Traffic Regulation Order Report
Proposed Waiting and Loading Restrictions
Various Roads Around Clearwater School, Qedgeley

Version 1.0 - December 2020

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Traffic Regulation Order Report:
Proposed Waiting and Loading Restrictions
Various Roads Around Clearwater School
Quedgeley

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Proposed No Waiting and No Stopping Restrictions, Various Roads Around Clearwater School, Quedgeley

Traffic Regulation Order Title:
GLOUCESTERSHIRE COUNTY COUNCIL ON STREET PARKING ORDER 2017 (VARIOUS ROADS SURROUNDING CLEARWATER SCHOOL, QUEDGELEY, GLOUCESTER CITY) (VARIATION) ORDER 2021

To be known as the 'TRO' throughout this document.

Case Officer: Richard Cornwell, Assistant Engineer, TRO Team, Gloucestershire County Council

Senior Case Officer: Hannah Bassett-Louis, TRO Manager, Gloucestershire County Council

1. Purpose of Report

1.1 To provide background information on the Traffic Regulation Order (TRO).

1.2 To provide details of representations received to the proposed no waiting and no stopping restrictions included in the TRO and Gloucestershire County Councils (GCC) responses.

1.3 To make a recommendation to the Parking Manager on the way forward.

2. Recommendation

2.1 That, for the reasons given in this report and after consideration of the representations made, Gloucestershire County Council (GCC) now makes the TRO permanent as advertised.

Please see Appendix A for the final scheme plans to be made permanent.

3. Background and Purpose of the Scheme

3.1 It is proposed to introduce new no waiting and no stopping restrictions on various roads surrounding Clearwater School in Quedgeley as follows:

<table>
<thead>
<tr>
<th>Road Name / Road No.</th>
<th>Extent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearwater Drive / 486047</td>
<td>On sections of its length</td>
</tr>
<tr>
<td>Severnvale Drive / C8015</td>
<td>On sections of its length around its junction with Clearwater Drive and Aspen Drive</td>
</tr>
<tr>
<td>Pendock Close / 486050</td>
<td>On sections of its length around its junction with Clearwater Drive</td>
</tr>
<tr>
<td>Hasfield Close / 486091</td>
<td>On sections of its length around its junction with Clearwater Drive</td>
</tr>
<tr>
<td>The Causeway/ 486042</td>
<td>On sections of its length around and near it’s junctions with Clearwater Drive and Sandpiper Close</td>
</tr>
<tr>
<td>Sandpiper Close/ 486037</td>
<td>On sections of its length</td>
</tr>
<tr>
<td>Aspen Drive/ 486081</td>
<td>On a sections of its length</td>
</tr>
<tr>
<td>Eldersfield Close/ 486026</td>
<td>On sections of its length</td>
</tr>
<tr>
<td>Brockeridge Close/ 486022</td>
<td>On sections of its length</td>
</tr>
<tr>
<td>Highclere Road / 486028</td>
<td>On sections of its length around its junction with Aspen Drive</td>
</tr>
</tbody>
</table>

No Waiting At Any Time

No Waiting 8am – 9:30am and 2:30pm – 4pm Monday to Friday
3.2 In order to facilitate the safe opening of the new Clearwater Primary School being built in Quedgeley, it is proposed to introduce new no waiting and no stopping restrictions on roads surrounding the school. Most of these restrictions are captured in the highway development agreement reference 17/00729/278, with additional restrictions being requested by the County Councillor following engagement with the community.

3.3 The proposed No Waiting At Any Time restrictions (double yellow lines) aim to address the issues that parked vehicles can cause, including:

- Visibility, obstruction and manoeuvrability issues around junctions and accesses for road users and pedestrians.
- Obstructions to traffic flow along roads.
- Obstructions to pedestrian crossing points and movements.
- Obstructions to bus movements.

They are also proposed to keep current traffic calming features clear of parked vehicles, to ensure that the effects and visibility of these features are not compromised.

The proposed No Waiting 8am – 9:30am and 2:30pm – 4pm Monday – Friday restrictions (single yellow lines) aim to address the same issues as the double yellow lines but at peak times only, when traffic and pedestrian levels are much higher due to people accessing the school and commuter travelling and parking activity. These restrictions will allow more parking for residents and their visitors when traffic and pedestrians levels are lower.

The No Stopping On School Entrance Markings between 8am and 4pm Monday to Friday aim to keep the school entrance area clear, where any stopping or parking would cause significant road safety and obstruction issues. Outside of these times a No Waiting at Any Time restriction would be in place, to ensure the area around the school access (which is also located on a bend in the road) remains clear of parked vehicles when access/egress could still be required to/from the school. The No Stopping restriction during school times will improve safety for children and parents during bus school times while the double yellow lines during the remainder of the day will keep the bend in the road clear to improve visibility for all road users.

4. Law and Policy

4.1 The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The specific grounds which GCC are using for the implementation of the proposed no waiting and no stopping restrictions are 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).
- Section 1 (f) for preserving or improving the amenities of the area through which the road runs.

4.2 Thorough consideration has been given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing this TRO. This requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians). In carrying out this exercise GCC must have regard to the:

a) Desirability of securing and maintaining reasonable access to premises.
b) The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
c) The strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
e) Any other matters appearing to the local authority to be relevant.

4.3 Any restriction changes are made in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996. Under this procedure authorities are expected to consult local community groups and the Police together with other organisations listed where appropriate such as the other emergency services and transport operators.

4.4 GCC is required to advertise a notice in the local newspaper of its intention to make a TRO. All relevant documents, including the draft TRO, are placed on deposit for public inspection at accessible locations. A minimum of a 21 day period for representations of support or objection to be submitted is given. After this consultation GCC has to consider any representations received and having done so, to either:

a) Resolve to make a TRO in the form originally intended and advertised; or-
b) Modify the TRO proposals, ensuring that any substantial modifications are re-consulted on accordingly; or

c) Abandon the TRO proposal altogether.

