

Traffic Order Report:

Proposed 30mph Speed Limit; Fiddington Fields.

Version 1 – May 2026

Revision	Description	Author
1	First Issue	LO

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Traffic Order Title:

GLOUCESTERSHIRE COUNTY COUNCIL 30 MPH SPEED LIMIT ON C87 ROAD FROM NATTON TO HOMEDOWNS (ASHCHURCH RURAL PARISH) (TEWKESBURY BOROUGH) 2026

Case Officer: Lewis Oxenham, Traffic Engineer, ADL Traffic & Highways Engineering Ltd.

Senior Case Officer: Tom Hayward, Director, ADL Traffic & Highways Engineering Ltd.

1. Purpose of Report

- 1.1. To provide background information on the proposed Traffic Order (TO) entitled above.
- 1.2. To provide details of representations made in relation to the TO. A copy of the representations received is included in the appendices at the end of this report.
- 1.3. To make a recommendation to the Traffic & Active Travel Manager on the way forward.

2. Recommendation

That, for the reasons given in this report and after consideration of the representations made, GCC now:

- Makes the order as advertised in April/May 2026.

3. Background and Purpose of the Scheme

- 3.1. The proposal is to introduce changes to the existing speed limits on the C87, Natton (50268) and Homedowns (50269) in the Parish of Ashchurch Rural in the Tewkesbury Borough, Gloucestershire. The proposal consists of the following:
 - Replacing the existing 50mph and 40mph speed limits on the C87 with a 30mph speed limit, detailed in Schedule 1 below, and a 30mph speed limit by virtue of street lighting as per Schedule 2 below.
 - Introducing a 30mph speed limit on Homedowns and Natton.

Schedule 1 - 30mph Speed Limit to be Introduced by Traffic Order

Road Name & Number	Description
Road from Natton to Homedowns (C87)	From a point approximately 30 metres north of its junction with Homedowns (40290) to a point approximately 5 metres south of its junction with Homedowns (50269).
Homedowns (50269)	For its entire length.
Natton (50268)	For its entire length.

Schedule 2 - 30mph Speed Limit to be Introduced by virtue of street lighting

Road Name & Number	Description
Road from Natton to Homedowns (C87)	From a point 42 metres south of its junction with Platinum Drive (72723) to a point approximately 30 metres north of its junction with Homedowns (40290).

- 3.2. The scheme is being proposed in association with the new residential development currently under construction to the east of the C87. The proposals have originated as part of a Section 278 agreement (24/00798/278) relating to this land. The proposed access for this development is also directly onto the C87, just north of where the existing 50mph speed limit is located and formal crossing points are to be implemented.
- 3.3. The scheme is being proposed primarily to improve road safety in the vicinity of the C87 and for residents that live within the adjacent housing developments. Once the development has been completed, the C87 will comply with the criteria for a 30mph speed limit due to the substantial roadside development that will be in place.
- 3.4. These roads were previously consulted on as a proposed 40mph, however after further analysis, it was decided that a 30mph speed limit would be more appropriate once the developments in the area had been completed.

4. Law and Policy

- 4.1. The Road Traffic Regulation Act 1984 sets out the legal basis for making TOs. The proposal meets with Sections 81, 82 and 84 of the Road Traffic Regulation Act 1984 which allows GCC, as the Traffic Authority, to make a TO to prohibit the driving of motor vehicles on that road at a speed exceeding that specified in the order or to impose a 30mph speed limit on roads with compliant streetlighting.
- 4.2. Thorough consideration has been given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing this TO. This requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians). In carrying out this exercise GCC must have regard to the:
 - a) Desirability of securing and maintaining reasonable access to premises.
 - b) The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
 - c) The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
 - d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - e) Any other matters appearing to the local authority to be relevant.
- 4.3. Any changes are made in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Under this procedure authorities are expected to consult local community groups and the Police together with other organisations listed where appropriate, such as the other emergency services and transport operators.
- 4.4. GCC is required to advertise the draft TO it intends to make, to allow a period for representations of support or objection to be submitted. After this consultation, GCC must consider any representations received and having done so, to either:
 - a) Resolve to make a TO in the form originally intended and advertised; or
 - b) Modify the TO from the originally advertised and re-consult where necessary; or
 - c) Abandon the proposal altogether.

- 4.5. Significant modifications to the proposed TO would need to be consulted on with those that maybe affected to provide further opportunity for representations to be made.
- 4.6. Traffic Authorities have the flexibility to implement restrictions that are appropriate for an individual road, reflecting safety and road user needs whilst taking into account all local considerations.

