

STATEMENT OF REASONS

Gloucestershire County Council – Experimental Changes to Driving Restrictions along the Gated Streets of Gloucester City

There is an existing Traffic Regulation Order (TRO) imposing driving restrictions along several roads within Gloucester City, including Eastgate Street, Westgate Street, Northgate Street and Southgate Street (the Gated Streets). However, numerous complaints are being received from local businesses, Councillors and members of the public about the number of vehicles contravening these restrictions along the Gated Streets which are causing road safety issues.

A review of the existing TRO, insofar as it relates to the Gated Streets, and the situation on site has been reviewed and it is evident that the current TRO restrictions do not go far enough in protecting pedestrians through the inner parts of the Gated Streets, both in the daytime and nighttime.

It has been decided to experimentally amend some of the existing TRO restrictions along the following extents of the Gated Streets:

Road Name	Description
Northgate Street (C8014)	From its junction with The Oxeboe (480012) to its crossroad junction with Southgate Street (C8014)/Eastgate Street (480068)/Westgate Street (480067)
Southgate Street (C8014)	From its junction with Longsmith Street (480016) to its crossroad junction with Eastgate Street (480068)/Westgate Street (480067)/Northgate Street (C8014)
Eastgate Street (480068)	From a point approximately 15m north-west of its junction with Brunswick Road (C8001) to its crossroad junction with Westgate Street (480067)/Northgate Street (C8014)/Southgate Street (C8014)
Westgate Street (480067)	From its junction with Berkeley Street (480015) to its crossroad junction with Eastgate Street (480068)/Northgate Street (C8014)/Southgate Street (C8014)

The primary requirement is to limit the period of access to ensure that pedestrians, cyclists and e-scooter riders can safely move within the central area for up to 21 hours of the day with only negligible risk of direct conflict with larger powered vehicles. Under the current TRO, deliveries should enter the area after 17:00hrs and up to 10:00hrs the next day for loading purposes only. The restriction is widely abused to service evening entertainment venues, takeaway premises and by 3rd party delivery companies with observers considering it has also become an unacceptable through route for those aware that later hours in person enforcement is sporadic at best.

The original physical control measures to support the central Gloucester pedestrian area TRO were hydraulic bollards installed at the zone entry points with exit required

via Northgate Street. Due to the length of time since initial installation these have now passed their operational lifespan due to mechanical and electrical failure. As a result of the unauthorised use of these streets, it is resulting in notably higher than expected maintenance costs for the small element blockwork construction which together with multiple impacts on various items of street furniture such as seats, planters and sign posts it is unsustainable with GCC's finite resources.

Informal engagement was carried out by Gloucester BID through various modes, such as news letters, meetings and forums during the Summer 2025 to recognise the needs of the business community and discourage non-essential vehicle movements within the pedestrianised area.

Numerous representations have been made to officers requesting higher levels of enforcement and changes to ensure the current abuse of the pedestrianised area is significantly reduced. Local and County Councillors fully support the proposal, together with the GCC Lead Cabinet Member for Sustainable Transport and Strategic Highways and the Leader of Gloucester City Council.

In person civil enforcement officers will continue to monitor the "no waiting at any time" restrictions within the zone which aim to address short stay parking by non-permit holders but it is proposed to substitute the redundant control measures with Automatic Number Plate Recognition Camera equipment (ANPR) in the future. This will be linked to a database of approved or permitted motor vehicles to ensure that all other vehicles receive a penalty charge notice for violating the general access restriction and outside defined time periods for loading. The proposed use of ANPR technology will be able to report on the initial level of abuse across the area through the issuing of warning letters and subsequent enforcement notices issued to offenders. It is expected that in the 12 months following its introduction the statistics will show a significant reduction in violations.

Road Traffic Regulation Act 1984

The Experimental Traffic Regulation Order (ETRO) will be implemented under Sections 1, 9 and 10 of the Road Traffic Regulation Act 1984 (RTRA). The specific grounds which GCC are relying on are encompassed in the following sections of the RTRA:

- 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; and
- Section 1 (b) for preventing damage to the road or to any building on or near the road; and
- Section 1 (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); and
- Section 1 (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and
- Section 1 (f) for preserving or improving the amenities of the area through which the roads run.

In addition, thorough consideration was given to the factors set out in Section 122 of the RTRA.

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 and Traffic Signs Manual Chapter 3.

Equality Act 2010

Due consideration was given to the equalities duty of GCC under Section 149 of the Equality Act 2010.