4.5 Traffic Authorities have the flexibility to implement no waiting and no stopping restrictions that are appropriate for an individual road, reflecting safety and road user needs whilst taking into account all local considerations.

5. Collision Data

5.1 Records of injury collisions in the vicinity of where waiting and loading restrictions and parking places are proposed, covering the years 2017, 2018 and 2019, are as follows. Please note that the school was not built or being used during this period:

- Slight: 0
- Serious: 0
6. Informal consultation

6.1 An informal consultation with residents was carried out between 7th October and 30th October 2020 via a letter with accompanying proposal plans sent to properties surrounding locations proposed for no waiting and no stopping restrictions. A copy of the letter and proposal plans can be found in Appendix B.

6.2 A summary of the key comments that were received from the informal consultation with the local community, along with the GCC response summary (in italics) can be found below.

DYL – Double yellow line (No waiting at any time)
SYL – Single yellow line (No waiting at particular times)

Aspen Drive
- DYLs needed across the access to the car park between Brockeridge Close and Highclere Drive to prevent obstruction of the car park access. Added to final proposals.
- DYLs need to be extended further into the road from Severnvale Drive, due to parking around this junction causing obstruction issues. Not added to proposals - With the proposed DYLs already extending around 17m and 22m into the road, it is not felt extending them further is required as part of this initial package of proposals. These initial proposals are to address existing significant parking issues around junctions and accesses and prevent new parking as a result of the school in locations around junctions and accesses where it would cause obstruction or safety issues. Additional restrictions could be considered in the future, if further parking issues arose. It would however be sensible to allow an appropriate period of time once the school opens to properly assess any further resulting parking issues and enable a proper and evidenced assessment.
- DYLs needed all along the road, to prevent unsafe and obstructive parking. Car parks are currently under used and so shouldn’t have a big impact on residents. Not added to the proposals - This would be quite excessive initially and would receive objection from many residents of the road. These initial proposals are to address existing significant parking issues around junctions and accesses and prevent new parking as a result of the school in locations around junctions and accesses where it would cause obstruction or safety issues. Additional restrictions could be considered in the future, if further parking issues arose. It would however be sensible to allow an appropriate period of time once the school opens to properly assess any further resulting parking issues and enable a proper and evidenced assessment.
- DYLs should only be for first 5m of junctions. Not changed on proposals - Waiting restrictions have been proposed which address visibility and obstruction issues, whilst balancing the parking needs of the area. It is worth noting that the Highway Code states that parking should not be within 10m of a junction.
- DYLs needed opposite Eldersfield Close junction. Not changed on proposals - DYLs have been proposed across part of the opposite side of the road, with the remaining part covered by SYLs with morning and afternoon restrictions, which cover dropped kerb/driveway access sections. The junction should have a relatively low traffic volume outside of school
times, vehicle speeds are low and the road has enough space for turning movements. It is felt in consideration of this and that as these properties have limited off-street parking that they may benefit from some parking opportunities in front of their driveways during quieter times. None of these properties have raised objection or concerns to the current proposals.

Eldersfield Close

- DYLs or SYLs instead of the Northern un-restricted section, to prevent parking here, where people also park on lawn. Or, if there needs to be an un-restricted section here, it should be on the opposite side of the road where there is no lawn. Not changed on proposals - Residents of the Close have requested some un-restricted sections of parking and this is a section where that can be well accommodated. It has been located here as any parked vehicles would not obstruct visibility of the Aspen Drive junction or road itself if coming in from the junction, it is not by any paths or driveway accesses and it is several metres away from any property. It is felt that locating it on the other side of the road, where parked vehicles would cause more issues for the above reasons, would be less suitable and inappropriate. With enough road space for a parked vehicle and space for a vehicle to drive passed, there is no need for vehicles to park partly on the lawn. If the property owner felt this did become an issue once waiting restrictions were introduced, they could of course introduce more planting to extend the current planting which already extends along part of the lawn, or consider fencing, stones or bollards.

- Un-restricted parking for at least 3 vehicles needed at the top (South end) of the close, to allow plenty of parking for resident’s visitors. Added to proposals – the un-restricted section has been extended slightly to provide a 15m section of un-restricted parking. This should be enough to accommodate three average sized cars, whilst still allowing space for turning movements in the turning areas.

- DYLs needed in turning circles (outside 12 and at end of close). Partly added to proposals - Some further DYLs have been added to the proposals to ensure a suitable turning area and driveway accesses at the end of the close are kept clear at all times. Further DYLs are not felt required.

- DYLs should only be for first 5m of junction with Aspen Drive. Not changed on proposals - The DYLs are a length to ensure the junction, crossing points, driveway accesses, foot/cycle way crossing points and area around the un-restricted section of parking are kept clear of vehicles. It is worth noting that the Highway Code states that parking should not be within 10m of a junction.

- SYLs instead of DYLs across the foot/cycleway crossover, as it will only be used at school start/finish times. Not changed on proposals – people should not be obstructing a foot/cycle way crossing point at any time on any day. The foot/cycleway is for use by all at all times on all days and needs to be kept clear at all times on all days. Children are likely to be moving about the area at all times on all days, not just at specific morning and afternoon times Monday to Friday. Other vulnerable pedestrians and parents with push chairs or younger children on scooters and bikes also need to be considered.

- Waiting restrictions not required other than DYL at Aspen Drive junction and some SYL across foot/cycleway crossover point. Not changed on proposals - The proposals have been put together following requests by residents and aim to address road safety and obstruction issues either already raised or are likely to become an issue when the school
opens. Some residents feel that further restrictions are required and so a balance has been sought where the main issues have been addressed, but as much un-restricted or out of school start/finish times parking has been retained as is appropriate and suitable. See above regarding SYL across the foot/cycleway.

