

Statement of Reasons

Proposed 30 & 40 mph Speed Limits – Various Roads in the vicinity of the A46 Shurdington Road

Proposal

This is a proposal to:

1. introduce the speed limits detailed in Schedule 1 below; and
2. revoke the existing 40mph speed limit on A46 Shurdington Road between a point approximately 110m north-east of its junction with Moorend Park Road and a point 225m north-east of its junction with Leckhampton Lane to enable this section and any qualifying side roads to become a 30mph speed limit by virtue of street lighting; and
3. revoke the existing 30mph speed limit Traffic Order on the A46 Shurdington Road in Shurdington Village to enable it to become a 30mph speed limit by virtue of street lighting and rectify the anomaly where the speed limit is currently in operation under a Traffic Order; and
4. revoke the existing 40mph speed limit on Up Hatherley Way and repropose it to align with the extents of the new 30mph speed limit by virtue of streetlighting, as outlined in Schedule 2.

Schedule 1 - 30mph Speed Limit to be Introduced

Road Name & Number	Description
Kenelm Gardens (490698)	For its entire length
Silverthorn Close (79076)	For its entire length
Hillfort Close (79345)	For its entire length
Farm Lane (51105)	For its entire length
Hillview Gardens (82114)	For its entire length

Schedule 2 - 40mph Speed Limit to be Introduced

Road Name & Number	Description
Up Hatherley Way (C9035)	From a point approximately 35m north-west of its junction with Shurdington Road (A46) to its junctions with Sunnyfield Lane (41106) & Cold Pool Lane (C9031)

Reasons

The scheme has come about as a result of concerns raised regarding the appropriateness of the current speed limit in place on the A46 between Shurdington & Cheltenham. This area has been flagged up on the Gloucestershire “Cluster List” as a location that requires intervention.

In 2022, Gloucestershire County Council published its Road Safety Strategy for 2022 until 2032, which complements the Local Transport Plan 2021-2040. Within this strategy, the council has set a vision to reduce the number of people being killed or seriously injured on Gloucestershire’s roads by 50% before 2032. The 30mph proposal replacing the existing 40mph speed limit on the A46 Shurdington Road aligns with this strategy as it aims to encourage active travel methods through improving road safety for vulnerable road users. It will also reduce the number of speed limit changes along the route, improving the consistency of the speed limit along the route. Finally, it will also future proof this section of carriageway for upcoming developments in the area.

The 40mph speed limit on Up Hatherley Way is proposed to be revoked and repropose to align with the extents of the new 30mph speed limit by virtue of streetlighting in the vicinity of the A46 roundabout junction.

The proposed 30mph speed limits on Kenelm Gardens, Silverthorn Close, Hillfort Close, Farm Lane and Hillview Gardens are proposed as these streets do not meet the requirements to be classified as a 30mph speed limit by virtue of streetlighting. Consequently, these streets would require a Traffic Order to implement the speed limit, hence their proposal.

Vehicle speed data gathered during the assessment was within or slightly above the Association of Chief Police Officers (ACPO) guideline intervention level for a 30mph speed limit of 35mph. Collision data also demonstrates there have been 10 personal injury collisions on this section of road in the last 5 years.

Road Traffic Regulation Act 1984

The Council are proposing to implement the 30mph and 40mph speed limits under Sections 82 & 84 and Part IV or Schedule 9 to the Road Traffic Regulation Act 1984 (RTRA).

More specifically, according to the RTRA, it is the duty of a highway authority to 'manage their road network' and 'to improve road safety'. Section 122 of the RTRA states that local authorities must, so far as is practicable, exercise their functions under the RTRA so as to 'secure the expeditious, convenient and safe movement of traffic'.

The proposals therefore accord with the RTRA.

Traffic Signs Regulations and General Directions 2016

The associated signing and lining will be in accordance with Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual Chapter 3.

Equality Act 2010

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