have no traffic change has been included and the two other roads that have to be used to use Hopton Rd are also excluded. Reasonable explanations are absent thus far. Now I'd suggest that all these roads mentioned could benefit from some work but, not in the balance provided. It's simply mad. Much of what one is trying to fix can be fixed at the route entrance - Chapel St. A4135 roundabout. A couple of quick points: People drive to Hopton school because there is not a safe pedestrian route. 7.5t + vehicles are invited into this now through route to be tuned around inside the route rather than being not being allowed to enter.

I think if the correct route review were undertaken many problems could be fixed by simple signage!
I have 1,000s of photographs showing much of the problems so it's all documented and I'd like to spend some time availing yourselves of the situation. Much of the problems are road safety! Please advise when we can do this? I'm sure road safety is a high concern and I must get you up to speed on such. Committing without perhaps may not be wise. I don't believe you can have been given all the pertinent information.

Some points:

Chapel St

a

Chapel St has recently been proven to be too narrow for the two way lorry / psv traffic (without and mirrors even!). Pavements have to be used.

b

A very restrictive corner presents itself within this narrow road. The biggest vehicles to be seen using this corner (without the one sub standard width pavement!) is an average car and a skip lorry.

c

The bad corner 'Death Corner's locally also has a sub standard pedestrian crossing there.

At this corner particularly the single pavement is well below 1m wide and can be as low as to be flush with the road.

d

Much of Chapel Street has polished and blacked kerb faces and tops.

e

Chapel St has a Dentist. Chemist. Chapel (very elderly congregation) and a short alleyway to a Dr Surgery and a Community centre. Clearly the area supports many people less fortunate than ourselves.

Delivery vans drive and park FULLY on the pavements leaving the road surface only for all pedestrians able bodied or not. It's a very centralised pedestrian area for Cam.

Wheel chairs, zimmers and guide dog going down the road surface.

f

Pedestrians including myself have been pushed along pavements by delivery vans and lorries.

g

A one way system should be considered.

Going back 2 decades or more then route was kinda configured for one-way large vehicle traffic by installing all parking bays on one side of the road. Large vehicles can squeak through in this manner. However, the two-way through traffic flow forces large vehicles to have to use pavements to get around chicanes. Many damaged kerbs plain to see.

	h The route acknowledges some large vehicle traffic is required for prior businesses. l The 7.5t signs are incorrectly positioned and should be of a lower WIDTH rating. Lower weight does not reduce width. j 3 schools and a scout hut are all fed through Chapel St., routes can differ at the end of this road. NOT ONE of these schools can be safely accessed due to road width. pavement width. absence of pavement, incorrect pedestrian crossing. absent crossings! No point trying to correct parking at Hopton School. provide a safe route to walk! k A good number of cars have been damaged. people have been clipped by mirrors at death corner. l XXXXXXXXXXXXXXXXXXXX into the A4135. m You may not be aware that this situation is set to get even busier with the proposed population growth in Cam. No new infrastructure elsewhere in Cam means this 25% odd increase impacts directly. We have been and remain open to discussion please.
Member of the public	Re: Traffic Calming Works – Everlands and Hopton Road, Cam This submission is made on behalf of the XXXXXXXXXXXX in relation to the proposed traffic-calming works on Everlands and Hopton Road, Cam. The purpose of this representation is to set out the significant planning, safety, and procedural concerns arising from the long-standing failure to implement the traffic measures required as part of the Littlecombe development, and to request immediate action to rectify the situation. Planning permission for the Littlecombe development included a requirement for a traffic management scheme to mitigate the impact of additional vehicle movements on the surrounding network. This requirement was subsequently weakened to a traffic calming scheme, approved by Stroud District Council (SDC) and Gloucestershire Highways. Despite this revision, the amended scheme has not been implemented, and the opening of Lister Road occurred in breach of the planning condition that required the works to be completed beforehand. This breach has persisted for more than two years.

The failure to deliver the required mitigation has resulted in significant and measurable harm to the local highway network and to residential amenities.

Since the premature opening of Lister Road, traffic volumes on Everlands have increased by almost 400%. This is a direct and foreseeable consequence of the failure to implement the agreed mitigation.

The displacement of traffic has created severe congestion and safety issues on Chapel Street and Station Road, neither of which were adequately assessed at the time of the original permission or during the subsequent change from management to calming.

Chapel Street has now become a dangerous bottleneck, with pedestrian safety, vehicle conflict, and emergency access all compromised.

The decision to dilute the mitigation measures, without a full reassessment of the wider network impacts, represents a significant oversight by both SDC and Gloucestershire Highways. The resulting harm is now being borne entirely by Cam residents, despite the impacts arising from planning decisions made by the authorities.

Given the scale of harm and the length of time the community has been exposed to unmanaged traffic impacts, immediate implementation of the proposed traffic-calming works is essential.

While these measures fall short of the originally agreed traffic management scheme, they represent the only available mitigation at this stage and must not be subject to further delay.

Once installed, the effectiveness of the measures should be monitored, and a further assessment undertaken to determine whether additional interventions are required on:

- Chapel Street
- Station Road

If the situation does not improve, further mitigation—potentially including restrictions, redesign, or additional calming—will be necessary.