5. Traffic Data

- 5.1. Several site observations by the Case Officer were made when considering the speed limit proposal prior to the TO process being started. Careful consideration was given to the design of the proposed speed limit in order to achieve the most appropriate scheme.
- 5.2. As part of the assessment of the proposed 30mph speed limit, Automatic Traffic Count (ATC) surveys were undertaken to ascertain whether the proposed speed limits would be enforceable and complied with by drivers. The surveys demonstrated that the existing 85% vehicle speeds were above the Association of Chief Police Officers (ACPO) guideline intervention level for a 30mph speed limit of 35mph. However, the surveys were completed at a location that is currently signed as a 40mph and 50mph speed limit. Additionally, when the roadside development is complete, and street lighting is installed, this will indicate to drivers that they are within an urban environment with increased pedestrian activity.
- 5.3. Furthermore, traffic calming measures were approved in January 2026 to be installed on the C87, which should decrease the existing vehicle speeds further. The speed survey results are shown in Appendix B.

6. Consultation on the proposed TO

- 6.1. Statutory consultation for this proposed TO scheme was undertaken between 5th February 2026 and 27th February 2026. A letter and plan were emailed to the Statutory Consultees and stakeholders explaining the proposals and the reasoning behind them. Consultees were able to respond via email or post.
- 6.2. Public consultation (Notice of Proposal) for this proposed TO scheme was undertaken between 23rd April 2026 and 15th May 2026 with Notices placed on site, in the local newspaper (Gloucester Citizen & Echo), on GCC's website and hard copies were placed on deposit at Tewkesbury Borough Council Offices (see Appendices A & C). The representations made can be found in Appendix D.

7. Consultation Responses

- 7.1. The Statutory Consultees responded as follows:

Name	Comments
County Councillor	Supported the 30mph speed limit but suggested that residents and councillors would like to see this extended as far as the nearby golf course, and to include Natton Lane, the section of 40mph by Homedown Business Park and the single carriageway parts of Walton Cardiff Lane.
Stagecoach Bus	Supported the scheme
District Council	No comments received
Freight Haulage Association	No comments received
Road Haulage Association	No comments received
Police	No comments received

Ashchurch Rural Parish Council	No comments received
Fire & Rescue	No comments received
Ambulance Service	No comments received
Parking Enforcement Team	No comments received
Local Highway Manager	Offered no objections to the proposal.

7.2. No other responses were received during the Public Consultation (Notice of Proposal):

8. Details of Representations and Case Officer's Response

- 8.1. The County Councillor stated their support for the proposal but requested that the 30mph speed limit was extended as far as the golf course, and included Natton Lane, the section of 40mph by Homedown Business Park, and the single carriageway parts of Walton Cardiff Lane. The County Councillor also stated that residents and parish councillors were concerned that at the location of the new developments, there would be many speed limit changes. Additionally, a footpath crossing would be within a 40mph speed limit, and a bus route would open onto a 40mph section of carriageway.

In response to this representation, the scheme was proposed in association with the new residential development currently under construction to the east of the C87. The proposed 30mph speed limit is adjacent to this development, and the proposed access to this development is also located on the C87. Once the development has been completed, the C87 will comply with the criteria for a 30mph speed limit due to the substantial development that will be in place.

The Department for Transport's "Setting Local Speed Limits" document outlines that the national speed limit on street-lit roads in England is 30mph. As part of the roadside development adjacent to the C87, street lighting is due to be installed. The document also states that a 30mph speed limit should apply where there is development on both sides of the road, which will be the case on the C87 once the development currently under construction is completed.

The sections of carriageway that are requested to be made 30mph do not meet the guidelines for a 30mph speed limit set out in the DfT's "Setting Local Speed Limits" document. Whilst DfT guidance states that 30mph speed limits should be the norm in villages, the DfT Traffic Advisory Leaflet 01/04 defines a village as 20 or more houses over a minimum length of 600 metres. Roadside development significantly decreases south (towards the golf course) of where the 30mph speed limit on the C87 is proposed. Additionally, there is not significant roadside development on Natton Lane and Walton Cardiff Lane that can be considered a village as per DfT guidance.

Equality Impact Assessment

- 8.2. GCC has had due regard to the 3 aims of the general equality duty under the Equalities Act 2010 in relation to the 9 groups (Age, Disability, Sex, Race, Gender reassignment, Marriage and Civil partnership, Pregnancy & Maternity, Religion and/or Belief and Sexual orientation, along with other groups (such as long term unemployed, socio-economical deprived groups, community cohesion, human rights)) with protected characteristics and its decision to make this TO permanent does not adversely affect any of the groups with those protected characteristics (please see Due Regard Statements in Appendix E).

