

## Statement of Reasons

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### **GLOUCESTERSHIRE COUNTY COUNCIL ON-STREET PARKING ORDER 2017 VARIOUS ROADS (QUEDGELEY TOWN, HARDWICKE; TUFFLEY & LONGLEVENS WARDS) GLOUCESTER CITY & STROUD DISTRICT (VARIATION) ORDER 2021**

#### **Proposals**

The introduction of:

- No Waiting at Any Time restrictions (i.e. double yellow lines) on various roads in the Town of Quedgeley and the Wards of Hardwicke, Tuffley and Longlevens
- No Waiting 8am-5pm Monday-Friday restriction in Longlevens
- No Waiting 8am-4.30pm Monday-Friday in Quedgeley
- No Stopping on School Keep Clear markings Mon-Fri 8.30-9.30am & 2.30-3.30pm restrictions in Longlevens

The removal (revocation) of:

- No Waiting 8.30-9.30am & 3.00-3.30pm Monday-Friday restriction on Paygrove Lane and College Fields in Longlevens
- No Stopping on School Keep Clear markings Mon-Fri 8.30-9.30am & 3-3.30pm restriction on Paygrove Lane in Longlevens

#### **Reasons**

Several complaints about parking have been received by the County Councillors whose Town/Wards are included in these proposals about inconsiderate on-street parking,- particularly close to some junctions,- that are causing access and safety issues (i.e. reducing visibility on bends or at junctions).

These new proposals are designed to address these issues and ensure that the County Council meets its obligations as local highway authority under Section 122 of the Road Traffic Regulation Act 1984, namely to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and to supplement Rule 243 of the Highway Code (i.e. no parking opposite or within 10 metres of a junction).

#### **Quedgeley/Hardwicke**

The Council was also approached by local businesses in both Quedgeley and Hardwicke regarding the unsatisfactory on-street parking situations on various roads in the Waterwells area. This area is composed mainly of commercial premises and there have been concerns about accessibility, particularly by articulated vehicles, to these businesses being compromised by inconsiderate parking. Some of this parking is very close to roundabouts and junctions so can also have a negative impact on visibility and therefore safety.

The proposals for the other streets in Quedgeley are designed to address safety and visibility concerns in narrow, residential streets which would supplement Rule 243 of the Highway Code.

## **Tuffley**

The proposals for Stroud Road, Larkspear Close & Morelands Grove are designed to improve safety by preventing inconsiderate parking on the bends and junctions. This would specifically improve safety during the start and finish times of the nearby Ribston Hall secondary school. The Lewisham Road / Rosebery Avenue proposals are aimed at improving visibility at their junction which is at an angle. Parked vehicles reduce the visibility and the width of the road to a single lane.

Similarly, the Romney Close / Tuffley Avenue proposals would prevent parking too close to the junction of these two roads thus supplementing Rule 243 of the Highway Code. The proposals would also ensure the safe movement of traffic along its entire length.

## **Longlevens**

The proposals in Oxstalls are designed to ensure the safe passage of vehicles, particularly buses, by preventing all day parking by users of the nearby University Campus. Parking is currently occurring on the bend and on the footway which reduces visibility for traffic and safety for pedestrians, especially pushchair and wheelchair users.

All the other proposals in Longlevens are designed to address safety and visibility concerns in narrow, residential streets which will supplement the Highway Code with the exception of the replacement of a No Waiting 8.30-9.30am & 3.00-3.30pm Mon-Fri restriction with a No Stopping on "School Keep Clear" markings ( 8.30-9.30am & 2.30-3.30pm Mon-Fri) restriction on the eastern side of Paygrove Lane. The existing daytime restrictions would also be changed to match these new times (i.e. No Waiting 8.30-9.30am & 2.30-3.30pm Mon-Fri). This would improve safety for users of the pre-school facilities of the neighbouring primary school.

Finally, as a purely administrative exercise, the existing double yellow lines on the access road to Elmbridge Court business park are included in this proposal to ensure their validity and enforceability. The restrictions would maintain access to the business park at all times.

## **Road Traffic Regulation Act 1984**

The specific grounds which the County Council are using for the implementation of the proposed scheme as above are encompassed in the following sections of the Road Traffic Regulation Act 1984:

- Section 1 (a) for avoiding danger to persons or other traffic using the road or any other such road or for preventing the likelihood of any such danger arising.
- Section 1 (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

In addition, thorough consideration was given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing this Order.

## **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.