Cam has been significantly let down by the failure to implement the required traffic mitigation associated with the Littlecombe development. The resulting impacts on safety, amenity, and network function are substantial and ongoing.

	The time for further discussion has passed. The proposed works must proceed without delay, and the responsible authorities must take urgent steps to address the consequences of their earlier decisions.
Member of the public	Hi I'm sending this on behalf of XXXXXXXXXXXX I agree with the XXXX comments generally. I live at XXXXXXXXXXXXX and Everlands from Chapel Street. We have had several cars crashed onto parked outside XXXXX wall - mostly drive offs afterwards! Last time it was a 'write off'. XXXXXXXXXXXX by a stolen car chased by police. 95% right turners into Everlands cut the corner from Chapel Street/Station Road into- Speed is a serious issue and you take your life in your hands crossing the road before the junction Chapel Street AND at the Junction just inside Everlands. None of which is acceptable and some traffic calming intervention needs to be enacted before 'death corner' actually becomes a death corner! The Littlecombe traffic is mad passing XXXXX and the traffic is not following the main roads as promised. A no right turn out of Littlecombe and a small mini roundabout at the Fire station junction would solve a lot of problems and ensure at least a percentage of Littlecombe traffic goes the correct route. Highways really need to do something better than is on offer as it is NOT good enough. Please pass my above comments to Highways, as I do not have the contact details to hand.
Member of the public	To whom it may concern. Consultation Response The proposal does not reflect actual traffic impacts from the Littlecombe development. The primary route affected is Everlands → Chapel Street, with a projected traffic increase of +370% (police verified), yet Chapel Street is excluded from improvement works. This is a critical omission. Chapel Street is unsuitable for current and future demand. It is too narrow for two-way HGV/PSV traffic, resulting in vehicles mounting pavements. At “Death Corner,” pavement widths fall below 1m, with poor visibility and substandard pedestrian provision. This is a high footfall area (dentist, chemist, chapel, access to GP and community centre), yet pedestrians—including wheelchair users—are frequently forced into the road. Three schools rely on this route, but there is no safe walking access, contributing to unnecessary traffic. Current 7.5t restrictions are ineffective; vehicle width, not weight, is the issue.

	Meanwhile, Hopton Road is prioritised despite limited expected traffic change, with no clear justification. A review is required focusing on Chapel Street, including proper HGV restriction, improved pedestrian infrastructure, and measures at the A4135 junction. Without revision, the proposal risks significantly worsening an already unsafe situation. You're sincerely,
Member of the public	To whom this may concern, I live XXXXXXXXXXXX. XXXXXXXXXXXX touching Spouthouse Lane, Chapel Street, Station Road and Everlands! There is no pavement XXXXXXXX which is a nightmare. It's myself, XXXXXXXXXXXXXXXXXXXX. I mention this because getting out of our property is a nightmare and we XXXXXXXXXXXXXXXXXXXX all the chaos! XXXXXXXXXX there is so much going on: blind corner; two junctions; speed of cars (downhill towards Everlands junction encourages speed and racing past parked cars on Station Road); cars / bikes racing on Fri and Sat nights, parked cars (XXXXXXXXX for parking near the corner outside XXXXXXXX overtaking cars to be on the wrong side on that blind corner.. it nearly causes so many head ons); Station Road parked cars are a long continuous one causing drivers to rush past, drivers don't look left at Everlands junction; drivers in middle of the road on blind corner as they just cut the corner (no road marking of centre of road); lorries cutting corner; lorries up pavements (we've seen many lorries and tractors drive down Chapel Street on the pavement); lorries attempting 10 point turns in Everlands junction entrance because the no entry signs are wrong; elderly residents curbing their cars outside Methodist church, dentist or pharmacy and XXXXXXXXXXXXX, same with delivery vans outside the pharmacy and these block the XXXXXX I often have to cross or go round in the road; no safety barrier at the end of pedestrian lane from busy doctors which pops straight out onto busy Chapel street; cars too fast and regular curb their cars (because they misjudge that two fit) on the hill from Station Road onto Hopton Road (this is the only pavement for the Primary school run.. toddlers, prams, bikes scooters and no barrier between the road where cars are scarily fast and close and the weeds the other side often overgrown and constantly reported to be cut back as sharp brambles and stinging nettles XXXXXXXX).... the list is extensive which I'll try to convey clearly, but excuse I'm VERY time poor (XXXXXXXXXXXXn) and my XXXX means thoughts come out as random splurge. I'll try to edit it to tidy it up but have run out of time. Lorries: We've XXXXXXXXXXXX. In that time XXXXXXXXXXXX (a metre into our property as the road level ground at the side of the property is our driveway / ours) have been driven into with no one leaving any note or details. It would have taken a lot of force to knock those bricks so it does seem it would have been lorries. XXX has been broken (even though it's XXXX) and

XXXXXX and driven over and three bins. It's worrying because if drivers can't manage to stay on the road or see these obstacles, what prevents them hitting our XXXXXXXX.

