

Subject: Response to Objection – Proposed TRO Speed Limit Reduction (Bristol Road and Southgate Street)

Dear Sir/Madam,

Thank you for your comments regarding the proposed scheme to reduce the speed limit from 30mph to 20mph on Bristol Road, Gloucester from its junction with St Ann Way/Trier Way (A430) to a point 8 metres north of its junction with Linden Road. We recognise that this is a key and commercially successful route for Stagecoach, and we are mindful of the importance of maintaining reliable journey times for passengers and operations. We would like to provide further clarification to address your concerns about potential impacts on journey times.

Firstly, we have carefully considered the potential impact on bus journey times; however, we believe the proposed speed reduction is a proportionate measure in line with Gloucestershire County Council’s Road Safety Strategy. This location is one of the top locations on Gloucestershire County Council’s accident hotspot list. A total of 21 collisions occurred in the last five years between 01/12/2020 and 18/12/2025. Most of the collisions involved cyclists and pedestrians.

Secondly, the section of road within the proposal includes:

- 8 bus stops
- 12 junctions
- Two controlled crossings and two signal junctions

These features naturally reduce average vehicle speeds. Compass data, collected from vehicles, shows that the existing average speeds are already below 25mph throughout the stretch of road under consideration. Please see the speed data below:

Speed Data (01/12/2024 - 01/12/2025)					
Road Name	Direction	Average Speed (mph)	Median Speed (mph)	15th% Speed (mph)	85th% Speed (mph)
Bristol Road	NB	23.71	23.92	20.13	27.46
	SB	23.38	23.61	20.26	26.84

Based on this, estimated delay from reducing the speed limit is likely to be insignificant for buses.

Furthermore, journey times for bus services are influenced by a range of factors beyond speed limits, including:

- **Passenger boarding and alighting times** – with 8 stops and 5 services, dwell times can add more delay than the proposed speed change. For instance, the

Bus Open Data Service (BODS) shows average speed of 10mph inbound and 12mph outbound.

- **Traffic volumes and queuing**, particularly during peak periods. During congested periods, there will be little, if any, difference in journey time.
- **Signal timings and junction delays**, which often have a greater impact than speed limits.

Given the modest impact of the proposed change and the existing low average speeds, we hope this addresses your concerns.

Kind regards,

Traffic Engineering Team