

Traffic Order Report:

Proposed 40mph Speed Limit & Shared Use Footway/Cycleway, Tritax Park, Stroud District

Version 1 – September 2026

Revision	Description	Author
1	First Issue	LO

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Traffic Order Title:

GLOUCESTERSHIRE COUNTY COUNCIL (40 MPH SPEED LIMIT) (BATH ROAD, B4008) (PARISHES OF HARESFIELD AND STANDISH) (STROUD DISTRICT) ORDER 2026

AND

INSTALLATION OF SHARED USE FOOTWAY/CYCLEWAY ON BATH ROAD (B4008) PARISH OF HARESFIELD) (STROUD DISTRICT) 2026

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

Senior Case Officer: Hannah Bassett-Louis, TRO Manager, Gloucestershire County Council (GCC).

1. Purpose of Report

- 1.1. To provide background information on the proposed Traffic Order (TO) and Shared Use Footway/Cycleway (SUP) entitled above.
- 1.2. To provide details of representations made in relation to the TO and SUP. 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 Assistant Director: Traffic and Transport 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 TO; and
- Proceeds to construction of the SUP

Both as advertised in August/September 2026

3. Background and Purpose of the Scheme

- 3.1. The proposal is to introduce the 40mph speed limit outlined in Schedule 1 below. It is also proposed to introduce the SUP detailed in Schedule 2 below:

Schedule 1 – 40mph Speed Limit

Road Name & Number	Description
Bath Road (B4008)	From its junction with Mount Farm Lane (41322) in a southerly direction to a point approximately 350m north of its junction with the Lane to Warren Farm (51136) to join up with the existing 50mph speed limit.

Schedule 2 – Shared Use Footway/Cycleway

Road Name & Number	Extent
Shared Use Footway/Cycleway adjacent to south-east side of Bath Road (B4008)	From the northern give way line of its roundabout junction for a distance of approximately 5m in a north-easterly direction to join up to the existing shared use footway/cycleway.
Shared Use Footway/Cycleway adjacent to south-east side of Bath Road (B4008)	From the northern give way line of its roundabout junction for a distance of approximately 40m in a south-westerly direction.
Shared Use Footway/Cycleway adjacent to north-west side of Bath Road (B4008)	From a point approximately 13m south-west of the junction with the access to Javelin Park for a distance of approximately 230m in a south-westerly direction.
Shared Use Footway/Cycleway adjacent to north-east side of the access road to Tritax Park	From its junction with Bath Road (B4008) for a distance of approximately 20m in a north-westerly direction
Shared Use Footway/Cycleway adjacent to south-west side of the access road to Tritax Park	From its junction with Bath Road (B4008) for a distance of approximately 15m in a north-westerly direction

3.2. The measures are proposed in association with the new Tritax Park development currently under construction to the west of the B4008 (S.21/2579/OUT). The proposed access for this development is directly onto the B4008. Therefore, there is a requirement to introduce a 40mph speed limit here to ensure vehicles are travelling at the required speeds at the development access. In addition to the proposed 40mph speed limit, the development works incorporate a section of shared use cycleway/footway improvements on Bath Road (B4008), extending the existing cycle route southwards.

3.3. Vehicle speed data gathered during the assessment was within the Association of Chief Police Officers (ACPO) guideline intervention level for a 40mph speed limit of 46mph.

4. Law and Policy

4.1. The Road Traffic Regulation Act 1984 sets out the legal basis for making TOs. The proposal meets with Section 84 of the Road Traffic Regulation Act 1984 which allows GCC, as the Traffic Authority, to make a TO to prohibit:

(a) the driving of motor vehicles on that road at a speed exceeding that specified in the order

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 TOs 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 TOs 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.
- 4.7. Where the proposal includes the implementation of a Shared Use Footway/Cycleway, these works are carried out under the powers contained in Sections 65 and 66 of the Highways Act 1980 (as amended).

5. Traffic Data

- 5.1. As part of the assessment of the proposed 40mph speed limit, Automatic Traffic Count (ATC) surveys were undertaken in order to ascertain whether the proposed speed limits would be enforceable and complied with by drivers. The surveys demonstrated that existing 85th percentile vehicle speeds were within to the Association of Chief Police Officers (ACPO) guideline intervention levels for the respective speed limits (See Appendix B).

6. Consultation on the proposed TO & SUP

- 6.1. Statutory consultation for this proposed scheme was undertaken between 19th March 2026 & 13th April 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 scheme was undertaken between 13th August 2026 & 4th September 2026 with Notices placed on site, in the local newspapers

(Gloucester Citizen & Echo and Stroud News and Journal), on GCC's website and hard copies were placed on deposit at Shire Hall (see Appendices A & C). The representations made can be found in Appendix D.

7. Objections/Support

7.1. The Statutory Consultees responded as follows:

Name	Comments
Haresfield and Upton St Leonards County Councillor	Supported the reduction in speed but suggested that the proposed reduction started at the roundabout at the junction with the M5.
Stroud District Council	No comments received.
Freight Haulage Association	No comments received.
Road Haulage Association	No comments received.
Police	No comments received.
Stagecoach	No comments received.
Fire & Rescue	No comments received.
Ambulance Service	No comments received.
Parking Enforcement Team	Offered no objections to the proposals.
Local Highway Manager	Offered no objections to the proposals.
Haresfield Parish Council	No comments received.
Standish Parish Council	Objected to the proposals as the speed reduction should cover a much more extensive length of the B4008, namely from Javelin Park to Stroud Green.