We regularly have Chapel Street at a stand still because a lorry has got stuck. They regularly mount the pavements and travel down the pavements. This also happens on Hopton Road corner on the fork bend down from Ashmead... the no entry for lorries signs are again in the wrong place, so lorries try to do an almost U turn down the hill. You'll see the pavement is completely flattened from this and I have regularly had to stop and XXXXXX back into a corner while a lorry mounts the pavement to get round. It's not their fault so we're kind and friendly. It's the road signage. They then go down the steep blind hill where there isn't room for another vehicle.. you see a lot of shocked emergency braking.

Being a pedestrian / trying to cross where Chapel Street & Everlands meet:

Because there is no easy pedestrian route from Everlands to Spouthouse Lane, understandably a LOT of people use our driveway to cut across and briefly go on the road on the blind corner. We don't mind and want people to be safe and we had loads of people (including mobility scooters) thank us when we did our driveway and flattened it to road level (it used to be raised) as they like being able to get in and out the way of the traffic quicker... but this isn't a great solution. This corner is a key route for many dog walkers, elderly with mobility difficulties (from assisted living behind us) and young children for both Cam Hopton school and Everlands. There is no safe crossing point. We have eventually decided the safest thing for us to do to leave our property is to stop traffic that appears out of nowhere (obviously we always start crossing when the roads are empty). XXXXX no matter how much I try to hurry them on. They have 3-4m (?) of road to traverse to get safely onto the pavement from our driveway. I always XXXXXXXX them and wave at drivers, profusely apologise and thank them explaining that we're XXXXXXXX. We used to walk up Chapel Street to cross, but found we can't get far enough away from cars appearing round the corner far too fast.. and once across we're then the wrong side and have to cross again on the blind corner to get back to Everlands?!?

Our friends live XXXXXX with a XXXXXX, they ride their bikes to pre-school / primary Hopton school every day, and I do not envy their parents trying to get them safely across the road at the end of Spouthouse Lane. They regularly have to stop traffic that has come flying round the corner.

The same with crossing Everlands at the junction.. cars come flying round from the Railway pub direction (rushing past all the parked cars) and you can't see to cross the road with little children. The suggested crossing place is further in (bobbled pavement) which I've learnt to have my boys wait at, but I go nearer the corner to try and see down Station Road.

	I'm sure you're aware a cyclist got badly hurt at this junction this year and in our first two weeks of living here there were two collisions on this corner. One involving two cars and one involving a car and motorbike. Locals in The Croft and The Corriet nicknamed it 'death corner'.. yes melodramatic, but it is asking for something bad to happen. Note: a lot of cars never signal left at the end of Everlands and don't even LOOK left!! So they drive off from the junction and find themselves immediately head on. (Hence these prangs we saw). So what I want to know is: How can we help resolve all these issues or at least some of the worst? Do you need us logging how many pedestrians go on the road at peak times / low times? Do we need to log lorries stuck? Obviously XXXXXXXX, but if it would make all the difference we'd make time for it and make a game of it with the kids. I have to say.. XXXXXXXXXXXX to make people conscientious of their driving! The clear thing is it needs to be 20 MAX and my husband and I are shocked at other places WAY safer and wider etc that have a 20mph zone and we dont!!! This is toddler / elderly / dog walker main route. (Nb the overgrowth on the pavements is poor too). It is council land.. a kind neighbour sometimes cuts bits back, but the opposite corner of Spouthouse Lane and outside ours where the road surfaces refused to surface up to edge leaving potential for weeds... is a joke. Ive reported it a few times espec when drivers have to dodge the Buddlia. XXXXXXXXXXXX and it makes that corner even less safe. (Sidetrack sorry). I also wondered about a one way loop... that lane/ road next to the Railway pub has a terrible blind right hand bend at the end.. two way traffic shouldn't be able to meet on it. I also wondered if one way round Hopton / Everlands would fix a LOT too.. or at least at main school hours when it's chaos being two directions and only one side of parking. Also to note - XXXXXXXXXXXX / assisted living there... there's no pavement outside to access for AGES!!? I had to walk in the road XXXXXXXX because the other side is just grass / slope. That should be a pavement too for parents to get kids out their cars safely. No pavement or path for residents who I have seen walking.. so they just walk in the road?! The most venerable people are suffering. Speak to anyone walking Chapel Street and they'll tell you it's a joke. Even this morning a XXXXXXXXXXXX and said it should be 20mph and cars go far too fast. Didn't have time to edit / tidy it up as I think deadline is 12:00 today. Good XXX.
Member of the public	Dear sirs, with regard to the traffic management proposals for Hopton Road, Cam. We are residents XXXXXXXX, an estate of XXXXXXXXXXXX.

