

# Traffic Regulation Order Report:

## Proposed Waiting, Loading & Stopping Restrictions: Various roads around Field Court Junior School and Severn Vale School, Quedgeley, Gloucester

Version 1 – February 2026

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## **Traffic Regulation Order Title:**

### **GLOUCESTERSHIRE COUNTY COUNCIL ON STREET PARKING ORDER 2017 (VARIOUS ROADS SURROUNDING FIELD COURT JUNIOR SCHOOL AND SEVERN VALE SCHOOL) (TOWN OF QUEDGELEY) (GLOUCESTER CITY) (VARIATION) ORDER 2026**

**Case Officer: Craig Williams, Principal Engineer, Waterman Aspen**

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

#### **1. Purpose of Report**

- 1.1. To provide background information on the proposed Traffic Regulation Order (TRO) entitled above.
- 1.2. To provide details of representations made in relation to the TRO. A copy of the representations received is included in the appendices at the end of this report.
- 1.3. To make a recommendation to the Traffic and Active Travel 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 order as advertised in May 2025 with the amendments listed below relating to Field Court Junior School:
    - Remove proposed restrictions from across the driveways of numbers 7 and 9 Knollys End; and
    - Remove proposed restrictions, except for 10m at the junctions, on the south-west side of Giles Cox between its junction with Hadow Way and its junction with Knollys End.

#### **3. Background and Purpose of the Scheme**

- 3.1. In order to improve road safety and amenity for both vehicles and pedestrians (particularly School Children), it is proposed to introduce waiting, loading and stopping restrictions on parts of various roads in the vicinity of the following Schools:
  - Field Court Junior School, Quedgeley
  - Severn Vale School, Quedgeley
- 3.2. The measures proposed in this TRO package are as a result of concerns raised by local representatives, regarding inappropriate parking within the vicinity of the schools during the school day and in particular school drop off/pick up times. The measures now form part of GCC's Keeping Children Safe On Our Roads initiative.
- 3.3. Some of the proposed restrictions involve existing advisory "School Keep Clear" markings being formalised by ensuring the markings are compliant with regulations and the relevant signs erected to make it enforceable. This should provide safer, unobstructed access to the main school entrances and crossing points at key times during the school day. This will

improve safety, amenity, and navigability for vehicles (including cyclists) and pedestrians, particularly school children. They will also help to prevent congestion outside the school.

- 3.4. In addition to existing “School Keep Clear” markings being formalised, it is proposed to introduce additional No Waiting/No Loading restrictions in locations that it is deemed imperative that Waiting and Loading be prevented at key times, in order to improve road safety for school children. The timed waiting and loading restrictions will allow residents to continue to utilise these areas of carriageway outside of the restriction times.
- 3.5. The No Waiting at Any Time measures are primarily proposed to improve the navigability of these roads and to improve road safety generally for vehicles (including cyclists) and pedestrians. This will be achieved by preventing inappropriate parking and loading close to junctions, or where it causes obstruction for passing vehicles (including emergency service vehicles), congestion and obscures visibility for pedestrians attempting to cross the various roads. The proposals would also supplement Rule 243 of the Highway Code (i.e., no parking within 10 metres of or opposite a junction).

#### **4. Law and Policy**

- 4.1. The Road Traffic Regulation Act 1984 sets out the legal basis for making TROs. The proposal meets with Section 1 of the Road Traffic Regulation Act 1984 which allows GCC to make an 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.
- 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 changes are made in accordance with the Local Authorities’ Traffic Orders (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 the draft TRO it intends to make, to allow a period for representations of support or objection to be submitted. After this consultation, GCC must 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 from the originally advertised and re-consult where necessary; or
  - c) Abandon the proposal altogether.
- 4.5. Significant modifications to the proposed TROs would need to be consulted on with those that maybe affected to provide further opportunity for representations to be made.
- 4.6. Traffic Authorities have the flexibility to implement restrictions that are appropriate for an individual road, reflecting safety and road user needs whilst taking into account all local considerations.

## 5. Traffic Data

- 5.1. Several site observations across multiple site assessments were made by the GCC Traffic Engineering team and the Case Officer when considering the proposals, prior to the TRO process being started. Careful consideration was given to the design of the proposed waiting, stopping and loading restrictions, in order to achieve the most appropriate scheme based on the parking situation observed at the numerous site assessments.

