

Traffic Regulation Order Report:

Proposed Waiting Restrictions: The Wheatridge East & Wheatway, Abbeydale, Gloucester.

Version 1 – May 2026

Revision	Description	Author
1	First Issue	WC

Contents

1. Purpose of Report.....	3
2. Recommendation.....	3
3. Background and Purpose of the Scheme	3
4. Law and Policy	4
5. Traffic Data	5
6. Consultation on the proposed TROs.....	5
7. Objections/Support.....	5
8. Details of Representations and Case Officers Response.....	6
9. Equality Impact Assessment.....	9
10. Summary.....	9
11. View of the Case Officer.....	10
12. Recommendation by the Senior Case Officer	11
13. Decision by the Assistant Director – Traffic & Transport.....	11
Appendices.....	12

Traffic Regulation Order Title:

GLOUCESTERSHIRE COUNTY COUNCIL ON STREET PARKING ORDER 2017 (THE WHEATRIDGE EAST AND WHEATWAY) (ABBEYDALE WARD) (GLOUCESTER CITY) (VARIATION) ORDER 2026

Case Officer: Mark Korankye, Project Manager, Traffic Engineering Team, Gloucestershire County Council.

Senior Case Officer: Katie Midgeley, Traffic Engineering Programme Manager, Traffic Engineering Team, 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 Assistant Director – Traffic & Transport on the way forward.

2. Recommendation

- 2.1. That, for the reasons given in this report and after consideration of the representations made, GCC now:
 - Makes the order as advertised in January/February 2026.

3. Background and Purpose of the Scheme

- 3.1. It is proposed to introduce No Waiting at Any Time (Double Yellow Line) Restrictions on The Wheatridge East & Wheatway in the vicinity of the new Wheatridge School.
- 3.2. The proposals are associated with the ongoing development of Wheatridge School under planning reference 24/0033/GLR3MJ. As part of the planning process, a pre-commencement condition has been included in the decision notice requiring a Traffic Regulation Order to introduce waiting restrictions in the interest of highway safety. The proposals aim to improve the navigability and overall safety of the roads by ensuring vehicles can move safely through the junction with the access road to the school and prevent a migration of parking to unsuitable nearby locations.
- 3.3. The measures focus on preventing inconsiderate and inappropriate parking, including double parking and parking that obstructs vehicle movement (particularly for emergency service & large home to school transport vehicles). They also seek to prevent parking close to junctions where it may affect sight lines, thereby enhancing safety for all road users, including cyclists and pedestrians. No Waiting at Any Time restrictions were considered to be the most effective restriction due to the fact that they are proposed at a junction which would supplement Rule 243 of the highway code (no parking within 10 metres of or opposite a junction). This would still allow loading and unloading to properties when required (as long as there was no

obstruction caused) and blue badge holders should not exercise their right to park on these restrictions where it is unsafe to do so or would cause an obstruction.

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 to:
- avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; and
 - for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- 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 TRO 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 were made by the Case Officer when considering the extent and type of the proposal prior to the TRO process being started. Careful consideration was given to the design of the proposed waiting restrictions in order to achieve the most appropriate scheme based on the parking situation observed at the time, whilst ensuring the planning condition would still be satisfied. A swept path analysis was carried out to ensure the proposed restrictions extended as far as was required to ensure free flow access and egress into the school grounds.

6. Consultation on the proposed TROs

- 6.1. Residents and businesses directly affected by the proposals were consulted over a four-week period from 8th May 2025 to 5th June 2025. A letter and plan were posted directly to properties which explained the proposals and the reasoning behind them. Consultees were able to respond via email or post. In response to feedback received during this consultation, the proposal was modified to include No Waiting at Any Time restrictions at the junction between Wheatway & The Wheatridge East. The Proposals consulted upon during this informal consultation can be found in Appendix C.
- 6.2. Statutory consultation for the proposed restrictions in the scheme was undertaken between 19th November 2025 and 10th December 2025. A letter and plan were emailed to the Statutory Consultees explaining the proposals and the reasoning behind them. Consultees were able to respond via email or post.
- 6.3. Formal public consultation (Notice of Proposal) was undertaken between 29th January 2026 and 20th February 2026 with Notices placed on site, sent to properties directly affected by the proposals, in the local newspaper (Gloucester Echo & Citizen), on the County Council's Website and on deposit in the Map Room at Shire Hall, Gloucester (see Appendix A & B). The representations made can be found in Appendix D.