7.2. Other responses received during the Public Consultation (Notice of Proposal):

One response was received from the Stroud Cycle Campaign, who were in support of the proposals.

8. Details of Objections and Case Officer's Response

8.1. Standish Parish Council, and the County Councillor for Haresfield and Upton St Leonards both requested that the 40mph speed limit extended further. Whilst the County Councillor did not object, Standish Parish Council objected to this scheme on these grounds. The Parish Council requested that the speed reduction should cover the length of the B4008 from Javelin Park to Stroud Green.

8.2. In response to these representations, the speed limit reduction requested by Standish Parish Council falls outside the scope of the developer's obligations. As such, it cannot be included within this specific Traffic Order process. However, this matter may be revisited in the future as part of the Safer Routes and Community 20s initiative. This information was provided to Standish Parish Council after the statutory consultation process had concluded. The Parish Council were notified when the Notice of Proposal formal public consultation began.

9. Equality Impact Assessment

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).

10. Summary

10.1. The proposal is to introduce the 40mph speed limit outlined in Schedule 1 below. It is also proposed to introduce the Shared Use Footway/Cycleway detailed in Schedule 2 below.

Schedule 1 – 40mph Speed Limit

Road Name & Number	Description
Bath Road (B4008)	From its junction with Mount Farm Lane (41322) in a southerly direction to a point approximately 350m north of its junction with the Lane to Warren Farm (51136) to join up with the existing 50mph speed limit.

Schedule 2 – Shared Use Footway/Cycleway

Road Name & Number	Extent
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10.2. The measures are proposed in association with the new Tritax Park development currently under construction to the west of the B4008 (S.21/2579/OUT). The proposed access for this development is directly onto the B4008. Therefore, there is a requirement to introduce a 40mph speed limit here to ensure vehicles are travelling at the required speeds at the development access. In addition to the proposed 40mph speed limit, the development works incorporate a section of shared use cycleway/footway improvements on Bath Road (B4008), extending the existing cycle route southwards.

- 10.3. Vehicle speed data gathered were within the Association of Chief Police Officers (ACPO) guideline intervention level for a 40mph speed limit of 46mph.
- 10.4. Representations were received during the Statutory Consultation and Notice of Proposal (Public Consultation) process from Statutory Consultees with regards to the proposed restrictions.
- 10.5. All representations have 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.
- 10.6. In considering the assessment under Section 122 of the Road Traffic Regulation Act 1984, the proposed TO and SUP meet GCC's obligations in that they would ensure the expeditious, convenient, and safe movement of vehicular and other traffic, manage their road network and to improve road safety.

11. View of the Case Officer

- 11.1. This report demonstrates that the introduction of the proposed 40mph Speed Limit & Shared Use Footway/Cycleway on Bath Road (B4008) 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.
- 11.2. One objection to the extent of the proposed speed limit was raised during the Statutory Consultation process. However, for the reasons outlined in Section 8 it is considered that the proposal should progress on to be made as advertised.
- 11.3. The proposal (as shown in Appendix A) has been designed in accordance with the obligation on the developer as part of their development but also balancing this with GCC's duties under Sections 84 and 122 of the Road Traffic Regulation Act 1984, the Department for Transport Setting Local Speed Limits criteria and Sections 65 and 66 of the Highways Act 1980 (as amended).
- 11.4. 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 August/September 2026 and the SUP is progressed to construction stage.

12. Recommendation by the Senior Case Officer

- 12.1. I am satisfied that the TO and SUP have been correctly advertised and consulted upon in accordance with the Road Traffic Regulation Act 1984, the Highways Act 1980 (as amended) and the procedures laid down in these Acts.
- 12.2. 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.

- 12.3. Although one objection to the TO was received, I am satisfied that this has been duly considered and that a balance has been drawn between the objection, the developer's obligations and the safety of all road users.
- 12.4. After considering all background information, representations and data supplied in this report, I recommend that the formal representations are considered as minor in nature.
- 12.5. I recommend that the TO is made permanent as originally advertised in August/September 2026 and the SUP progressed to construction stage, under delegated authority.

13. Decision by the Assistant Director: Traffic and Transport

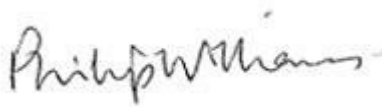
- 13.1. I have considered the report, recommendations and whether to hold a Traffic Regulation Committee. I have also considered the representations that we received in relation to this matter in making my decision. I have decided that Gloucestershire County Council should:

- Make the TO; and
- Progress the SUP to construction stage

Both as advertised in August/September 2026

- 13.2 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:



Philip Williams – Assistant Director: Traffic & Transport

Date: 7th October 2026

Appendices

Appendix A – Proposal plans for TO and SUP

Appendix B – Traffic Data (Speed Survey Results)

Appendix C – Draft Legal Documents for TO and SUP

Appendix D – Representations received during the Notice of Proposal Public Consultation

Appendix E – Statement of Due Regard