

Notice of Proposal: B4226 Speech House Road, Broadwell to Cinderford

21st May 2025 – 13th June 2025

| Consultees | Comments |
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| County Councillor for Blakeney and Bream | <p>I would like to register my thoughts on the above TRO</p> <p>Many people in the Forest of Dean, both individuals and organisations have been asking for a 40mph speed limit within the Statutory Forest for many years. This proposal makes it clear that highways are not listening to what the local population are saying.</p> <p>I could give you a long list but certainly Forestry England, the Verderers, the Parish councils and the District Council are all agreed on this.</p> <p>In the “reason” section of the TRO you have said: <i>“The scheme is being proposed primarily to improve road safety and amenity for all road users, including pedestrians and cyclists.”</i></p> <p>Have you ever cycled or walked along a road like this with 50mph traffic on it? It is not safe and people avoid doing it as much as possible. There are not more accidents here because people avoid using it in anything other than a car. Taking the speed limit down from 60 to 50 will make no difference at all.</p> <p>There are also wild animals such as deer, boar, badgers that roam freely that are killed, injured, and deterred. This TRO is a waste of time and money. We should be considering a far wider scheme that makes all the forest roads safe for a variety of users and for the wildlife that lives here too.</p> <p>Please withdraw this and replace it with a new scheme.</p> <p>All the best</p> |
| Stagecoach | <p>Good afternoon,</p> <p>Thank you for contacting us regarding the below consultation.</p> <p>At Stagecoach, our number one priority is safety, and steps that can be taken to improve safety for our passengers and staff are welcomed. Whilst the impacts of singular speed limit reductions can be negligible, the cumulative impact of multiple reductions in speed limits has a detrimental impact to bus journey times. So much so, that in extreme cases, the increase in journey time means that all of the layover that is required to ensure a reliable bus service is lost, and thus requiring the service to either absorb the costs of an additional bus (over £200k per annum) into the cycle, or a reduction in frequency. We have also seen on our networks that increased journey time leads to fewer people travelling sustainably by bus, and encourages more people to travel by car. In turn, this increase in costs and reduction in revenue will lead to a reduction in bus services.</p> |

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| | <p>We therefore would like to see within any changes to speed limits that reduce bus journey times being offset with bus priority measures elsewhere along the corridor of the service impacted.</p> <p>In this specific instance, we do not have any objections, but I trust that these views are useful in the consideration of future schemes.</p> <p>Kind Regards</p> |
| | <p>Re 5227/112</p> <p>The speed limit should be 40 mph. Vehicles traveling at 40mph would have a good chance of stopping in time to avoid a collision with deer, wild boar or sheep. Besides the distress of harming animals, collisions with the larger animals can cause significant damage to vehicles and swerving to avoid a collision can result in injury or death to drivers and passengers. There would be little benefit in reducing the speed limit to 50 mph whereas there would be substantial benefit in reducing the speed limit to 40 mph.</p> |
| | <p>In the last couple of years I have had two near miss incidents with deer, both at 40 mph. First incident was large stag which ran across the road in broad daylight. Despite an emergency stop my vehicle made a slight contact with the hooves of the animal as it left the road. Second incident was at night approaching Parkend when a deer ran out right at the side of my vehicle but luckily ran along the road in front of me giving me just enough time to stop. If I had been driving at 50mph in either case then a more serious collision would have been inevitable. I suggest that a 50mph limit (which would inevitably be slightly exceeded by many drivers) is too high. The limit should apply on all Forest of Dean roads where deer or boar collisions are likely.</p> <p>Yours sincerely,</p> |
| | <p>Dear Sirs</p> <p>I would like to offer my reasoning for reducing the maximum road speed on the above road down to 40MPH & not 50MPH. I feel that a reduction down to 50MPH as suggested would still be far in excess of a safe speed for this stretch of very busy road.</p> <p>I will now try and highlight the list of reasons to support my suggestion highlighting the various interactions that occur on this road.</p> <p>Firstly, as with any road it is shared by HGV's , service buses, cars, motorcycles, cyclists, pedestrians and horse riders. To add into this compote of road users is the wildlife of the forest. I believe the figures for these free roaming beasts are around fifteen hundred deer and around five hundred boar. These animals do not obey any rules of the road and are a contributory factor in many collisions in the Dean.</p> |