7. Objections/Support

- 7.1. The Statutory Consultees responded as follows:

Name	Comments
County Councillor	They were kept up to date throughout the whole TRO process and did not respond within the statutory consultation periods. However, they did make a formal objection after the formal consultation periods had ended which has been included in this report. The objection stated that the proposed restrictions are unnecessary given the provision of adequate on-site parking and the absence of any access or highway issues to date. They consider the extent of the restrictions unjustified, raise concerns about displaced parking elsewhere, and suggest that any future issues could be addressed if and when they arise, rather than through the introduction of permanent waiting restrictions at this time.
Gloucester City Council	No comments received
Freight Haulage Association	No comments received
Road Haulage Association	No comments received
Police	Offered no objection to the proposal.

Fire & Rescue	No comments received
Ambulance Service	No comments received
Parking Enforcement Team	Offered no objection to the proposal.
Local Highway Manager	Supports the proposal
Stagecoach	No comments received

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

11 responses were received from members of the public. Of these, four were in support and seven stated an objection to the proposal.

8. Details of Representations and Case Officers Response

8.1. The representations received, including the submission from the County Councillor, fall into the following key themes, which are discussed in more detail below in Sections 8.2-8.11:

1. Loss of residential parking as the restrictions will remove on-street parking.
2. The proposed restrictions are inappropriate in extent (either too extensive or not covering the right areas).
3. The proposed No Waiting at Any Time restrictions should be replaced with time restricted School Keep Clear zig zag markings or Single Yellow Line restrictions.
4. Displacement of parked vehicles to other areas as a result of the restrictions.
5. The existing parking problems are either minimal, already manageable, or should be accommodated within the school site and the proposals could introduce new risks.

8.2. Loss of residential parking as the restrictions will remove on-street parking.

A number of objections relate to the loss of on-street parking associated with the proposed restrictions. Residents state that many properties have limited off-street parking provision and consequently rely on kerbside space for their own vehicles, as well as those of visitors. The objectors feel that the introduction of these No Waiting at Any Time restrictions would adversely affect their day-to-day residential parking availability, reducing convenience for themselves and their visitors. One objection requested guidance on where they should park their vehicle following the implementation of the restrictions.

8.3. In response to these comments, the restrictions were conditioned during the planning process for the new School and are proposed to improve overall safety for all road users by ensuring vehicles can move safely through the junction with the access road to the school. The restrictions are proposed in order to prevent inconsiderate and inappropriate parking, double parking, parking close to junctions where it causes obstructions for vehicles (including emergency service vehicles) and cyclists, as well as where it affects pedestrian sight lines. These restrictions would also supplement Rule 243 of the highway code (no parking within 10 metres of or opposite a junction).

A swept path analysis has been undertaken which showed that vehicles parked adjacent to or opposite the junction would cause an obstruction to School buses and emergency service vehicles accessing and egressing the school site. The proposed restrictions have been designed to enable enforcement of Rule 243 of the Highway Code, whilst appropriately balancing the need to retain on-street parking in locations where it can be accommodated

safely. Therefore, GCC believe that the proposed restrictions are appropriate for implementation.

8.4. The proposed restrictions are inappropriate in extent (either too extensive or not covering the right areas).

A number of objections and representations have been received regarding the extent and layout of the proposed restrictions. Some objectors consider the proposals to be overly extensive, applying restrictions to sections of highway where they deem that restrictions are not required given that the carriageway is straight with good forward visibility. Conversely, other representations state that the proposals do not adequately address specific problem locations, such as nearby junctions (Rumsey Close, Simpsons Orchard, Boyce Close, Barn Close and Georgian Close) or the unrestricted section between No. 97 and No. 93, and between No. 90 and No. 88, which could attract displaced parking and significantly worsen existing access and egress issues. However, it is worth noting that the majority of the objectors did agree with restrictions proposed at the junctions where they would supplement Rule 243 of the Highway Code.

8.5. In response to the comments regarding the restrictions extending too far, GCC has already reduced the extent of the No Waiting at Any Time restrictions as far as possible without compromising compliance with the planning condition. The recorded 85th percentile speeds mean it is not possible to reduce the stopping sight distance below 43m, and as a result, the 2.4m x 43m visibility splay specified in Manual for Streets cannot be relaxed. Therefore, If GCC were to further reduce the No Waiting at Any Time restriction extents, a formal variation to the planning condition would be required and would delay the opening of the school.

In response to comments seeking an extension of the restrictions, it is considered that applying No Waiting at Any Time restrictions along the entire length of The Wheatridge East from the Wheatway junction would be overly restrictive. The proposed scheme has been designed to support compliance with the planning condition and Rule 243 of the Highway Code, whilst maintaining a reasonable level of on-street parking where it can be safely accommodated. The retention of some unrestricted sections is also expected to provide a degree of natural traffic calming, helping to moderate vehicle speeds.

