

Traffic Order Report:

Proposed 20mph Speed Limit, Waiting and Stopping Restrictions & Traffic Calming Features; Everlands, Hopton Green, Cam.

Version 1 – September 2026

Revision	Description	Author
1	First Issue	LO

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Traffic Order and Statutory Notice Titles:

GLOUCESTERSHIRE COUNTY COUNCIL (20 MPH ZONE) (HOPTON GREEN, HOPTON ROAD & MILLBANK, CAM) (STROUD DISTRICT) ORDER 2026

And

GLOUCESTERSHIRE COUNTY COUNCIL ON STREET PARKING ORDER 2017 (EVERLANDS, CAM) (STROUD DISTRICT) (VARIATION) ORDER 2026

And

STATUTORY NOTICE FOR THE REMOVAL/INTRODUCTION OF VARIOUS TRAFFIC CALMING MEASURES – EVERLANDS AND HOPTON ROAD, CAM

Case Officer: Lewis Oxenham, Traffic Engineer, ADL Traffic & Highways Engineering Ltd.

Senior Case Officer: Hannah Bassett-Louis, TRO Manager, Gloucestershire County Council (GCC).

1. Purpose of Report

- 1.1. To provide background information on the proposed Traffic Orders (TOs) and Statutory Notice elements (SN) entitled above.
- 1.2. To provide details of representations made in relation to the TOs and SN. 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 and Transport on the way forward.

2. Recommendation

That, for the reasons given in this report and after consideration of the representations made, GCC now:

- Makes the TOs as advertised in May/June 2026; and
- Progresses to construction of the SN elements

3. Background and Purpose of the Scheme

- 3.1. The proposals are to introduce a 20mph zone on Hopton Road, Hopton Green and Millbank and No Waiting at Any Time and No Stopping on Entrance Markings restrictions on Everlands.
- 3.2. The proposals have originated as a result of a development which has planning consent (S.15/0476/278/2/ S/15/0476/OUT) relating to land at Hopton Road, Littlecombe. As part of the highway works for this development, the proposals have been requested in order to reduce speeds in the vicinity of Cam Hopton Church of England Primary School to improve road safety for all road users. The No Stopping on Entrance Markings and No Waiting at Any Time restrictions have been proposed outside the Scout Hut to improve visibility and road safety for all road users.

- 3.3. The removal of existing speed cushions and the introduction of chicane build-outs and new speed cushions are also being proposed on Hopton Road and Everlands to complement the new 20mph zone to help keep speeds low and improve road safety for all users. Associated red coloured road surfacing and roundels will also accompany the speed cushions. These were consulted on alongside the proposed 20mph zone and the Waiting and Stopping restrictions.
- 3.4. Vehicle speed data gathered during the assessment was within the Association of Chief Police Officers (ACPO) guideline intervention level for a 20mph speed limit of 24mph (recorded mean vehicle speeds were 24.3mph in a southbound direction on Hopton Road). No collisions were recorded at this location between 2020 and 2025.

4. Law and Policy

- 4.1. The Road Traffic Regulation Act 1984 (RTRA 84) sets out the legal basis for making TOs. The 20mph Zone proposal meets with Section 84 of the RTRA 84 which allows GCC, as the Traffic Authority, to make a TO to prohibit:
- (a) the driving of motor vehicles on that road at a speed exceeding that specified in the order.
- 4.2. The waiting and stopping restriction proposal meets with Section 1 of the RTRA 84 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 RTRA 84 in proposing these TOs. 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 TOs 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 TO in the form originally intended and advertised; or
- b) Modify the TO from the originally advertised and re-consult where necessary; or
- c) Abandon the proposal altogether.

- 4.5. Significant modifications to the proposed TOs 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.
- 4.7. Where the proposal includes the construction or alteration of traffic calming features such as road humps, speed cushions or build-out chicanes, these works are carried out under the powers contained in Sections 90A–90G of the Highways Act 1980 (as amended). These provisions require the Highway Authority to consult with the Police and any other bodies or persons likely to be affected, and to provide public notice of the intent to construct such features. The authority must consider any representations received before proceeding with the works.

5. Traffic Data

- 5.1. Site assessments were made when considering the proposals, prior to the TO process being started. Careful consideration was given to the design of the proposed speed limit and associated traffic calming features in order to achieve the most appropriate scheme.
- 5.2. As part of the assessment of the proposed 20mph zone, Automatic Traffic Count (ATC) surveys were undertaken in order to ascertain whether the proposed speed limits would be self-enforceable and complied with by drivers. The surveys demonstrated that existing mean vehicle speeds were within to the Association of Chief Police Officers (ACPO) guideline intervention levels for the 20mph zone (24 hour average mean speed was 24.3mph in a southbound direction on Hopton Road). Existing vehicle speeds are shown within Appendix B.
- 5.3. No vehicle collisions were recorded between 2020 and 2025.