Brockeridge Close
- SYLs instead of DYLs at Aspen Drive junction, to prevent parking at school times but allow more parking for residents at all other times. Not changed on proposals - The DYLs are proposed following requests made by residents and highway officers assessments. Parking at this junction and the visibility and obstruction issues it causes to road users and pedestrians would not be appropriate at any time. It is worth noting that the Highway Code states that parking should not be within 10m of a junction.
- DYLs needed by pumping station, due to parked vehicles blocking the footway and access to the pumping station and canal. Added to proposals.

Highclere Drive
- DYLs needed along the road opposite No. 2, to enable them more space for entering/exiting their driveway and to prevent obstructive parking near the junction. Added to proposals.

Clearwater Drive
- Not currently any parking problems and don’t see that that there will be outside of drop-off/collection time, so can all DYLs be made SYLs with morning and afternoon restrictions only instead. Not changed on proposals – The DYLs are proposed following requests made by residents and highway officers assessments. Parking around the junctions, driveways and accesses and the visibility and obstruction issues it causes to road users and pedestrians would not be appropriate at any time. It is worth noting that the Highway Code states that parking should not be within 10m of a junction.
- Un-restricted parking section near Severndale Drive should be swapped to the North side of the road, to enable a wider turning area for vehicles entering the private drive off of Hasfield Close. Change made to proposals – Moving the section of parking to the North side of the road should help with the turning movement issues mentioned. However, there are concerns that moving the section of parking to the North side would mean that parked vehicles then caused a visibility issue for vehicles exiting Hasfield Close and for pedestrians crossing the junction. It would also mean that vehicles entering Clearwater Drive from Severn Vale Drive could suddenly be faced with on-coming vehicles driving around the parked vehicles (and vehicles driving around parked vehicles faced with on-coming vehicles entering Clearwater Drive). Due to these concerns, it has been decided that this section of parking needs to be restricted at school start and finish times, when traffic and pedestrian levels are much higher.

Clearwater Drive / The Causeway
- Concern that SYLs will cause residents and their visitors parking issues at the restricted times. Can residents have permits to exempt them from restrictions? It is not possible to issue residents exemptions/permits for parking on SYLs.
Hasfield Close
- Support proposals but feel more will be needed for roads such as Hasfield Close where people will now park. *Not added to proposals – These initial proposals are to address existing significant parking issues around junctions and accesses and prevent new parking as a result of the school in locations around junctions and accesses where it would cause obstruction or safety issues. Additional restrictions could be considered in the future, if further parking issues arose. It would however be sensible to allow an appropriate period of time once the school opens to properly assess any further resulting parking issues and enable a proper and evidenced assessment.*

Sandpiper Close
- DYLs needed around junction with The Causeway and into Sandpiper Close, to prevent obstructions to the footway, dropped kerbs and pedestrian walking space in Sandpiper Close. Particular concern as a resident has a disabled child who would be further obstructed from using wheelchair with an increase in parked vehicles. *Added to proposals.*

The Causeway
- DYLs need to be extended from the Sandpiper Close junction along the South side of The Causeway, as parking here blocks visibility of vehicles approaching the Sandpiper Close junction. *Added to proposals.*

All roads
- All restrictions should be SYLs with morning and afternoon restrictions only, as otherwise too much parking for residents and their visitors is being lost. A particular concern is that the restrictions on The Causeway will create parking issues for residents and visitors of Sandpiper Close as non-residents of Sandpiper Close start parking in the Close. *Not changed on proposals - The DYLs are proposed following requests made by residents and highway officers assessments. Parking around the junctions, driveways and accesses and the visibility and obstruction issues it causes to road users and pedestrians would not be appropriate at any time. It is worth noting that the Highway Code states that parking should not be within 10m of a junction.*
- Will the restrictions be enforced and by who? *The restrictions would be enforced by Civil Parking Enforcement Officers working on behalf of Gloucestershire County Council. The introduction of waiting restrictions would mean that patrols would be made in the area. The Police would also be able to enforce and ticket any dangerous or obstructive parking.*

6.3 Following consideration of the comments received and discussions with the County Councillor, updates as mentioned above were made to the proposals ahead of statutory consultation. Please see Appendix C for the updated proposal plans.

7. Statutory consultation

7.1 Formal statutory consultation of the proposals (see Appendix C) was carried out in accordance with The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, from the 12th November 2020 to the 4th December 2020.
These formal statutory consultations included consultation with the following:

Statutory consultees
- Police (Gloucestershire Constabulary)
- Ambulance service (Southwest Ambulance Service)
- Fire service (Gloucestershire Fire & Rescue Service)
- Road Haulage Association
- Logistics UK

Council related consultees
- County Councillor Mark Hawthorne
- Gloucester City Council

Gloucestershire County Council standard TRO consultees
- Stagecoach West
- Swanbrook Coaches
- GCC Integrated Transport Unit
- GCC Highway Records
- GCC Parking Team
- GCC Local Highways Manager
- GCC Highways Development Management

Gloucestershire County Council standard TRO Consultees for Gloucester
- Gloucester City Centre Partnership
- The Driving Examiners
- Gloucester Chamber of Trade and Commerce
- Marketing Gloucester

7.2 Requests for changes were received from County Councillor Mark Hawthorne and the GCC Parking Manager Alexis Newport.

7.3 County Councillor Mark Hawthorne requested that the request made by a resident to move the un-restricted parking section on Clearwater Drive from the South side of the road to the North, to help with turning manoeuvres from the private drive on Hasfield Close in to Clearwater Drive, be made to the proposals. He also agreed that this section of parking should have the No Waiting 8am – 9:30am and 2:30pm – 4pm Monday to Friday introduced, to address visibility issues any parking may have there at busy school start and finish times.

7.4 Alexis Newport (GCC Parking Manager) requested that the no stopping on school entrance markings timing was reduced from at all times to just 8am – 4pm Monday to Friday to cover school times, to ensure that no stopping was in place when the focus will be on the safety of all road at peak travel and school drop off pick up times. She requested that the time period 4pm – 8am and on weekends was covered by No Waiting At Any Time restrictions to ensue the bend in the road and the area between traffic calming features are free of parked vehicles to improve visibility.
7.5 Updates as per the requests from County Councillor Mark Hawthorne and Alexis Newport were made to the proposals ahead of formal advertising. Please see Appendix A for the updated proposal plans.