With regard to suggestions for additional restrictions at nearby junctions, these locations fall outside the scope of the current scheme, which is required to satisfy the planning conditions associated with the new school.

Accordingly, GCC considers that the proposed restrictions appropriately balance highway safety requirements with the needs of residents and visitors, and that the scheme satisfies the relevant planning condition. Therefore, it is considered that the proposals are suitable for implementation.

8.6. The proposed No Waiting at Any Time restrictions should be replaced with time-restricted School Keep Clear zig-zag markings or Single Yellow Line restrictions.

Several objections suggested that a more appropriate and proportionate approach to managing the on-street parking would be the introduction of time-limited restrictions, rather than No Waiting at Any Time restrictions. In particular, objections stated School Keep Clear

Zig Zag markings or No Waiting (Single Yellow Line) restrictions that operate during school hours would be the most appropriate measure to address traffic associated with the school, whilst allowing parking outside of these periods to minimise disruption to residential parking behaviour.

- 8.7. In response to these comments, the suggestion to introduce time-limited restrictions, such as School Keep Clear zig zag markings or Single Yellow Lines, has been considered. However, School Keep Clear markings are not appropriate at this location and would not accord with current Department for Transport guidance for their use, which is typically limited to areas immediately outside school entrances, where there are high concentrations of pedestrian movements associated with access points.

Furthermore, the purpose of the scheme is to ensure that parking does not take place in locations where it would compromise visibility and the safe operation of the highway. The proposed restrictions are also required to secure the visibility splays as part of the planning condition, which must remain clear of obstruction at all times. Time-limited restrictions would only prevent parking during certain periods and would not provide continuous protection of these visibility splays. As such, time-restricted measures would not support compliance with Rule 243 of the Highway Code, which advises against parking in positions that may obstruct visibility or create hazards. In addition, single yellow line restrictions for all or part of the extent, would require four new posts and signs to be placed on the footway which is not practicable and would attract further objections. Therefore, time-limited restrictions are not considered appropriate to meet the safety and planning requirements of the scheme.

- 8.8. Displacement of parked vehicles to other areas as a result of the restrictions.

Objectors state that the proposed restrictions would displace parking to surrounding unrestricted areas. Objectors consider that this may result in increased congestion and parking pressure at the unrestricted extents of the scheme or on nearby adjacent roads, potentially creating new highway safety and access issues. Therefore, some respondents suggest that the proposal should be scaled back to minimise this displacement effect or expanded to manage inappropriate migration.

- 8.9. In response to comments surrounding the migration of parking, some displacement of parking is inevitable, but as the restrictions remove only a small number of existing legitimate parking places, there is likely to be a very small migration of parking. Where this does occur, vehicles will likely be displaced evenly, rather than into one location. Additionally, as alluded to above unrestricted sections of carriageway have been left in the proposal area and, therefore, unrestricted parking will remain nearby. GCC will monitor the displacement of parking into the surrounding roads and will review the parking restrictions in the area, if deemed necessary.

- 8.10. The existing parking problems are either minimal, already manageable, or should be accommodated within the school site and the proposals could introduce new risks.

Several responses questioned the necessity of the proposed restrictions, as it is stated that existing parking and traffic conditions are either not problematic or are currently being managed without restrictions. Comments referred to there being limited evidence of existing safety issues, particularly given construction traffic navigated the road with no issue and the school having a dedicated emergency service access. Additionally, the objectors referred to

the provision of parking within the school site and suggested that vehicles associated with the school would be accommodated within the school grounds, so there would be no need to park on the public highway. Finally, responses also raised concerns that the introduction of the waiting restrictions could lead to unintended consequences, such as increased vehicle speeds, thereby creating new hazards.

- 8.11. In response to comments regarding the evidence base and the need for the proposed restrictions, as alluded to above the measures are required to satisfy a planning condition associated with the new school development. While it is acknowledged that the school will provide on-site parking, the purpose of the restrictions is not to manage school-related parking demand, but to ensure that access to the site remains clear of obstruction and that appropriate levels of visibility are maintained.

It is also important to recognise that the current situation is not reflective of the future environment once the school becomes operational. The opening of the school will alter traffic patterns and increase pedestrian and vehicular movements in the area. As such, the proposed restrictions are intended as a proactive measure to ensure that the highway network can operate safely under these changed conditions, rather than as a response to existing issues. Whilst the school may have another entrance for emergency service vehicles, this entrance is also designed to accommodate these vehicles and vehicles would therefore use this entrance, should it be more direct or closer to an emergency.