	At and around this entrance there is a twice-daily episode of traffic congestion, a combination of stressed and impatient drivers trying to park and unload /load children, others trying to turn around XXXXX and others driving unnecessarily fast along what is in effect at these times a narrow single lane road. This whole scenario appears to us to represent 'an accident waiting to happen' with perhaps tragic consequences. Moreover we at XXXXX experience considerable inconvenience. XXXX, many of whom due to age or other conditions have limited mobility or other vulnerabilities, surely have the right to enter or leave their residences at all times. At present this is problematic because of this congestion, lack of consideration and occasionally even hostility of some of the parents/carers. Exiting our estate is at these times by car, or on foot considering that the short lengths of pavement are entirely occupied by parked vehicles, is a difficult and dangerous exercise. We notice that the proposals include 'no stopping' or 'no waiting' restrictions in Everlands in the vicinity of the Scout Hut where perhaps similar circumstances prevail. We also understand that the proposed speed restrictions on Hopton Road will perhaps have a slight beneficial effect. We, XXXXXXXXXX, would like the following improvements to be considered at this time: (1) In order to facilitate access or egress of our properties, 'no stopping' or 'no parking' restrictions to be enforced for a distance of some 30 metres on Hopton Road either side of our entrance (2) By some means, the parking of vehicles on the associated pavements to be prohibited. We thank you and hope that these requests can be seriously addressed. Yours faithfully,
Member of the public	This is in reference to the not very well thought out plans listed https://www.gloucestershire.gov.uk/tros/stroud-traffic-regulation-orders-tro-and-traffic-schemes/various-highway-alterations-everlands-hopton-green-cam/ 20mph order... while I get these seem to work, if the intention is to stop people speeding down Everlands/Hopton Road (I don't quite understand Millbank, it is a cul-de-sac xxxXXXXXXX) then the simpler solution would be to put average speed cameras at each end of the road. I do not understand the point of ripping up the existing ones and replacing them... perhaps just leave them there? This would be far more effective than ripping up existing cushions and installing new ones - most modern cars straddle them anyway. This would also be vastly less frustrating for existing residents who already have to damage their cars just to get home. I dread to think how long this will take. Would that have stopped the person overtaking me when I was doing 30mph? Nope. So why spend our tax money on a pointless and, to be frank already in place, scheme?

	I believe there is already a waiting restriction around the Scout hut so why are you adding one? I note with some alarm that you have put the no waiting zone on the side of the Scout hut... not on the opposite side where it is more needed. Unfortunately, this will make no difference unless patrolled during meetings. It won't be patrolled will it? So, why bother doing it? Try visiting the road at a scout meeting evening... it is very dangerous trying to drive down the road due to the parents parking OPPOSITE (not the same side as that has restrictions) the scout hut. Unfortunately, this won't combat laziness. On Hopton Road, if the point of the speed restrictions and humps is to slow cars down due to their being a school... there is little point as there is no need for most children to be even crossing the road. Where the speed humps are marked crosses the road to a care home facility. Much better would be parking restrictions (or better still common sense... but that is in short supply) - you want to try and drive down there (slowly!) at school start/pickup time. It looks like you are installing a chicane outside around 40 Everlands... you know that is exactly where a house is being crammed in to someone's garden for pure greed (it was a nice big garden perfect for a family). How is access going to be maintained? Overall, it is clear to me that you haven't been to these locations and have not thought through a cost-effective way of managing traffic. I do not believe this scheme represents value for money. Kind regards,
Member of the public	XXXXXXXXXX I XXXXXXXXXX so have first hand experience of this road and its problems. For 38 weeks of the year it is a single lane road from its junction with Millbank to Church Farm, due to the long line of parked cars from 8.30 - 5pm Mon-Fri. I personally avoid driving down the road XXXX for this reason. It is a total waste of money to install speed cushions along the stretch proposed as it is high impossible to reach any speed during these times. From Church farm to the corner at Springhill, the length of Church Road and into Everlands, is where the most dangerous speeds occur. Some homes have steep driveways and are hampered by parked cars, forcing them into the oncoming traffic with cars often driving far in excess of the current speed limit. There are several Pinch points along the route with bends, but these do not slow people down and I have witnessed many near misses. Many of these homes have road frontages with no pavement and to exit onto the road with the current speed limit is hazardous at the best of times. There have been four accidents at the bottom of my drive in the last three years caused by

	speed. These roads are used daily by numerous taxi drivers , buses and large vehicles often cutting through to avoid the speed humps in Everlands. A risk assessment was carried out three years ago by Gloucestershire Highways and the speed was deemed in excess of 30 then, and it has got much worse. I would much prefer to see the speed limit lowered the length of Hopton Road, with fewer speed cushions along by the school where they are not needed, due to the parking and more at the far end, where speed is an issue. Drivers will speed once they are out of the school zone, as they do now, and with so many restrictions along Everlands this stretch of road will see more traffic and even higher speeds. In relation to station Road and Chapel Street, that have not been mentioned in these measures, a weight restriction and a lower speed limit needs to be considered. These are small narrow roads that were not designed to handle to volume and weight of traffic that now uses them. Large HGVs regularly ignore the weight restriction in Everlands to cut through to Dursley and the Littlecombe Business Park some even use Hopton Road to avoid the humps along Everlands. If the weight restriction was introduced at the start of Chapel Street and reintroduced along Station Road where it is currently weight restricted but missing its sign, they would be less likely to use it. Finally, unless any of the proposed or agreed speed measures are policed and enforced there is no point wasting the money.
Member of the public	See corrected e mail ----- Forwarded message ----- From: XXXXXXXXXXXX> Date: Wed, 3 Jun 2026 at 14:53 Subject: Everlands Cam Mod ref 5227-94 To: <info@adtraffic.co.uk> From XXXXXXXXXXXXXXXX The current proposals are fine as far as they go. However they only deal with half the problem. Once vehicles have gone through the modifications towards Cam they can speed down the rest of the road. Some more methods of traffic control are required further down the road. Also, such measures are required near to the Scout Hut which

