

## **Statement of Reasons – 30mph Speed Limit, A419 Ebley Bypass and A419 Bristol Road, Stonehouse, Stroud**

### **Proposals**

This proposal is to reduce a short stretch of the existing 40mph speed limit to a 30mph speed limit by virtue of streetlighting on both the A419 Ebley Bypass and the A419 Bristol Road, including the Horsetrough Roundabout and dedicated left hand slip lane from the A419 Ebley Bypass onto the A419 Bristol Road.

### **Reasons**

This proposal is required due to the review of the Horsetrough Roundabout exit merge delivered as part of wider corridor capacity improvements in 2019/2020. This required cyclists to merge with much higher speed vehicles exiting the A419 Ebley Bypass onto the A419 Bristol Road (west), using the dedicated left hand slip lane. Representations have been raised by local cyclists and Stonehouse Town Council reflecting that the personal safety of cyclists has been compromised with several near misses reported. The feedback reflected that a number of cyclists that cycle on the carriageway now feel unable to make the manoeuvre around the Horsetrough Roundabout, either from the B4008 Bath Road turning towards the motorway or travelling from the B4008 Ebley Road crossing straight over the Horsetrough Roundabout heading westwards towards the M5 Motorway Junction 13.

Discussions have been held with local cycle groups, Stonehouse Town Council and the former Local Member to agree a proposal that maintains the existing footprint of the scheme whilst not increasing the safety risks to any particular user. The original scheme was intended to increase capacity of the A419 between M5 Junction 13 and Stonehouse by undertaking junction capacity improvements to support a growth agenda and encourage development and was funded by the GFirst LEP. The scheme included four major junctions at Chipmans Platt, Oldends Lane, Downton Road/Regent Street Junction and Horsetrough Roundabout. Whilst the scheme included designated shared use footway/cycleway facilities along the route, the evolution in cycle infrastructure design guidance published by the DfT after the scheme was completed now places greater emphasis on providing for cyclists at major junctions.

As part of the assessment of the proposed 30mph speed limit, Automatic Traffic Count (ATC) surveys were undertaken in order to ascertain whether a 30mph speed limit would be enforceable and complied with by drivers. The surveys demonstrated that the vast majority of existing mean vehicle speeds were within or close to the Association of Chief Police Officers (ACPO) guideline intervention level of 35mph. As such the police have been consulted and have raised no objections to the proposals.

The parts of the existing 40mph speed limits which are to remain as part of this scheme, will be revoked and remade as an administration exercise as part of this proposal. All new stretches of 30mph speed limit will be by virtue of streetlighting and not included in any traffic order.

This change in speed limit will play an important role in encouraging the public to use more sustainable modes of transport in line with the Gloucestershire Local Transport Plan 2020-2041 and Gloucestershire's 2050 vision on reducing carbon emissions, where greater priority is given to the movement of pedestrians, cyclists and public transport. It is therefore hoped that these improvements would encourage more cycling, especially for commuting, as well as make the route more attractive for existing cyclists.

### **Road Traffic Regulation Act 1984**

The powers GCC are using for the revocation and remaking of the 40mph speed limit restriction as above are encompassed in Section 84 of the Road Traffic Regulation Act 1984 (RTRA). The new sections of 30mph speed limits will be by virtue of streetlighting as encompassed in Section 81 of the RTRA.

In addition, thorough consideration was given to the factors set out in Section 122 of the RTRA in proposing this scheme.

### **Traffic Signs Regulations and General Directions 2016**

All of the associated signing and lining will be in accordance with Traffic Signs Regulations and General Directions 2016.

### **Equality Act 2010**

Thorough consideration was given to the equalities duty of the County Council under Section 149 of the Equality Act 2010.