8. Formal advertising

8.2 Formal advertising of the proposals (see Appendix A) was carried out from the 26th November 2020 to the 18th December 2020. This consisted of a notice published in the Gloucestershire Echo newspaper, at locations on site where restrictions were proposed and on GCC’s website. Please see Appendix D for a copy of the formal notice of intention, Statement of Reasons, Draft TRO and Due Regard Statement.

8.3 Three formal representations were received regarding the proposals. The following table shows a representee reference (Rep. Ref.), the roads(s) they are commenting on and their comments.

<table>
<thead>
<tr>
<th>Rep. Ref.</th>
<th>Road(s) regarding</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>The Causeway, Severnvale Drive, Aspen Drive</td>
<td>I believe the planning stage said there would be no impact on local traffic as the school car park would be adequate, which raises the question of why you feel the need to introduce any parking restrictions. Whilst I see the need to make the roads outside the new school safe, I do not feel the use of the 8-9:30 and 2:30-4:00 No Waiting is anything like sufficient to prevent log-jams on The Causeway. I suspect that the closeness of Severn Vale Drive to the school site, the omission of parking restrictions along it and the absence of access drives will make it too easy a target for those driving their children to school, and will quickly bring Quedgeley to a standstill. I am a resident of Mallard Close and know too well that access to Severn Vale Drive via The Causeway is already difficult at times due to parked cars on both sides of The Causeway. Since it is likely to become the de-facto car park for the school, I would like to propose the timed No Waiting is extended along at least one side (and preferably both sides) of The Causeway all the way from Severn Vale Drive to the proposed restrictions, and beyond, probably as far as Whimbrel Road, so that at school drop off and pick-up there is at least some chance for residents to access and leave their properties. The Causeway is only sufficiently wide for one parked car and one way traffic. If parking is permitted on both sides it will be impossible to move. If this idea is declined at this stage, can you at least promise close monitoring of the local streets once the school has been in use for a short period, with a view to extending any restrictions if they then become obviously necessary?</td>
</tr>
<tr>
<td>B</td>
<td>Aspen Drive, Severnvale Drive</td>
<td>With reference to the proposed traffic orders. The parking issues haven’t been fully addressed. Parking along Aspen Drive is already causing safety problems. When traffic is turning left or right on to Aspen Drive from Severnvale Drive, cars parked further down from the junction on both sides are causing obstructions. This problem occurs also from Aspen towards Severnvale Junction. Traffic will only get busier once the school is opened. Residents along this section of Aspen should park their cars in the designated car parks or on their driveways. Having double yellow lines along this stretch would alleviate this safety issue. Traffic speeding along Severn Vale Drive has increased considerably over the last twelve months. A pedestrian crossing with lights should be installed on Severn Vale Drive opposite magnolia walk as children would be crossing from the back entrance of the school across the road. This would keep them safer than taking a chance trying to Severn Vale Drive.</td>
</tr>
<tr>
<td>C</td>
<td>Pendock Close</td>
<td>I am writing with regards to the proposed road markings on Pendock Close. There is a bottleneck already in the middle of the close- I feel there needs to be double yellow lines on one side of this bottleneck to allow emergency services access and also no parking during peak hours markings, for the remainder of close to provide safety for residents leaving on foot- there is no pavement in the majority of the close; this is already a little scary when escorting young children as cars have to come round a blind corner- any additional cars are likely to further increase the risk of an accident. I have annotated the pinch point (in red); when cars park here it forces cars onto the wrong side of the road on</td>
</tr>
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8.4 As can be seen from the representee comments received, there are no objections to the proposals themselves, with only requests for additional waiting restrictions being made.

9.0 Discussion of representations

The following discussion of representation comments includes a summary of the requests made and GCCs response.

9.1 No waiting 8am-9:30am and 2:30pm-4pm restrictions are needed along The Causeway, from around its junction with Severn Vale Drive to Whimbrel Road, preferably on both sides of the road but at least along one side (with the proposed double yellow lines remaining). If this is not possible, can there be close monitoring of the local streets once the school has been in use for a short period, with a view to extending any restrictions if they then become obviously necessary?

It is felt that the proposals should address the current and potential significant obstructive and unsafe parking issues around the junctions near to the school. To introduce further waiting restrictions throughout The Causeway, or along one whole side, before the school has opened and a period of appropriate assessment of any issues could be carried out, would not be the best course of action initially. It is also likely to receive objections from residents, who want parking opportunities on-street to remain for both themselves and their visitors. The parking situation in the roads surrounding the school can be looked at again once the school has opened and after a period of time which will allow a suitable assessment of any serious and persistent issues which may be arising.

9.2 Double yellow lines are needed along the whole length of Aspen Drive, to prevent unsafe and obstructive parking. Residents should make more use of their off-street parking and the car parks available.

It is felt that the proposals should address the current and potential significant obstructive and unsafe parking issues around the junctions. To introduce waiting restrictions throughout Aspen Drive, before the school has opened and a period of appropriate assessment of any issues could be carried out, would not be the best course of action initially. It is also likely to receive objections from residents, who want parking opportunities on-street to remain for both themselves and their visitors. Additional restrictions in roads surrounding the school can be considered in the future, once the school has opened and after a period of time which will allow a suitable assessment of any serious and persistent issues which may be arising.