## 6. Consultation on the proposed TRO

- 6.1. Statutory consultation for the proposed TRO was undertaken between 1<sup>st</sup> and 23<sup>rd</sup> May 2025. The documents were emailed to the Statutory Consultees explaining the proposals and the reasoning behind them. Consultees were able to respond via email or post.
- 6.2. Formal public consultation (Notice of Proposal) was undertaken between 1<sup>st</sup> and 23<sup>rd</sup> May 2025 with Notices placed on site and advertised in the local newspaper for each of the areas affected (Gloucestershire Echo & Citizen). It was also advertised on GCC's Website and placed on deposit in the Map Room at Shire Hall and at Quedgeley Library (see Appendix A). Following the conclusion of the consultation, all objectors were provided with a response to their objection and mitigation measures considered. The representations made can be found in Appendix B.

## 7. Objections/Support

- 7.1. The Statutory Consultees responded as follows:

<b>Name</b>	<b>Comments</b>
County Councillor	No response received.
Freight Haulage Association	No response received.
Road Haulage Association	No response received.
Police	No response received.
Gloucester City Council	No response received.
Quedgeley Town Council	No response received.
Fire & Rescue	No response received.
Ambulance Service	No response received.
Parking Enforcement Team	No response received.
Local Highway Manager (Gloucester)	No response received.

## 7.2. Other responses received during the Public Consultation (Notice of Proposal):

### Field Court Junior School

Six responses were received. Of these, two were in support of the proposal and four objected.

One of the supporters and one of the objectors requested an extension to the proposals, which is not considered to be within the remit of this scheme. **The representees were responded to with an explanation that GCC would continue working closely with the school to identify additional areas where parking is of concern during the peak school pick up/drop off times. This may form part of a future scheme.**

Three objections mentioned that the proposals were too excessive and would negatively impact residents and could make road safety worse if there was nowhere for the children to be safely dropped off. They suggested that only junctions were restricted to maintain visibility. They particularly stated that the stretch of Giles Cox between number 45 and its junction with Knollys End did not need to be restricted. **After careful consideration, the representees were responded to confirming that the proposed restrictions along Giles Cox between number 45 and its junction with Knollys End would be scaled back to allow unrestricted on-street parking along this section.**

One objector said that they have an adult child with learning disabilities who relies on transport to and from a day centre. Under the original proposals, this vehicle would not be able to pick up/drop off close to the property during the restricted hours. **GCC officers engaged with this resident to try and find a suitable solution. An advisory disabled bay outside their property could not be offered due to being too close to a junction. Therefore, it was agreed to scale back the proposed restrictions along Giles Cox between number 45 and its junction with Knollys End which is directly opposite where the resident lives and would allow unrestricted on-street parking along this section that the day centre vehicle could use.**

One objector said they have a very short driveway which only fits one car on. Their children/grandchildren visit every day and would have nowhere to park. **GCC officers agreed to scale back the proposed restrictions along Knollys End to remove them from alongside the property driveway, and that of the next door neighbour (as the driveways were joined). It was explained that this meant civil enforcement officers could not enforce any contravention if an unauthorised vehicle was to park there and that it would be a matter for the Police.**

### Severn Vale School

Two responses were received, both in support of the proposals, but requesting an extension to the proposals which is not considered to be within the remit of this scheme.

The representees were responded to with an explanation that this proposal only included restrictions on School Lane but that GCC would continue working closely with the school to identify additional areas where parking is of concern during the peak school pick up/drop off times. This may form part of a future scheme.

## **8. Equality Impact Assessment**

8.1. GCC has given due regard to the 3 aims of the general equality duty under the Equalities Act 2010 in relation to the 9 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 and the making of this TRO would not adversely affect any of the groups with those protected characteristics (please see Due Regard Statement in Appendix D).