	continues to represent a hazard to parents and children using the hut.
XXXXXXXXXXXX	Dear Traffic Management Team XXXXXXXXXXXX I am writing with regards to the proposed highway changes to Everlands and Hopton Road in Cam, Gloucestershire. I am mindful that the consultation seeks to reduce the speed limits and to add "no stopping" and "no waiting" restrictions at various points of the above roads with the intention of increasing road safety in this area. My concern is that a feeder road to these areas does not appear to be part of this consultation. The road in question is Chapel Street, also in Cam. In particular, my area of focus is around Cam Methodist Church which has several issues which appears to have been overlooked. As most of the members and attendees of the church are over the age of 85, I am concerned about the safety issues the current vehicle usage and ignored "no waiting" restrictions has. It is noticeable that there doesn't appear to be restrictions that limit the Heavy Goods Vehicles from using this road, which is causing a lot of concern regarding the access to the Church Building. (Yellow relates to Everlands and Hopton Road) (Orange relates to the entirety of Chapel Road leading into Station Road) (Pink relates to the area around the Cam Methodist Church on Chapel Road) Map 1: Proximity of Chapel Road and Station Road to Hopton Road and Everlands



These issues fall into three categories

- Safe Access to the front of the church and the main door, the parking of vehicles in front of the church and the travelling of vehicles in front of the church, and the ignoring of current restrictions
- Lack of Safe Access to the side door from the "Rowley" Road
- The unsafe-junction-for-pedestrians of Rowley and Chapel Street.

1. **Safe Access to the front and main door, due to parking in front of the church and the travelling of vehicles in front of the church, and ignoring current restrictions.**
2. As per figure 1, the main door to the church is straight onto the pavement outside of the church:

Figure 1: Cam Methodist Church



As you can see, outside of the church there are "no waiting" restrictions (double yellow lines), however on numerous occasions, vehicles are parked outside of the church... (Figure 2)

Figure 2: This vehicle was parked directly outside of the Church. On this occasion I was coming out of the church as a mum was trying to push her toddler in a pram, in between the vehicle and the remainder of the pavement
XXXXXXXXXXXX



This is of serious concern to me, as the majority of members of the church are over the age of 85 and some use walking aids and mobility scooters to come in and out of the church, however as can be seen in this picture there is no safety preventions available.

Frequently the type of vehicle using this road, sometimes as an access road to Everlands and Hopton Road, are very much unsuitable, eg

Figure 3



Figure 4 - real congestion of vehicles "passing" each other and needing the pavement to "pass" each other - near the entrance of the church



Figure 5: Ignoring existing "no waiting" restrictions, outside the front of the church main entrance



Figure 6: Ignoring "no Waiting" restrictions to deliver to the local Boots Pharmacy on the opposite side of the road, but outside the Church's Main Entrance



These pictures, I believe, show the danger of parked vehicles on the pavement, at the entrance of the Church's Main Access.

I appreciate that the church is used on a Sunday, when the traffic and congestion does recede, however the church is used throughout the week, and the misuse of parking and heavy goods vehicles travelling in front of the church is causing a lot of apprehension for people entering and leaving the church building.

2. Lack of Safe Access to the side door from the "Rowley" Road

As can be seen by the Google Earth snapshot, there is no clear pathway down the side of the church building, and the side door/fire door of the church:

Figure 7 : looking down Rowley (Cam Methodist Church on the right hand side)



Figure 8 : Looking up Rowley to Chapel Street (Cam Methodist Church on the left hand side)



3) The unsafe-junction-for-pedestrians of Rowley and Chapel Street.

On the corner of the Methodist Church, you will see the double yellow lines, overlaid by the junction dashed white lines.

This situation means that often vehicles pulling out into Chapel road, overrun onto the pedestrian area of the pavement in front of the church, which is very dangerous for pedestrians:

Figure 9a and b (looking up Rowley to the Chapel Street Junction. The red circle shows the dilemma for pedestrians and vehicle drivers, as there is no clear pavement end, and the road is too narrow to adhere to the "no Waiting" double yellow lines restrictions





Figure 10a and b (The same junction, looking from Chapel Street - here it shows there is no clear end to the pavement, which is also on quite a blind corner for pedestrians.