In response to the comments surrounding an increase in vehicle speeds under this proposal, it is unlikely that vehicle speeds will significantly increase, as there are sections of carriageway within the proposal area which will remain unrestricted. Therefore, vehicles parked in these locations should continue to act as a form of natural traffic calming, keeping vehicle speeds reduced.

GCC as the highway authority has a duty of care for all road users and must prioritise road safety and accessibility over parking demand. Therefore, GCC consider the introduction of the restrictions appropriate.

9. Equality Impact Assessment

- 9.1. 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 Statements in Appendix E).

10. Summary

- 10.1. It is proposed to introduce No Waiting at Any Time (Double Yellow Line) Restrictions on The Wheatridge East & Wheatway in the vicinity of the new Wheatridge School.
- 10.2. The proposals are associated with the ongoing development of Wheatridge School. As part of the planning process, a pre-commencement condition has been included in the decision

notice requiring a Traffic Regulation Order to introduce No Waiting at Any Time restrictions. The proposals aim to improve the navigability and overall safety of the roads by ensuring vehicles can move safely through the junction with the access road to the school and prevent a migration of parking to unsuitable nearby locations. The measures focus on preventing inconsiderate and inappropriate parking, including double parking and parking that obstructs vehicle movement (particularly for emergency service & large home to school transport vehicles). They also seek to prevent parking close to junctions where it may affect sight lines, thereby enhancing safety for all road users, including cyclists and pedestrians. These restrictions would also supplement Rule 243 of the highway code (no parking within 10 metres of or opposite a junction).

- 10.3. Representations were received during the Notice of Proposal (Public Consultation) process from members of the public and the County Councillor with regards to the proposed restrictions.
- 10.4. All representations have been outlined and responded to within this report in Section 8 in alignment with GCC's duty under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 10.5. In considering the assessment under Section 122 of the Road Traffic Regulation Act 1984, the proposed TRO meets GCC's obligations in that they 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. The proposed order would also satisfy the pre-commencement planning condition associated with the school development.

11. View of the Case Officer

- 11.1. This report demonstrates that the introduction of the proposals is consistent with National Guidance and has been fully consulted upon in accordance with Gloucestershire County Council procedures and followed necessary statutory procedures, as set out in the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- 11.2. The County Councillor has raised an objection to the proposals stating the proposals are unnecessary, excessive in extent, and may displace parking, suggesting any issues are better addressed if they arise.
- 11.3. Seven objections have been raised from members of the public during the Notice of Proposal (Public Consultation) process, which is a small proportion of those consulted throughout the proposal area. It can, therefore, be considered that the proposals are deemed to be acceptable to the vast majority.
- 11.4. The final proposals (as shown in Appendix A) have been designed, taking into account the representations received at informal engagement, but also balancing this with the Council's duties under Sections 1 and 122 of the Road Traffic Regulation Act 1984 and with the fact that only eight objections were received in total.
- 11.5. It is considered that the restrictions proposed meet GCC's objectives and therefore, it would be beneficial that GCC makes the order as advertised in January/February 2026.

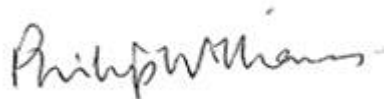
12. Recommendation by the Senior Case Officer

- 12.1. 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.
- 12.2. 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.
- 12.3. Although some objections to the TRO have been received (including from the County Councillor), I am satisfied that they have been duly considered and that a balance has been drawn between any objections, positive feedback, safety of all road users and the pre-commencement planning condition associated with the school development.
- 12.4. After considering all background information, representations and data supplied in this report, I recommend that all upheld formal representations are considered as minor in nature.
- 12.5. I recommend that the TRO is made permanent as originally advertised January/February 2026.

13. Decision by the Assistant Director – Traffic & Transport

- 13.1 I have considered the report, recommendations and whether to hold a Traffic Regulation Committee. I have also consulted the Lead Cabinet Member for Sustainable Transport & Strategic Highways and 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 advertised in January/February 2026.
- 13.2 The Lead Cabinet Member acknowledged that waiting restrictions may result in some inconvenience to residents of properties closest to the school access road. This risk has to be balanced against the greater benefit of maintaining clear, safe access to the school (including emergency access) and for members of the public using the Wheatridge.
- 13.3 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:



Philip Williams, Assistant Director – Traffic & Transport

Date: 25th June 2026

Appendices

Appendix A – Advertised Proposal Plan

Appendix B – Draft Legal Documents for TRO

Appendix C – Proposal Plan for Informal Residents and Businesses consultation.

Appendix D – Representations received during the Notice of Proposal Public Consultation

Appendix E – Statement of Due Regard