## **9. Summary**

- 9.1. In order to improve road safety and amenity for both vehicles and pedestrians (particularly School Children), it is proposed to introduce waiting, loading and stopping restrictions on parts of various roads in the vicinity of the following Schools:
  - Field Court Junior School, Quedgeley
  - Severn Vale School, Quedgeley
- 9.2. The measures proposed in this TRO package are as a result of concerns raised by local representatives, regarding inappropriate parking within the vicinity of the schools during the school day and in particular school drop off/pick up times. The measures now form part of GCC's Keeping Children Safe On Our Roads initiative.
- 9.3. Some of the proposed restrictions involve existing advisory "School Keep Clear" markings being formalised by ensuring the markings are compliant with regulations and the relevant signs erected to make it enforceable. This should provide safer, unobstructed access to the main school entrances and crossing points at key times during the school day. This will improve safety, amenity, and navigability for vehicles (including cyclists) and pedestrians, particularly school children. They will also help to prevent congestion outside the school.
- 9.4. In addition to existing "School Keep Clear" markings being formalised, it is proposed to introduce additional No Waiting/No Loading restrictions in locations that it is deemed imperative that Waiting and Loading be prevented at key times, in order to improve road safety for school children. The timed waiting and loading restrictions will allow residents to continue to utilise these areas of carriageway outside of the restriction times.
- 9.5. The No Waiting at Any Time measures are primarily proposed to improve the navigability of these roads and to improve road safety generally for vehicles (including cyclists) and pedestrians. This will be achieved by preventing inappropriate parking and loading close to junctions, or where it causes obstruction for passing vehicles (including emergency service vehicles), congestion and obscures visibility for pedestrians attempting to cross the various roads. The proposals would also supplement Rule 243 of the Highway Code (i.e., no parking within 10 metres of or opposite a junction).
- 9.6. Representations were received during the Notice of Proposal (Public Consultation) process from residents with regards to the proposed restrictions.
- 9.7. All representations have been outlined and responded to within this report in Section 7 in alignment with GCC's duty under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.8. In considering the assessment under Section 122 of the Road Traffic Regulation Act 1984, the proposed TRO meets GCC's obligations in that it would ensure the expeditious,

convenient, and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on the highway.

## **10. View of the Case Officer**

- 10.1. This report demonstrates that the introduction of the proposals is consistent with National Guidance and has been fully consulted upon in accordance with GCC procedures and followed necessary statutory procedures, as set out in the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- 10.2. Four objections have been raised across the proposal areas from members of the public during the Notice of Proposal (Public Consultation) process, which is a small proportion of those consulted throughout the proposal areas. It can, therefore, be considered that the proposals are deemed to be acceptable to the vast majority.
- 10.3. The proposals (as shown in Appendix A) have been amended in relation to Field Court Junior School (as shown in Appendix C) to mitigate objections by:
  - Removing the proposed restrictions from across the driveways of numbers 7 and 9 Knollys End; and
  - Removing the proposed restrictions, except for 10m at the junctions, on the south-west side of Giles Cox between its junction with Hadow Way and its junction with Knollys End.
- 10.4. The final proposals (as shown in Appendix C) were designed, taking into account the representations received, but also balancing this with GCC's duties under Sections 1 and 122 of the Road Traffic Regulation Act 1984 and with the fact that only four objections were received.
- 10.5. It is considered that the restrictions proposed meet GCC's objectives and therefore, it would be beneficial that the TRO be made as advertised in May 2025 with the amendments stated in 10.3 above.

## **11. Recommendation by the Senior Case Officer**

- 11.1. I am satisfied that the TRO has been correctly advertised and consulted upon in accordance with the Road Traffic Regulation Act 1984 and the procedures laid down in that Act.
- 11.2. 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 Regulations and General Directions 2016 have been considered.
- 11.3. Although four objections to the TRO have been received, I am satisfied that they have been duly considered and that a balance has been drawn between any objections, positive feedback and safety of all road users.
- 11.4. I support the amendments described in 10.3 above to mitigate the objections received and am satisfied that they are not substantial changes that need further consultation.
- 11.5. After considering all background information, representations, mitigations and data supplied in this report, I recommend that all formal objections are considered as minor in nature.

- 11.6 I recommend that the TRO is made permanent as originally advertised in May 2025 with the following amendments:
- Removal of the proposed restrictions from across the driveways of numbers 7 and 9 Knollys End; and
  - Removal of the proposed restrictions, except for 10m at the junctions, on the south-west side of Giles Cox between its junction with Hadow Way and its junction with Knollys End.

## **12. Decision by the Traffic and Active Travel Manager**

- 12.1. 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:
- Make the order as originally advertised in May 2025 with the following amendments:
    - Removal of the proposed restrictions from across the driveways of numbers 7 and 9 Knollys End; and
    - Removal of the proposed restrictions, except for 10m at the junctions, on the south-west side of Giles Cox between its junction with Hadow Way and its junction with Knollys End.
- 12.2. 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: 

Nathaniel Davis – Traffic and Active Travel Manager

Date: 24/02/2026

## **Appendices**

**Appendix A** – Advertised TRO proposals

**Appendix B** – Formal Public Consultation Responses

**Appendix C** – Final TRO proposals

**Appendix D** – Statement of Due Regard