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| | <p>I have looked closely at the route and I have counted the total number of footpaths and forestry tracks which either access or cross the above road. This figure is more than twenty five points of interaction with vehicles. These tracks and footpaths are frequently used by horse riders ,pedestrians & cyclists. All then to be possibly confronted by a vehicle passing at 50MPH. This is not ideal. As an aside, I am a XXXX and the councils guidance is that it is unsafe to pick litter on roads with a speed limit in excess of 40MPH not 50MPH.</p> <p>So to add more safety challenges on this two mile stretch of road. There are five locations on the highlighted road which have a very high footfall , these are Speech House Hotel The Forest Crematorium Council Recycling Centre, Oak Quarry Hopewell Colliery Colliers trail cycle crossing</p> <p>These are the honey pots of our forest and attract thousands of visitors every year. Motorcars and motorcycles passing through at 50MPH will not add to the enjoyment for the visitors and indeed the safety of these visitors. So with all of the above thrown into the mix I would strongly resist the reducing of the speed limit to 50MPH and would enthusiastically encourage the council to reduce the maximum speed limit on Speech House Road to 40MPH.</p> <p>In summing up , the time to travel this stretch of road 50MPH would take 2 minutes 40 seconds. Travelling the same distance at a far safer speed of 40MPH would take 3 minutes. A saving of twenty seconds. Is it worth it?</p> <p>Thank you allowing the sharing of my views and hope you will see fit to reconsider your suggestion</p> <p>Regards</p> |
| | <p>I support this proposal.</p> |
| | <p>50 mph is better but I think 40 mph is more appropriate with the wildlife along there. Kind regards</p> |
| | <p>I have looked at the above proposal and while 50mph would make a small improvement on this rather challenging road, a speed limit of 40 mph would be even better.</p> <p>Some reasons: - there are so many minor and major accidents at the junction with the B4234 (Cannop crossroads) - there are some challenging exits/entrances when you know cars could be going very fast - eg Recycling centre, Hopewell Colliery, Barnhill Quarry, Beechenhurst, Cannop Ponds, various forest car parks, the Cemetery.</p> |

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| | <p>- problematic crossroads with the B4432 in Broadwell - which is in a 30mph zone, only just along from the current 60mph B4226 - it is a very 'blind' crossroads and there are numerous accidents with cars coming into the 30mph zone too fast, 40mph would surely greatly improve this issue.</p> <p>- deer and boar are very common on this road, it's the only road in the Forest where I have regularly encountered them, my husband has had a collision with a stag (car damaged, but probably not the stag). It would be wonderful if 40mph could be considered.</p> <p>Thank you.</p> |
| | <p>A approve and agree with a reduction in speed on this road, however I think that 50 is to fast and a further reduction to 40 mph would be essential. The impact damage to vehicles hitting boar, deer and other vehicles is reduced, therefore reducing fatalities.</p> <p>If you are going to make a reduction, make it worthwhile!!!</p> |
| | <p>Hello</p> <p>Just to say I am in support of reducing the speed limit on speech house road but 40mph should be considered rather than 50mph for the safety of humans and wildlife</p> <p>Thanks</p> |
| Forestry England | <p>Dear Gloucestershire County Council</p> <p>Forestry England would welcome a reduction in the speed limit along the B4226 (Speech House Road) from Broadwell to Cinderford for the following reasons;</p> <ul style="list-style-type: none"> - The safety of cyclists, who are riding, the Colliers Trail which crosses the B4226 east of the Cannop crossroads - The safety of visitors exiting Beechenhurst visitor centre and turning onto the B4226 - Improved air quality for the protection of the Speech House Oaks Site Special Scientific Interest - The potential for reduced road traffic incidents involving wildlife <p>Although we are unable to filter out the numbers by specific road or area, the following figures are for road traffic incidents involving wildlife across the last 5 years:</p> <ul style="list-style-type: none"> - 2020 – 2021, 28 deer and 52 feral wild boar. - 2021 – 2022, 33 deer and 54 feral wild boar. - 2022 – 2023, 34 deer and 34 feral wild boar. - 2023 – 2024. 46 deer and 54 feral wild boar. |