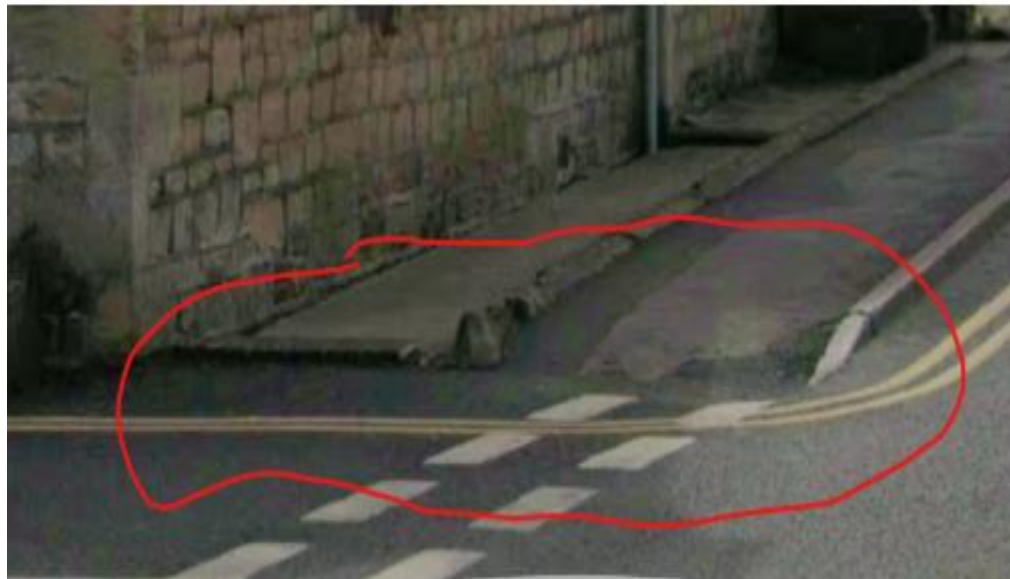


Figure 11a and b, (The same junction again, looking from Chapel Street and also the positioning of the main access to the church building



Figure 12 (the same junction , from Chapel Street, but from the opposite direction)



The church building is seen as a building of Heritage importance within the local Cam community. It is used not only by the church members, but also local groups including Cam Parish Council as the venue for the Santa's Grotto as part of the Christmas Festive season, where a large number of parents and children attend.

I admit that I am not a highways expert, but my ask here, is that there is a review of the highway usage along Chapel Street that is included in the 5227-94 consultation.

As the traffic that continues down this road (and Station Road) feeds into the areas of concern of Hopton Road and Everlands, that the consultation is addressing.

If nothing is done to remediate the issues I have raised, then my fear is that someone is going to be inadvertently hurt.

I am happy to speak with anyone to discuss the issues I have raised in this email.

Many thanks for your time, I look forward to hearing from you.

2nd email from XXXXXXXXXXXXXXXX

	Hi XXXXXXXXXX Over the last 6 months I have had several long chats with XXXXXX about the traffic issues of Chapel Road. As you may know there is currently a public consultation (5227-94) for road restrictions on Hopton Road and Everlands, including some more speed restrictions and also 20mph zones. There has been a public discussion, which XXXXX and a lot of others in the community attended, along with representatives of Cam Parish Council, Stroud Council and Gloucestershire Highways. XXXXXX was disappointed that Chapel Road has not been included in the consultation, especially as he (and others) have well documented evidence of the road usage or mis-usage. I have responded to the Consultation, as you will have seen, XXXXXXXX, especially around the access to the church building and also the pedestrian area at the corner of the church. In doing so, I hope to have included some of the issues that XXXXXX has already raised, but also done in a way to be independent to him. I am seeing this as an issue that needs to be addressed, but also it provides an opening to be part of our immediate Cam Community and facing a mutual challenge. I will keep you updated if and when this progresses.
Member of the public	Please find attached my comments on consultation on 5227-94 due in by tomorrow 5th June. on traffic calming Hopton Road Cam Dursley Glos. I would point out that an important error has been made on the TRO form signed on the 1st May 2026. It was made out for various roads in Cam but, making it a problem for people to know where this work is commencing. you talk about the Scout Hut which is on Everlands (correct) and Cam Woodfield Church of England Primary School. (INCORRECT) wrong school named. I assume no one has any idea where this work is being carried out as no site survey has been done along this road (which needed to be done as an all-day survey to gauge usage.) No footpath on the section you are proposing work as the path is nowhere near this section of the road. please read my attachment for my comments. Kind Regards

Gloucestershire Highways Dept,

Proposed road management on Hopton Road, Cam. Dursley. Glos.

Proposed installation of 7 cushion ramps and 2 red warning marking at each end with 20mph signs.

As an ex-Councilor on Cam Parish Council, I remember the original plan put forward for the roads around the proposed Littlecombe site.

Hopton Road was never part of this road calming plan as it was not a direct entry or exit road from the Littlecombe site.

I would point out that due to Hopton C of E school being at the Centre point of Hopton road, it has approx. 90 cars twice a day parked along the majority of its length, during the day approx. 20 /30 cars are spaced out along this road, belonging to staff & helpers at the school.

This in its self has put people off using this road a route to Littlecombe, Also the road has a very sharp right hand bend at a road junction to Springhill. Again this section of road is used by residents for parking, as no parking at their cottages.

Unfortunately they park right on the bend, when the Rednock secondary school double decker uses this road twice a day it causes hold-up and twice in one week the bus has hit a parked car as there is so little room at this junction for turning.

The bus has to come this route to Coaley village ,as it cannot get along Chapel street due to parking and the amount of traffic using Chapel to use Hopton school, also not could not take the hairpin bend to Cam Green leading to Coaley.

This being the case little traffic if any from Littlecombe use Hopton road.

Due to the very nature that Hopton road is used by vehicles such as busses, Delivery Lorries, Refuse Lorries. Farm and livestock vehicles. The installation of road cushions would cause these vehicles to slow down and speed up which will increase the level of carbon emissions, considering this is next to a school and a retirement complex it does not comply with government strategy for reducing emissions in such areas.