6. Consultation on the proposed TOs & SN

- 6.1. Statutory consultation for this proposed scheme was undertaken between 1st July and 22nd July 2025. A letter and plan were emailed to the Statutory Consultees and stakeholders explaining the proposals and the reasoning behind them. Consultees were able to respond via email or post.
- 6.2. Public consultation (Notice of Proposal) for this proposed scheme was undertaken between 14th May and 5th June 2026 with Notices placed on site, in the local newspaper (Gloucester Citizen & Echo), on GCC's website and hard copies were placed on deposit at Shire Hall (see Appendices A & C). The representations made can be found in Appendix D.

7. Objections/Support

- 7.1. The Statutory Consultees responded as follows:

Name	Comments
Ward Councillor, Cam Valley	Objected to the 20mph zone as believed the funds should be allocated to road resurfacing instead.
Stroud District Councillor, Cam East Ward	Supported the traffic calming measures and the stopping restrictions in the vicinity of the Scout Hut on Everlands.
Cam Parish Council	Neither supported nor objected to the proposals.
District Council	No comments received
Freight Haulage Association	No comments received
Road Haulage Association	No comments received
Police	Supported the proposals
Stagecoach	Offered no objection to the proposals.
Fire & Rescue	No comments received
Ambulance Service	No comments received
Parking Enforcement Team	No comments received
Local Highway Manager	Supports the proposal

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

31 responses were received, with 30 respondents either objecting or requesting that alterations to the proposals were made.

8. Details of Objections and Case Officer's Response

- 8.1. Objections were received on the basis that the proposals do not appropriately address all of the existing road safety issues within the wider area. Respondents mentioned that the proposals do not consider Chapel Street and Station Road, which are experiencing significant congestion, road safety issues and high traffic volumes. Because of this, many of those that responded to the consultation believe that the scheme is only a partial or incomplete solution to the existing road safety issues within the area.
- 8.2. In response to the objections regarding the scope of the speed limit, waiting and stopping restrictions and traffic calming methods, other roads were not included within the planning consultation stage for this scheme. Therefore, any changes to the existing restrictions on Chapel Street, Station Road and the A4135 (amongst other roads) were not within the remit of this developer funded scheme. GCC are aware of the concerns of the local community regarding other locations in Cam that are not included within these proposals. Following the implementation of the proposals, the impact on the wider area will be monitored. At the junction of Everlands and Station Road, footway improvements will be installed in order to improve pedestrian safety.
- 8.3. Several respondents commented on the design of the proposed traffic calming measures. Concerns were raised that the priority chicane build-outs proposed on Everlands may create driver conflict and also increase congestion through start-stop traffic. Respondents have suggested alternative measures on Everlands, such as a 20mph speed limit, improved signage, speed cameras, or other forms of traffic calming that are less likely to disrupt the flow of traffic. It was mentioned by respondents that the existing speed cushions are already ineffective because vehicles can easily straddle them. Respondents were worried that it may be possible to straddle the new speed cushions, which would limit their effectiveness.
- 8.4. In response to the concerns raised regarding traffic calming, the measures proposed on Hopton Road and Everlands were recommended at the planning stage of the new

development at Littlecombe in order to mitigate against the potential traffic impacts. There are already speed cushions on Everlands and some are being replaced by new speed cushions at similar locations. New speed cushions are required on Everlands where the existing ones are not fit for purpose. Additionally, the new speed cushions will feature a higher upstand and will therefore be more effective in reducing vehicle speeds where necessary. The installation of speed cushions rather than speed humps is generally accepted to be easier for larger vehicles and buses to use, whilst still encouraging reduced speeds. The proposed chicane build-outs will also reduce vehicle speeds along Everlands.

- 8.5. Representations were received regarding the speed cushions having an impact on access/egress to local properties. The proposals were designed to not impact any driveways, but GCC will monitor this and discuss these concerns with the developer. The installation of any traffic calming measures will be completed whilst minimising disruption to local residents and businesses.
- 8.6. The speed cushions on Hopton Road are proposed as part of the 20mph zone. 20mph zones must contain traffic calming features, according to the Traffic Signs Regulations and General Directions (TSRGD). Some of those that responded to the consultation requested the installation of speed camera equipment. However, GCC only install speed cameras at sites where other measures to control speeds have failed. Therefore, the Council would not install speed cameras at this stage on any scheme.
- 8.7. Several respondents requested an investigation into parking on Hopton Road. This is not within the remit of this developer scheme, and neither is the implementation of any moving traffic order to change any of the roads in the area to one-way roads or implement a weight restriction. However, these concerns have been noted by GCC.
- 8.8. Concerns were also raised about increased congestion, noise pollution and air pollution that may occur as a result of the proposals being implemented. It was mentioned that stop-start driving conditions may increase vehicle noise and cause greater fuel consumption and higher emissions. In response to this, the traffic calming build-outs are proposed in order to reduce vehicle speeds on Everlands. Modelling undertaken in London has suggested that some vehicle types produced higher emissions when travelling at 30mph compared to 20mph under certain operating conditions. It can therefore be suggested that the implementation of the build-outs, which aim to reduce vehicle speeds on Everlands, is unlikely to significantly increase air pollution.
- 8.9. In response to those requesting that more waiting and stopping restrictions were implemented on Hopton Road, these are not within the remit of this developer scheme as they were not included within the planning stage. GCC will continue to monitor the impact of the proposals once implemented.
- 8.10. In response to those that mentioned that public consultation was inadequate, Gloucestershire County Council has completed statutory consultation and formal public consultation in line with its duties outlined in the Road Traffic Regulation Act 1984, the Highways Act 1980 (as amended) and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 8.11. In response to comments about build-outs being on the incorrect side of the road, the build-outs have been designed to be on alternating sides of the road so that vehicles in both directions receive priority as equally as possible. This approach also ensures that disruption to journey times is minimised in both directions. The build-outs will not prevent any class of vehicle from using the road.
- 8.12. In response to objections regarding funding, this scheme is being funded by the developer. These funds cannot be used for other highway activities such as road resurfacing.

