

## Statement of Reasons

---

### Proposed 40 & 50 mph Speed Limits – A38 Tewkesbury Road

#### Proposal

This is a proposal:

1. To introduce the 40mph speed limit detailed in Schedule 1 below; and
2. To reduce the extent of the existing 50mph speed limit as detailed in Schedule 2 below to align with the proposed extent of 40mph speed limit.

#### Schedule 1 - 40mph Speed Limit to be Introduced

Road Name & Number	Description
Tewkesbury Road (A38)	From a point approximately 96m north-east of the centreline of its junction with Down Hatherley Lane (C81) to a point approximately 92m north-east of the centreline of its north-eastern junction with Wainlode Lane (C77)
Wainlode Lane (C77)	From its junction with Tewkesbury Road (A38) for a distance of approximately 83m in a south-westerly direction.

#### Schedule 2 - 50mph Speed Limit to be Introduced

Road Name & Number	Description
Tewkesbury Road (A38)	From a point approximately 92m north-east of the centreline of its north-eastern junction with Wainlode Lane (C77) to a point approximately 375m south-west of its junction with The Wharf Lane (40442)

#### Reasons

The scheme is being proposed primarily to improve road safety and amenity for all highway users, including pedestrians and cyclists on a section of the A38 Tewkesbury Road, where there is currently a 50mph speed limit.

There have been 10 collisions along this section of carriageway between January 2019 to January 2025. Of these, one was classed as 'slight' and nine were 'serious'. This has been flagged up on the Gloucestershire "Hotspot List" as a location that requires intervention. The proposed changes seek to reduce the number and severity of collisions that have occurred here. The proposal aligns with the Department for Transport (DfT) "Setting Local Speed Limits" guidance for a 40mph speed limit given that there are numerous accesses, pedestrian crossing points and facilities on this section of carriageway.

The 85th percentile vehicle speed data gathered during the assessment was above the Association of Chief Police Officers (ACPO) guideline intervention level for a 40mph speed limit of 46mph. However, this is at a location that is currently signed as a 50mph speed limit and is within the ACPO guideline intervention level for the 50mph Speed Limit. Consequently, it is likely that speeds will reduce to a more acceptable level with the combination of the speed limit reduction and implementation of additional engineering measures.

The parts of the existing 50mph speed limit which are to remain as part of this scheme, will be remade as an administration exercise as part of this proposal.

## **Road Traffic Regulation Act 1984**

The Council are proposing to implement the 40mph and remake the 50mph speed limit under Section 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.