Several things to think about which are against this plan.

When large laden lorries go over bumps (no matter what design) noise and vibration will be caused to properties which are all close to this road.

As it is when a large vehicle tries to pass the parked cars along Hopton Road, there is often only approx. 50mm between them. I think if both are parked across ramps, it will put them at an angle and cause damage.

As the footpath to Hopton school is at the bottom of the green in both directions, you have positioned the ramps at the top of the green where there is no footpath.

You are using a sledgehammer to crack a nut that is not there. It needs a flashing school sign and perhaps a 30-speed limit on this road with cameras.

What this, like many other schools need is a dedicated school parking and not allowing parking on road outside schools. I understand why someone has recommend traffic calming but a survey during school hours has not been undertaken. If it had been it would have highlighted that total chaos happens with cars trying to go in both directions.

	Perhaps Highways or GGC could buy land next to schools that are being given planning permission for houses. Then these badly thought out traffic calming would not be needed. Livestock being moved to and from the Springhill direction in trailers will have go over these humps and it can have adverse effects on livestock and trailers with ball hitches. i.e when going over so many bumps in a short run , trailers can and have become detached form towing vehicles. The original plan and concept of the Littlecombe development was not to have a road open all the way through the site, but have half the site the traffic use long street in Dursley as entry and exiting and the lower part of the development come out and use Kingshill lane, with a new roundabout to join the Kingshill Road and upgrade the 3 other roundabouts was recommended. by the police station Top of Cam Pitch. Bottom of Cam Pitch. The latter roundabout was not built for the huge amount of traffic going to Tesco, consequently there are accidents and near misses every day. A change to the junction at Everlands was also put forward, but knowing how small and congested Chapel Street Cam is & putting extra traffic flow on a small roundabout was not considered safe. This is why all traffic was to be kept away from the lower end of Cam and kept on the main road. For some reason highways have taken it upon themselves to change what is a very sensible road management plan in favor of overloading and causing total chaos on minor roads, I can only assume that highways have no local knowledge of how or by whom use these roads. Basically Highways needs to stop giving green lights to large building sites, without giving any regard to the local minor road systems. This could be sorted out easily with road signage at Tesco roundabout directing all Littlecombe traffic to the intended routes via Kingshill lane and Long street. When the site was being build this signage was in use then but now removed. Flashing speed warning lights on Hopton road could be used also have flashing school lights at school time. If it is felt speeding is an issue then trial a speed Camera. Chapel street, Everlands, Hopton road were never expected to cope with Littlecombe traffic, small village roads that should not be used to elevate traffic problems caused by bad agreement changes between the developer and Stroud District Council and GCC highways. Consult and talk to Cam Parish Council and the Community Action group before this proposed work is carried out. I fully understand it was part of the 106 agreement but it needs more thoughts brought to the table and implemented.
Member of the public	Dear Sirs, As a XXXXXXXX, Cam I would like to submit here my points of view regarding the above:

1. It is an absolute travesty that Station Road & Chapel Street are not included in the current proposed changes after many years of residents from both streets lobbying the Cam Council for greater road safety & restrictive traffic measures, only to be informed that any changes could now take up to another seven years to be programmed & put in place.

2. Having lived in Chapel Street for more than ten years, I should estimate that since the completion of the Littleton development in Dursley, between the hours from 6.00am to 9.30am and from 3.00pm to 6.00pm, there has been a tenfold increase in traffic flow past my house. Apart from this making XXXXXXXXXXXX (vehicular access only possible from the opposite side of the road), visibility is often totally restricted by vans & cars parked in rows on double yellow lines to the right of my exit. Rarely do we see a traffic officer to discourage this behaviour.

3, It has been demonstrated that in Chapel Street through to Station Road it is impossible for two large vehicles to pass each other without one traversing the pavement & it is a fact pedestrians in these streets have to be continually aware of being struck by wing mirrors, even of those on smaller vans & trucks.

4. The S-bend joining Chapel Street & Station Road is equally narrow with no pavement on one side. Turning off it is an important school route which, with the current volume of traffic, gets badly congested at peak times & so making it particularly dangerous for pedestrians, especially children who are having to cross the road at that point.

5. I am completely in agreement with the many suggestions put forward to Cam Council over the years by XXXXX & cannot understand why, in the planning of improvements for traffic flow from the Littleton development through to High Street, Cam, consideration was only given to Everlands & Cam Hopton when surely the most restricted section (width-wise & lengthways) of this route is via Station Road & Chapel Street.

I sincerely hope that these points will be seen as a serious & valid argument against the current omission of safety/ traffic flow improvements to Chapel Street & Station Road.

It is understandable that budget restrictions & practicalities will not allow for all the desirable changes, but to overlook the above points/situations at this time when with only minimum expenditure & effort needed, for example to lower the speed & limit heavy goods vehicles from Chapel Street, why has it become such a problem? Are any of the respective councils Involved prepared to accept the responsibility should a serious incident occur due to a lack of action any of the points made above?