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| | <p>- 2024 – 2025, 74 deer and 49 feral wild boar.</p> <p>It should be noted that these figures if anything are an under recording of the true numbers as they only reflect the incidents Forestry England staff respond to and record, there will be several animals that are hit, and escape injured and are not recorded.</p> <p>Kind regards</p> |
| | <p>Dear sir or madam</p> <p>I am in agreement with the proposal to reduce the speed limit on Speech House Road.</p> <p>Kind regards</p> |
| | <p>Good afternoon,</p> <p>As a frequent user of the Speechhouse road, I'm writing to support the plan to restrict the speed limit to 50mph, which must be enforced appropriately because judging by the speeds on other roads it will be ignored by a significant proportion of the drivers.</p> <p>As this road is crossed by a huge number of frogs and toads during the breeding season, it would be great if the speed could be reduced during this period although I appreciate that this may not be practical!</p> <p>Thank you for taking the time to read this message.</p> |
| | <p>Hello,</p> <p>I just wanted to add support to lowering the speed limit to 50mph on speech house road. There have been many casualties, people and wildlife and a lower speed limit may reduce this. There are junctions after corners and sharp turns, making it a dangerous road. Also, during spring there will be pedestrians around on toad patrol, the speed limit could do with being lower (40mph) I think.</p> <p>Kind regards,</p> |
| | <p>Proposed 50 mph Speed Limit – B4226 Speech House Road</p> <p>We would like to support this proposal, with amendments:</p> <ol style="list-style-type: none"> 1. 40mph speed limit be Introduced Apr-Jan 2. 30mph speed limit be introduced temporarily during Feb-Mar <p>Reasons for proposed amendments:</p> |

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| | <p>(a) Speech House Road (B4226) has no pedestrian walkway pavement so walkers are in the road or on the very unstable verge.</p> <p>(b) Speech House Road (B4226) is a major tourist hotspot with regular large public events at the Speech House Hotel, the Cyril Hart Arboretum and is adjacent to the much publicised Sculpture Trail; with several parking areas along its route.</p> <p>(c) Speech House Road (B4226) is also of course the only entrance to the crematorium at Yew Tree Brake where parking is restricted so mourners often park on the Speech House Road verges.</p> <p>(d) Speech House Road (B4226) is a hotspot for wildlife collisions. In fact, this road has a registered migratory crossing with The Froglife Trust (national wildlife conservation charity). As such it requires annual intervention by volunteers during the evenings of Feb-Mar. In the last 4yrs alone Froglife has recorded over 1k amphibious deaths on this stretch of road including newts (the actual total figures will be much higher). The suggested amendments seek to take the proposals further to maximise reduction of potential number and severity of collisions for the wider public (including tourists, school children and volunteer groups who patrol the road for litter picking, Froglife ToR) and also wildlife collisions that not only result in wildlife deaths but driver casualties/ deaths.</p> <p>Yours sincerely</p> |
| | <p>To whom it may concern,</p> <p>I would like to put forward my support for the proposal to reduce the speed limit to 50 mph around Speech House. I would even say that extending beyond proposed plans would be welcome, from a human safety perspective as well as a wildlife one.</p> <p>Best regards,</p> |
| | <p>Hello</p> <p>I am writing to support a reduction in the speed limit on Speech House Road to 40mph. I have lived in Broadwell for over four years and regularly use this road. The number of casualties is unacceptably high. There is significant local concern about the accidents and near misses at the junction with North and South Roads close to the current 60mph section of the road. There are many points along the Speech House road with hazardous junctions and intersections. The cycle path crossing, the Beechenhurst turning, the crossroads at Cannop, the turning into the Oak Quarry recycling centre, and the several parking bays, for example. The road has several narrow, steep, sections, and tight bends. These are hazardous in the dark and adverse weather conditions, particularly for visitors unfamiliar with the terrain, and for cyclists.</p> |

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| | <p>Any crossing point as a pedestrian and dog owner feels dangerous. The same has been mentioned by neighbours with school children. Increased fuel efficiency and reduced pollution are additional benefits to a reduction in the speed of vehicles. On top of all this are the many distressing wildlife deaths that could be avoided. All of these issues would be mitigated to some extent by a reduction to 40mph. Please submit my response to the consultation. Best wishes</p> |
| | <p>To whom it may concern</p> <p>highway consultation reference 5227/112</p> <p>I am supportive of reducing the speed limit from 60 to 50m/h on the Speech House Road.</p> <p>It would be helpful to put in deterrents along the route as there will be some folks who will still ignore the speed limit.</p> <p>I suggest these are placed</p> <ol style="list-style-type: none"> 1. Watercourse flowing under the road to Foxes Bridge Bog - which is a registered toad crossing, 2. Family cycle crosses over the road 3. Cross road with Cannop Road / Speculation Road 4. Approaching the cross road at Broadwell <p>Regards</p> |
| | <p>Dear Sirs</p> <p>Please find attached correspondence, which has been sent on behalf of the XXXXX. Please note that a hardcopy will be posted to your office, however this will arrive after the 12pm Friday 13 June 2025 deadline for submissions. Please kindly acknowledge safe receipt.</p> <p>Yours faithfully</p> <p>Steward to the XXXXXX</p> <p>Dear Sirs</p> <p>Reference: 5227/112 (50mph Speed Limit)(B4226, Speech House Road)(Various Parishes)</p> |

We are writing with regard to the proposal to reduce the speed limit from 60mph to 50mph on the B4226, Speech House Road. We do not feel that this is enough of a reduction in speed (because we doubt this will make much difference) and therefore, we would prefer a reduction in the speed limit to 40mph.