9.3 Double yellow lines are needed in Pendock Close on one side of the road in the narrow section alongside No.18 (between No. 4 and No.8). Parking here causes serious obstruction and visibility issues for both pedestrians (as there is no footway) and vehicles. No waiting 8am-9:30am and 2:30pm-4pm restrictions are needed throughout the rest of the Close, as with no footways and an increase in vehicular movements and parking it will become a less safe environment for pedestrians.
These initial proposals are to address existing significant parking issues around junctions and accesses and prevent new parking as a result of the school in locations around junctions and accesses where it would cause significant obstruction or safety issues. Additional restrictions in roads surrounding the school can be considered in the future, once the school has opened and after a period of time which will allow a suitable assessment of any serious and persistent issues which may be arising.

9.4 A pedestrian crossing should be installed on Severnvale Drive, opposite Magnolia Walk, to allow children to cross the road safely.

As this request is not regarding the proposed waiting restriction TRO, it cannot be considered as part of this TRO and TRO Report. However, the request has been passed to the Local Highway Manager for separate consideration.

10. Final proposals

10.1 GCC feels that the requests detailed in section 9.0 ‘Discussion of representations’ have been addressed and the proposals as advertised will lead to improvements in road safety for road users and pedestrians, for traffic flow and movements and are supported by the local community as a whole. Further waiting restrictions can be considered for the area in the future, once the school has opened and after a period of time which will allow a suitable assessment of any serious and persistent issues which may be arising.

10.2 Below is a table providing the final proposal plan drawing numbers which are now proposed for implementation. The plan drawings can be found in Appendix A and provide details of the location, extent and type of waiting and loading restrictions.

<table>
<thead>
<tr>
<th>Drawing No.</th>
<th>Drawing Title</th>
<th>Revision No.</th>
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<tbody>
<tr>
<td>CD-Q-1</td>
<td>Clearwater Drive</td>
<td>5.0</td>
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<tr>
<td>EA-Q-1</td>
<td>Eldersfield Close and Aspen Drive</td>
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11. Equality Impact Assessment

11.1 A Statement of Due Regard can be seen in Appendix D relating to the TRO proposals.

11.2 In proposing this TRO, Gloucestershire County Council has paid due regard to its duties under the Equality Act 2010 – as per the above mentioned Statement – in relation to the nine groups - Age, Disability, Sex, Race, Gender reassignment, Marriage and Civil partnership, Pregnancy & Maternity, Religion and/or Belief and Sexual orientation, along with other groups (such as long term unemployed, socio-economical deprived groups, community cohesion, human rights) - with protected characteristics.

11.3 The TRO is being proposed in order to help improve road safety, traffic flow and local amenity.

12. Summary

12.1 The proposed TRO was consulted upon in line with legislation and GCC policy.

12.2 An informal consultation was carried out with residents in areas where no waiting and no stopping restrictions were proposed.
12.3 Consultation was carried out with statutory consultees and Gloucestershire County Council standard consultees.

12.4 Requests and support for the proposals was received from Councillors and some residents, who felt the waiting and loading restrictions should help address some of the current road safety, obstruction and parking issues and potential significant issues once the school opened.

12.5 The proposed TRO was formally advertised, with three representations received.

12.6 No objections were received to the proposals, with only requests made for further waiting restrictions.

12.7 The proposals have gone through an extensive consultation and all requests have been fully considered. The proposals aim to improve visibility, obstruction and traffic flow issues which currently exist and are expected to arise once the school opens. Further waiting restrictions can be considered for the area in the future, once the school has opened and after a period of time which will allow a suitable assessment of any serious and persistent issues which may be arising, such as displacement.

12.8 In considering the proposed TRO under Sections 1 and 122 of the Road Traffic Regulation Act 1984, the proposals are in line with the legislation and meet GCC’s obligations.

13. View of the Case Officer

13.1 This report demonstrates that the introduction of the TRO is consistent with National Guidance and has been fully consulted upon in accordance with GCC policy and followed necessary statutory procedures as set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulation 1996 and the Road Traffic Regulation Act 1984.

13.2 The proposals for the no waiting and no stopping restrictions, and the introduction of them, aim to improve visibility, obstruction and traffic flow issues which currently exist and are expected to arise once the school opens.

13.3 GCC has addressed all requests made, as can be seen in its responses to representation requests in section 9.0 ‘Discussion of representations’. Further waiting restrictions can be considered for the area in the future, once the school has opened and after a period of time which will allow a suitable assessment of any serious and persistent issues which may be arising, including displacement.

13.4 It is considered that the TRO proposed meets GCC’s objectives to improve road safety and therefore the TRO could be made permanent as advertised.

14. Recommendations by Senior Case Officer

14.1 I am satisfied that the proposed TRO has been correctly advertised and implemented in accordance with the Road Traffic Regulation Act 1984 and the procedures laid down in that Act. The necessary statutory procedures as set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 have been followed, and guidance, including the Traffic Signs and General Directions 2016 have been considered.
14.2 The scheme proposals have been developed following consultation with both statutory bodies and local stakeholders, whilst duly considering comments received by local residents.

14.3 An informal consultation took place which included a letter drop to all residents affected with the facility to make comment on the proposals. I am content that the informal feedback received has been considered and utilised to amend the proposals before formal consultation.

14.4 The local members and stakeholders have been liaised with throughout the TRO process and all comments duly considered at each stage of the process.

14.5 Based on feedback from locals and visitors and via liaison with the developer and local County Councillor and stakeholders, it is felt that the final proposals will improve the current parking issues and provide appropriate safety measures for further potential parking issues when the school opens whilst understanding the local needs of the area and wider community. It is noted that there were no objections received to the formal proposals but requests for additional no waiting restrictions to be included in near by streets. After consideration of these additional requests, it has been decided that the TRO will be made as advertised for school opening in early January 2021. The scheme will be monitored and further consideration may be made to include additional extents of restrictions once the full impact of the new school has been established, in terms of area wide displacement. This will be monitored and considered holistically following school opening and the chance for the scheme to embed.

14.6 After taking into account all the representations in this report I recommend that all upheld formal representations are considered as minor in nature as they are all requests for further restrictions and that the proposed TRO is made permanent as originally advertised under delegated authority.