Yours faithfully,

Member of the public	Hi. I'm sending this on behalf of one of the less XXXXXXXXXXXXXXX. Please read my screenshot The comments apply to much of the centre of Cam however, with a dentist and a chemist on Chapel St the road and pavements are critical. A throughway to reach the community centre and Surgery also come off Chapel St!
Member of the public	Dear Sirs, We have reviewed the plans for the traffic calming and reduction of speed limits proposed for Everlands Road, Cam and have no objection in principal, however Everlands road is the main throughfare for the trucks that deliver goods and pick up goods from Cam Woollen Mills, a mill that has been in existence for just over five hundred years. Please consider this when designing chicanes and traffic calming devices as a restriction for throughfare to these trucks will be very damaging indeed to Cam Woollen mills. The option of coming from the other side is even more challenging due to the design and layout of the road coming through the town centre. Of course, the outlined plans do promote a safer passage but please consider the access and egress of our delivery and despatch trucks coming from and to Cam Woollen Mills and ensure that they will still have smooth access. If you require any further information, please feel free to contact me either by ways of return email or via my mobile number below. Thanks and Regards,
Member of the public	Ref 5227-94 Proposed changes to Everlands and Hopton Road I am concerned to discover, that when considering use of the developers funds for the extra volume of traffic created by the Littlecombe route, both Chapel Street and Station Road have been completely excluded. This appears to be an extremely serious oversight. Both roads, which already have challenges and safety issues due to their structural limitation, are the entry and exit routes for all the extra volume of traffic created by the Littlecombe route. For some considerable time now, local residents have been expressing their increasing concerns to Cam Parish Council and the Highways Agency, highlighting the serious challenges we face. These include written, photographic and video recordings, as well as in person meetings. We appreciate that these roads, which are ancient and never designed to take the current volume, nor size of vehicles including massive HGV's in both directions, are challenging to adjust. Our pleas for help have constantly been ignored or brushed under the carpet. Yet again we find ourselves excluded from the available developers funds, when a few simple measures, such as signage restricting HGV's at the start of Chapel Street by

	Tesco roundabout, would make a considerable difference, helping alleviate some of the challenges. Please give consideration to the impact, the funnelling all this increased traffic has on the pinch points of Station Road and Chapel Street. SOME CHALLENGES AND CONCERNS PREVIOUSLY RAISED: It is becoming more and more challenging for those of us living here to safely access our homes, both when driving and as pedestrians. On such a narrow road, the volume of traffic, involving a wide range of vehicles, from bikes to, cars, buses, farm vehicles, delivery drivers & large lorries, creates serious congestion issues. The flow of traffic is frequently severely hampered, not just by the volume & size of the vehicles but by parking both in the staggered parking bays, as well as illegally parking on double yellow lines, sometimes simultaneously involving both sides of the road. Driving to my home at XXXXX, XXXXXX. This is greatly hampered by not only the volume of traffic trying to pass others coming in the opposite direction but also navigating a variety of parked vehicles. This often results in drivers having no option but to temporarily XXXXXX. Vehicles illegally parked right up to the edge of the XXXXX XXXXX add the the challenges. At peak times of day it can becomes mayhem. Safely exiting my drive is equally challenging as visibility is hampered by parked cars. As a pedestrian on narrow pavements, I have had a few scary incidents with vehicles brushing my arm as they push their way thru, even at times mounting the pavement from behind me and hurtling past. During the evening / nighttime, whilst the volume eases, it them becomes a place to roar through, seriously exceeding any speed limits. This creates further dangers with narrow or no pavement sections and a blind bend as it joins Station Road alongside the two junctions of Spouthouse & Everlands.
Member of the public	Good evening, I have had a look at the plans for the chicanes and removal of cushions along everlands. I note that the chicane outside of XXXXXXXX isn't slowing traffic down along everlands as traffic has free flow to enter the junction from littlcombe end and travel at the same speed it would normally if no cars were coming. I live along XXXXXXXXXXXX, I notice speeding cars daily along here. Surely the chicane should be the house side of the

	road to prevent speeding along or an alternative chicane where there is a pillar/ chicane on both sides of the road to slow traffic both ways making it safe to cross to public footpaths, the scout hut (where both my children attend) and general pedestrian traffic along everlands with primary schools being either side of the road. It is a busy road for children walking to different schools and cars go far to fast! A pedestrian crossing at the scout hut would be much better and safer! This seems a waste of money to have it on the incorrect side of the road to ensure traffic slows entering the straight Everlands road or the best would be a chicane to slow both ways would be the best. Many thanks for taking the above into consideration.
Member of the public	I have to ask why the main route used to get to Everlands, Chapel Street has no part in this? Since the Littlecombe Estate was built Chapel Street has been used as a rat run to it. At certain times of day the road comes to a standstill. It is used by HGV's too which struggle to pass without hitting kerb edge and or mounting pavement. The chemist is not fit for purpose, deliveries block the entire pavement at all times they call there. Speed. Speed is a problem. When all the 9-5s go the night time trouble happens. Again as a rat run to/from Littlecombe I am fairly sure people try and hit max speed before turning up Everlands from Chapel Street, an already nasty corner. Or indeed to the roundabout Tesco end. Chapel Street is always disregarded and I don't know why? It used to be a pleasant quiet road. Now it is chaos much of the time and far from pleasant.