We have a number of reasons to support this change to 40mph:

- The Department of Transport guidance for setting local speed limits in rural areas includes these two points:
 - **40mph:** Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason or where there are considerable numbers of vulnerable road users.
 - A speed limit of 40mph may be considered for roads with a predominantly local, access or recreational function, for example, in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land – or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem.
- The Speech House Road meets these criteria because it is a road through the Forest of Dean which has:
 - Many bends
 - Many junctions or accesses:
 - Access to Worcester Walk Community Project
 - Access to Oak Quarry Household Recycling Centre
 - Access to Hopewell Colliery (busy tourist attraction)
 - Pygmy Pinetum crossroads (local accident black spot)
 - Crossing of Colliers Trail cycle path (Family cycle path so many children and adults)
 - Access to Beechenhurst (Forestry England site – busy tourist attraction)
 - Access to Speech House Hotel (busy tourist attraction)
 - Access to Speech House field (busy venue for events)
 - Junction with road to New Fancy tip (a fatal motorbike accident recently)
 - Access to Arboretum (busy tourist attraction)
 - Access to Kensley Shed (site for Forest of Dean Scouts)
 - Access to Gloucestershire Wildlife Trust Woorgreens site
 - Access to Yew Tree Brake Crematorium
 - Access to Ruspidge Halt/Linear Park
 - Strong environmental or landscape reason i.e., It's a Forest
- There are all sorts of wildlife in the Forest which suffer fatalities from cars travelling too fast through the Forest.
- The most significant in terms of recorded numbers are the larger animals – the deer and the boar. The numbers of road traffic accidents in the Forest of Dean over the last few years are detailed below (data not available by specific road):

- 2020 – 2021, 28 deer and 52 feral wild boar.
- 2021 – 2022, 33 deer and 54 feral wild boar.
- 2022 – 2023, 34 deer and 34 feral wild boar.
- 2023 – 2024, 46 deer and 54 feral wild boar.
- 2024 – 2025, 74 deer and 49 feral wild boar.

- It should be noted that these figures are, if anything, under recording the true numbers as they only reflect the incidents that are recorded and there will be several animals that are hit, and escape injured and are not recorded.

- We feel strongly that the 40mph 'sign' should be painted on the road, not erected as a sign by the side of the road, because this would mar the beauty of the area.

- The New Forest already has a 40mph speed limit within its area and the Forest of Dean has many similarities to the New Forest.
 - In 1990 a uniform 40 mph speed limit was put in place on all New Forest roads, apart from the fenced major A-roads. This had the most significant effect on reducing animal deaths, with annual accident statistics being slashed compared to pre-40 mph limit years.

- We are less concerned about the need for the 40mph speed limit to be enforced by the police force, because we believe that once the road is designated as 40mph:
 - It will automatically appear as an electronic figure in some cars
 - Some car drivers will respect it, and others will be behind them
 - Car drivers will get used to it over time

- We don't think that a reduction from 60mph to 50mph is worth the time, effort and cost of making that change, but a reduction to 40mph would be worth it.

- As XXXX we have a duty to protect 'the vert and venison' in the Forest of Dean, but naturally we are also concerned about humans on our roads. A reduction to 40mph would help reduce the severity of injuries to any people involved in road traffic accidents (Another extract from the Department of Transport guidance below:

- In England, in 2022, rural roads accounted for 57% of all road deaths, and 68% of car occupant deaths, but only around 43% of vehicle traffic. Of all road deaths in England, in 2022, 27% occurred on national speed limit rural single carriageway roads. The reduction in road casualties and especially deaths on rural roads is one of the principal road safety challenges. Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head-on collision involving 2 cars travelling at 60mph is around 90%, but that this drops rapidly with speed so that it is around 50% at 48mph (Richards and Cuerden, 2009).

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| | <ul style="list-style-type: none">• All of our reasoning here is not new, as we have submitted this evidence previously in the attached document dating from 2020. Consequently, we are disappointed that you have not taken on board the need to reduce the speed limit to 40mph and request that you consider the amount of speed reduction again. <p>We look forward to hearing from you. Yours faithfully XXXXX</p> |
| Cinderford Town Council | <p>Dear ADL</p> <p>Cinderford Town Council considered the following at our Council meeting on 10th June 2025.</p> <p>Councillors commented that they support the reduction to 50mph. Councillors advised they would support getting the speed limit reduced to 40mph across central Forest and on the B4226.</p> <p>Many thanks</p> |