15. Decision by the Parking Manager

I have considered the report, recommendations and whether to hold a Traffic Regulation Committee. I have also considered all the representations that we have received in relation to this matter in making my decision. I have decided that Gloucestershire County Council should:

- Not progress (abandon) the Orders
- Make the TRO as advertised
- Make the Orders permanent as per the recommendation and as advertised. [For Experimental only]
- Make the TROs as advertised by without the proposed changes to..... [but only where less onerous]

Or that the County Council should:

- Review the proposals relating to.....[insert details of the proposal to be looked at separately as another scheme/TRO]
- Refer the matter to the Traffic Regulation Committee for further consultation before making the decision.
- Refer the matter to the Traffic regulation Committee for further consultation before the Cabinet/Lead Cabinet member makes the decision.
Due to the nature of the representation received, I confirm that this TRO does not need to go to TRO Committee and can be made by my delegated powers by TRO report only.

As a result of the above I give authorisation for the Assistant Director of Legal Services to act on my decision pursuant to delegations approved in accordance with the Local Government Act 1972 and subsequent legislation.

Signed:

Alexis Newport, Parking Manager

Date: 23.12.2020
Appendices:

**Appendix A:** Formally advertised and final proposal plans  
**Appendix B:** Informal consultation letter and proposal plans  
**Appendix C:** Statutory consultation email and proposal plans  
**Appendix D:** Formal advertising notice, Statement of Reasons, Draft Order and Due Regard Statement
Appendix A: Formally advertised and final proposal plans
TRO Report: Proposed Waiting and Loading Restrictions, Various Roads Around Clearwater School, Quedgeley
Appendix B: Informal consultation letter and proposal plans

Network and Traffic Management
Block 5, 6th Floor West
Shire Hall
Gloucester
GL1 2TH

FAO the owner / occupier

Email: troconsultation@gloucestershire.gov.uk
Phone: 07990130177

Date: 7th October 2020

Dear Owner / Occupier

Proposed waiting restrictions on roads surrounding Clearwater School

Gloucestershire County Council is proposing to introduce new waiting restrictions on roads surrounding the new Clearwater School. The proposals are as follows:

No Waiting At Any Time
- **Clearwater Drive**: On sections of its length.
- **The Causeway**: On sections of its length.
- **Pendock Close**: On sections of its length around its junction with Clearwater Drive.
- **Hasfield Drive**: On sections of its length around its junction with Clearwater Drive.
- **Severndale Drive**: On sections of its length around its junction with Clearwater Drive and Aspen Drive.
- **Aspen Drive**: On sections of its length around its junctions with Eldersfield Close, Brockeridge Close, Highclere Drive and Severndale Drive.
- **Eldersfield Close**: On sections of its length.
- **Brockeridge Close**: On sections of its length around its junction with Aspen Drive.
- **Highclere Road**: On sections of its length around its junction with Aspen Drive.

No Waiting 8am – 9:30am and 2:30pm – 4pm Monday to Friday
- **Clearwater Drive**: On sections of its length.
- **Aspen Drive**: On sections of its length.
- **Eldersfield Close**: On sections of its length.

No Stopping on School Entrance Markings
- **Clearwater Drive**: On a section of its length outside the school.

Please see plans enclosed showing the proposals.

The proposed No Waiting At Any Time restrictions (double yellow lines) aim to address the issues that parked vehicles can cause such as:

- Visibility, obstruction and manoeuvrability issues around junctions and accesses for road users and pedestrians.
- Obstructions to traffic flow along roads.
- Obstructions to pedestrian crossing points.
- Obstructions to bus movements.

They are also proposed to keep traffic calming features clear of parked vehicles, to ensure that the traffic calming effects and visibility of these features is not compromised.

The proposed No Waiting 8am – 9:30am and 2:30pm – 4pm Monday – Friday restrictions aim to address these same issues at times when traffic, parking and pedestrian levels are much higher, but allow more parking for residents and their visitors when traffic, parking and pedestrian levels are lower.

The No Stopping On School Entrance Markings Monday – Friday aim to keep the school entrance area clear, where any stopping or parking would cause significant road safety and obstruction issues.

Please also note locations on Eldersfield Close for proposed new fencing (as already seen elsewhere in the area) along grass verges. This is to help prevent any parking on the verge.

If you have any comments you would like to make regarding these proposals, please email them to troconsultation@gloucestershire.gov.uk (or write to the address at the top of this letter), by no later than Friday 30th October 2020.

Kind regards,

Richard Cornwell

Assistant Engineer
Traffic Regulation Order Team
For and on behalf of Network and Traffic Management, Gloucestershire County Council

Any comments that you make concerning this proposal cannot be treated as confidential. For further details about how we deal with your comments and personal details, please go to: http://www.gloucestershire.gov.uk/tro
Appendix C: Statutory consultation email and proposal plans

Email (sent 12.11.20)

Dear Sir / Madam

(consultation email sent to you as a statutory consultee or Gloucestershire County Council standard consultee for TRO schemes).

Please find attached plans showing proposals for waiting restrictions on roads around the new Clearwater School in Quedgeley.

The proposed No Waiting At Any Time restrictions (double yellow lines) aim to address the issues that parked vehicles can cause such as:

- Visibility, obstruction and manoeuvrability issues around junctions and accesses for road users and pedestrians.
- Obstructions to traffic flow along roads.
- Obstructions to pedestrian crossing points and movements.
- Obstructions to bus movements.

They are also proposed to keep traffic calming features clear of parked vehicles, to ensure that the traffic calming effects and visibility of these features is not compromised.

The proposed No Waiting 8am – 9:30am and 2:30pm – 4pm Monday – Friday restrictions aim to address these same issues at times when traffic and pedestrian levels are much higher, but allow more parking for residents and their visitors when traffic and pedestrians levels are lower.

The No Stopping On School Keep Clear Markings Monday – Friday aim to keep the school entrance area clear, where any stopping or parking would cause significant road safety and obstruction issues.