9. Equality Impact Assessment

GCC has had 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 a decision to make these TOs permanent does not adversely affect any of the groups with those protected characteristics (please see Due Regard Statement in Appendix E).

10. Summary

- 10.1. The proposals are to introduce a 20mph zone on Hopton Road, Hopton Green and Millbank and No Waiting at Any Time and No Stopping on Entrance Markings restrictions on Everlands. Chicane build-outs and the removal/introduction of speed cushions are also being proposed on Hopton Road and Everlands to complement the new 20mph zone to help keep speeds low.
- 10.2. The proposals have originated as a result of a development which has planning consent (S.15/0476/278/2/ S/15/0476/OUT) relating to land at Hopton Road, Littlecombe. As part of the highway works for this development, the proposals have been requested in order to reduce speeds in the vicinity of Cam Hopton Church of England Primary School to improve road safety for all road users. The No Stopping on Entrance Markings and No Waiting at Any Time restrictions have been proposed outside the Scout Hut to improve visibility and road safety for all road users.
- 10.3. Vehicle speed data gathered during the assessment was within the Association of Chief Police Officers (ACPO) guideline intervention level for a 20mph speed limit of 24mph (recorded mean vehicle speeds were 24.3mph in a southbound direction on Hopton Road). No collisions were recorded at this location between 2020 and 2025.
- 10.4. Representations were received during the Statutory Consultation and Notice of Proposal (Public Consultation) process from Statutory Consultees & members of the public with regards to the proposed restrictions.
- 10.5. 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.

- 10.6. In considering the assessment under Section 122 of the Road Traffic Regulation Act 1984, the proposed TOs and SN meet GCC's obligations in that they would ensure the expeditious, convenient, and safe movement of vehicular and other traffic, manage their road network and to improve road safety.

11. View of the Case Officer

- 11.1. This report demonstrates that the introduction of the TOs and SN is consistent with National Guidance and have 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.
- 11.2. 30 objections to the introduction of proposals were raised during the Notice of Proposal (Public Consultation) process. However, for the reasons outlined in Section 8 it is considered that the proposal should progress on to be made as advertised.
- 11.3. The proposal (as shown in Appendix A) has been designed in accordance with the obligations placed on the developer under planning consents S.15/0476/278/2/ and S/15/0476/OUT but also balancing this with GCC's duties under Sections 1, 2, 4, 84 and 122 of the Road Traffic Regulation Act 1984, the Department for Transport Setting Local Speed Limits criteria and Sections 90A–90G of the Highways Act 1980 (as amended).
- 11.4. It is considered that the TOs and SN proposed meet GCC's objectives and therefore, it would be beneficial that the TOs be made as advertised in May/June 2026 and the SN elements be progressed to construction.

12. Recommendation by the Senior Case Officer

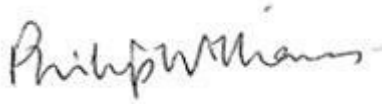
- 12.1. I am satisfied that the TOs and SN have been correctly advertised and consulted upon in accordance with the Road Traffic Regulation Act 1984, the Highways Act 1980 (as amended) and the procedures laid down in these Acts.
- 12.2. The necessary statutory procedures as set out in the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996 have been followed, and guidance, including the DfT Setting Local Speed Limits Guidance and Traffic Signs Regulations and General Directions 2016 have been considered.
- 12.3. Although 30 objections to the TOs and SN were received, I am satisfied that these have been duly considered and that a balance has been drawn between the objections, issues that fall outside the remit of these TOs and SN and safety of all road users.
- 12.4. After considering all background information, representations and data supplied in this report, I recommend that the formal representations are considered as minor in nature.
- 12.5. I recommend that the TOs are made permanent as originally advertised in May/June 2026 and the SN elements are progressed to construction, under delegated authority.

13. Decision by the Assistant Director: Traffic and Transport

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

- Make the TOs as advertised in May/June 2026; and
- Progress the SN elements to construction

13.2 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: 

Philip Williams – Assistant Director: Traffic & Transport

Date: 7th October 2026

Appendices

Appendix A – Proposal plans for Advertised 20mph Zone Order, Waiting and Stopping restrictions and associated traffic calming

Appendix B – Traffic Data (Speed Survey & Accident History)

Appendix C – Draft Legal Documents for 20mph Zone Order, Waiting and Stopping restrictions and associated traffic calming

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

Appendix E – Statement of Due Regard