9. Summary

9.1. The proposal is to introduce changes to the speed limits on the C87, Natton (50268) and Homedowns (50269) in the Parish of Ashchurch Rural, Gloucestershire. The proposal consists of the following:

- Replace the existing 50mph and 40mph speed limits on the C87 with a 30mph speed limit, which is detailed in Schedule 1 below, and a 30mph speed limit by virtue of street lighting as per Schedule 2 below.
- Introduce a 30mph speed limit on Homedowns and Natton.

Schedule 1 - 30mph Speed Limit to be Introduced by Order

Road Name & Number	Description
Road from Natton to Homedowns (C87)	From a point approximately 30 metres north of its junction with Homedowns (40290) to a point approximately 5 metres south of its junction with Homedowns (50269).
Homedowns (50269)	For its entire length.
Natton (50268)	For its entire length.

Schedule 2 – 30mph Speed Limit to be Introduced by virtue of street lighting

Road Name & Number	Description
Road	From a point approximately 130m north-east of the centreline of its junction with Old Hill Lane (41557) to a point approximately 34m north-east of the centreline with its junction with Clingre Lane (41637).

- 9.2. The scheme is being proposed in association with the new residential development currently under construction to the east of the C87. The proposals have originated as part of a Section 278 agreement (24/00798/278) relating to this land. The proposed access for this development is also directly onto the C87, just north of where the existing 50mph speed limit is located and formal crossing points are to be implemented.
- 9.3. The scheme is being proposed primarily to improve road safety in the vicinity of the C87 and for residents that live within the adjacent housing developments. Once the development has been completed, the C87 will comply with the criteria for a 30mph speed limit due to the substantial roadside development that will be in place.
- 9.4. A representation was received during the Statutory Consultation phase from the local county councillor with regards to the proposed restrictions.
- 9.5. The representation was mostly in support of the 30mph proposals with a request to extend it even further and has been outlined and responded to within this report in Section 8 in alignment with GCC's duty under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.6. In considering the assessment under Section 122 of the Road Traffic Regulation Act 1984, the proposed TO meets GCC's obligations in that it would ensure the expeditious, convenient, and safe movement of vehicular and other traffic, manage their road network and improve road safety.

10. View of the Case Officer

- 10.1. This report demonstrates that the introduction of the proposed 30mph Speed Limit is consistent with DfT “Setting Local Speed Limits” National Guidance and has been fully consulted upon in accordance with GCC procedures and followed necessary statutory procedures, as set out in the Local Authorities’ Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- 10.2. A request from the local county councillor to extend the proposed 30mph speed limit even further was raised during the statutory consultation phase. However, this request was not supported by the Road Safety Manager as it did not meet DfT guidance as set out in Section 8 of this report.
- 10.3. No objections to the introduction of these speed limits were raised during the Notice of Proposal (Public Consultation) process. Therefore, for the reasons outlined in Section 8 it is considered that the proposal should progress on to be made as advertised.
- 10.4. The proposal (as shown in Appendix A) has been designed, taking into account the new development whilst also balancing this with GCC’s duties under Sections 81, 82, 84 and 122 of the Road Traffic Regulation Act 1984 and with the Department for Transport criteria for the respective speed limits.
- 10.5. It is considered that the speed limits proposed meet GCC’s objectives and therefore, it would be beneficial that the TO be made as advertised in April/May 2026.

11. Recommendation by the Senior Case Officer

- 11.1. I am satisfied that the TO has been correctly advertised and consulted upon in accordance with the Road Traffic Regulation Act 1984 and the procedures laid down in that Act.
- 11.2. The necessary statutory procedures as set out in the Local Authorities’ Traffic Orders (Procedure) (England & Wales) Regulations 1996 have been followed, and guidance, including the DfT Setting Local Speed Limits Guidance and Traffic Signs Regulations and General Directions 2016 have been considered.
- 11.3. After considering all background information, the representation and data supplied in this report, I recommend that the formal representation is considered as minor in nature.
- 11.4. I recommend that the TO is made permanent as originally advertised in April/May 2026, under delegated authority.

12. Decision by the Traffic & Active Travel Manager

- 12.1. I have considered the report, recommendations and whether to hold a Traffic Regulation Committee. I have also considered the representation that we received in relation to this matter in making my decision. I have decided that Gloucestershire County Council should:
 - Make the TO as advertised in April/May 2026.

12.2 As a result of the above I give authorisation for the Assistant Director of Legal Services to act on my decision pursuant to delegations approved in accordance with the Local Government Act 1972 and subsequent legislation.

Signed: 

Nathaniel Davis – Traffic & Active Travel Manager

Date: 23/07/2026

Appendices

Appendix A – Proposal plans for Advertised TO

Appendix B – Traffic Data (Speed Survey & Accident History)

Appendix C – Draft Legal Documents for TO

Appendix D – Representation received during the Statutory Consultation

Appendix E – Statement of Due Regard