If you have any comments you would like to make, please reply to me by no later than Friday 4th December 2020.
TRO Report: Proposed Waiting and Loading Restrictions, Various Roads Around Clearwater School, Quedgeley

Location of New School

Key:
- Proposed No Waiting at Any Time
- Proposed No Stopping on School Keep Clear Markings
- Proposed No Waiting 8am - 9:30am & 2:30pm - 4pm Mon - Fri

Network & Traffic Management
Gloucestershire County Council
www.gloucestershire.gov.uk

Project Name: Clearwater Drive School
Proposed Waiting Restrictions

Drawing Title: Clearwater Drive

Drawing Status: CONSULTATION

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TRO Report: Proposed Waiting and Loading Restrictions, Various Roads Around Clearwater School, Quedgeley
Appendix D: Formal advertising notice, Statement of Reasons, Draft Order and Due Regard Statement

PUBLIC NOTICE
GLOUCESTERSHIRE COUNTY COUNCIL
ON STREET PARKING ORDER 2017
(VARIOUS ROADS SURROUNDING CLEARWATER SCHOOL, QUEDGELEY, GLOUCESTER CITY) (VARIATION) ORDER 2020

NOTICE is hereby given that Gloucestershire County Council intend to make a Variation under the Road Traffic Regulation Act 1984, the effect of which is to vary the Gloucestershire County Council On Street Parking Order 2017 (the 2017 Order) by introducing the proposed restrictions described in the Schedule below along various roads surrounding the new Clearwater School within Quedgeley, Gloucester.

THE SCHEDULE

<table>
<thead>
<tr>
<th>Road Name / Road Number</th>
<th>Extent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearwater Drive 486047</td>
<td>On sections of its length from its junction with The Causeway (486042) to its junction with Severndale Drive (C8015) on both sides of the road</td>
</tr>
<tr>
<td>Severndale Drive C8015</td>
<td>On sections of its length around its junction with Clearwater Drive (486047) and Aspen Drive (486081)</td>
</tr>
<tr>
<td>Pendock Close 486050</td>
<td>On sections of its length around its junction with Clearwater Drive (486047) on both sides of the road</td>
</tr>
<tr>
<td>Hasfield Close 486091</td>
<td>On sections of its length around its junction with Clearwater Drive (486047) on both sides of the road</td>
</tr>
<tr>
<td>The Causeway 486042</td>
<td>On sections of its length around its junction with Sandpiper Close (486037) and around and opposite its junction with Clearwater Drive (486047) on both sides of the road</td>
</tr>
<tr>
<td>Sandpiper Close 486037</td>
<td>On sections of its length from its junction with The Causeway (486037) on both sides of the road</td>
</tr>
<tr>
<td>Aspen Drive 486081</td>
<td>On a section of its length between its junction with Highclere Road (486028) and its junction with Brockeridge Close (486022) on the northern kerbline</td>
</tr>
<tr>
<td>Eldersfield Close 486026</td>
<td>On sections of its length from its junction with Aspen Drive (486081) on both sides of the road</td>
</tr>
<tr>
<td>Brockeridge Close 486022</td>
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<td>Highclere Road 486028</td>
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No Waiting 8am – 9:30am and 2:30pm – 4pm Monday to Friday
TRO Report: Proposed Waiting and Loading Restrictions, Various Roads Around Clearwater School, Quedgeley

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**No Stopping on School Entrance Markings between 8am – 4pm Monday to Friday**

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<td>On a section of its length outside the new school entrance on the northern side of the road</td>
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</table>

The lengths of roads fall within the Town of Quedgeley in the City of Gloucester in the County of Gloucestershire.

The usual exemptions will apply to Statutory Undertakers and Local Authority vehicles carrying out duties in exercise of their statutory powers, and also in the case of emergency services vehicles and disabled persons vehicles.

A copy of the Gloucestershire County Council On-Street Parking Order 2017, the draft Order and the consultation Plans together with a copy of the Statement of Reasons, may be viewed at [http://www.gloucestershire.gov.uk/tros](http://www.gloucestershire.gov.uk/tros), or [https://www.gloucester.gov.uk](https://www.gloucester.gov.uk) (Please quote reference CB71640).

Any objections or representations in respect of the above should be sent in writing addressed to the Assistant Director of Legal Services, Shire Hall, Westgate Street, Gloucester, GL1 2TG or emailed to highwayconsult@gloucestershire.gov.uk (please quote reference (CB71640) no later than the 18th December 2020.

Any comments that you make concerning this proposal cannot be treated as confidential. For further details about how we deal with your comments and personal details, please go to [http://www.gloucestershire.gov.uk/tros](http://www.gloucestershire.gov.uk/tros)

Dated this 26th day of November 2020

For Assistant Director of Legal Services
STATEMENT OF REASONS

Proposed Waiting Restrictions - Various Roads Surrounding Clearwater School, Quedgeley, Gloucestershire

Proposals
In order to facilitate the safe opening of a new school being built in Quedgeley, it is proposed to introduce new waiting restrictions on roads surrounding the Clearwater School. These restrictions are captured in highway development reference 17/00729/278. The proposals are as follows:

No Waiting At Any Time – along sections of Clearwater Drive, Severndale Drive, Pendock Close, Hasfield Close, The Causeway, Sandpiper Close, Aspen Drive, Eidersfield Close, Brockeridge Close and Highclere Road.

No Waiting 8am – 9:30am and 2:30pm – 4pm Monday to Friday – along sections of Clearwater Drive, Aspen Drive and Eidersfield Close.

No Stopping on School Entrance Markings between 8am – 4pm Monday to Friday – along a section of Clearwater Drive.

Reasons
The proposed No Waiting At Any Time restrictions (double yellow lines) aim to address the issues that parked vehicles can cause such as:

- Visibility, obstruction and manoeuvrability issues around junctions and accesses for road users and pedestrians.
- Obstructions to traffic flow along roads.
- Obstructions to pedestrian crossing points and movements.
- Obstructions to bus movements.

They are also proposed to keep current traffic calming features clear of parked vehicles, to ensure that the effects and visibility of these features is not compromised.

The proposed No Waiting 8am – 9:30am and 2:30pm – 4pm Monday – Friday restrictions aim to address the same issues as the double yellow lines but at peak times only, when traffic and pedestrian levels are much higher due to both people accessing the school and commuters. These restrictions will allow more parking for residents and their visitors when traffic and pedestrians levels are lower.

The No Stopping On School Entrance Markings between 8am and 4pm Monday to Friday aim to keep the school entrance area clear, where any stopping or parking would cause significant road safety and obstruction issues. Outside of these times a No Waiting at Any Time restriction will be in force.

Road Traffic Regulation Act 1984
The specific grounds with 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 for making a Traffic Regulation Order:
- Section 1 (a) For avoiding danger to persons or other traffic using the road or any other 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).
- Section 1 (f) for preserving or improving the amenities of the area through which the road runs.

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

Traffic Signs Regulations and General Directions 2016
All of the associated signing will be in accordance with the 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.

Statutory Consultation
Consultation has been carried out with statutory consultees, including The Police, Emergency Services, Freight Transport Association, Road Haulage Association and the local County Councillor.
GLOUCESTERSHIRE COUNTY COUNCIL ON-STREET PARKING ORDER 2017
(VARIOUS ROADS SURROUNDING CLEARWATER SCHOOL, QUEDGELEY, GLOUCESTER CITY) (VARIATION) ORDER 2020

Gloucestershire County Council in exercise of its powers under sections 1, 2, 4, 32, 35, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (the 1984 Act) and the Traffic Management Act 2004 (the 2004 Act) and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby makes the following Order.

1. The Gloucestershire County Council On-Street Parking Order 2017 (“the 2017 Order”) shall be amended by the insertion of the sealed plans specified in the First Schedule to this Order

2. The effect of this Order is to introduce the restrictions set out in the Second Schedule to this Order

3. The remainder of the 2017 Order shall remain in full force and effect

4. This Order shall come into effect on the day of 2020 and may be cited as the “Gloucestershire County Council On-Street Parking Order 2017 (Various Roads Surrounding Clearwater School, Quedgeley, Gloucester City) (Variation) Order 2020”

FIRST SCHEDULE
Sealed Plans to be inserted

<table>
<thead>
<tr>
<th>Plan Number</th>
<th>Effective Date</th>
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<tbody>
<tr>
<td>TO BE INSERTED IF ORDER IS CONFIRMED</td>
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SECOND SCHEDULE
Restrictions to be introduced

No Waiting At Any Time
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Given under the Common Seal of Gloucestershire County Council

DATED 2020

THE COMMON SEAL of
GLOUCESTERSHIRE COUNTY COUNCIL
was hereunto affixed
in the presence of:

Assistant Director of Legal Services
Due Regard for Permanent / Experimental TROs

The Council has a duty to give ‘due regard to’ the following three aims of the public sector equality duty (section 149 of the Equality Act 2010) during the development of the ‘policy’. ¹

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by the ACT:
- Advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Foster good relations between people who share a protected characteristic

An initial assessment against each of the protected groups is provided below – any issues highlighted through the consultation process will be considered and reported at the end of the consultation period.

<table>
<thead>
<tr>
<th>Scheme name</th>
<th>Various Roads surrounding Clearwater School, Quedgeley - Waiting Restrictions</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Protected group</th>
<th>Challenge or opportunity considered and what we did</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age (A)</td>
<td>Waiting restrictions around junctions would help the young and elderly with crossing the road due to improved visibility and reduced obstructions. Mandatory school keep clears will ensure safety around the school entrance.</td>
</tr>
<tr>
<td>Disability (D)</td>
<td>Waiting restrictions around junctions and crossing points would help the disabled with crossing the road due to improved visibility and reduced obstructions. Waiting restrictions into and along Sandpiper Close, which has no footways, would enable a disabled wheelchair user to access their property without having to negotiate around parked vehicles. These parked vehicles cause obstruction and visibility issues and create a dangerous situation.</td>
</tr>
<tr>
<td>Sex (S)</td>
<td>No positive or negative impact has been identified on this group at this time</td>
</tr>
<tr>
<td>Race (including Gypsy &amp; Traveller) (R)</td>
<td>No positive or negative impact has been identified on this group at this time</td>
</tr>
<tr>
<td>Gender reassignment (GR)</td>
<td>No positive or negative impact has been identified on this group at this time</td>
</tr>
<tr>
<td>Marriage &amp; civil partnership (MCP)</td>
<td>No positive or negative impact has been identified on this group at this time</td>
</tr>
<tr>
<td>Pregnancy &amp; maternity (PM)</td>
<td>No positive or negative impact has been identified on this group at this time</td>
</tr>
<tr>
<td>Religion and/or Belief (RAOB)</td>
<td>No positive or negative impact has been identified on this group at this time</td>
</tr>
</tbody>
</table>

¹ For ‘policy’: any new and existing policy, strategy, services, functions, work programme, project, practice and activity. This includes decisions about budgets, procurement, commissioning or de-commissioning services, service design and implementation.
Sexual Orientation (SO)

No positive or negative impact has been identified on this group at this time

Name: Richard Cornwell  Signed: R Cornwell  Date: 16/11/20

Scheme officer
Gloucestershire County Council

Name: Hannah Bassett-Louis  Signed:  Date: 16/11/20

Traffic Regulation Order Manager
Gloucestershire County Council

Monitoring and Review

Please identify any aspects that require reconsideration following the TRO process, identify any amendments made in relation to due regard and give reasoning.

Name: ……………………………………………  Dated: ……………………………

Signed: ……………………………………………

Scheme officer
Gloucestershire County Council

Name: ……………………………………………  Dated: ……………………………

Signed: ……………………………………………

Traffic Regulation Order Manager
Gloucestershire County Council