

STATEMENT OF REASONS

Proposed Waiting and Loading Restrictions - Various Roads, Town of Nailsworth and the Parishes of Woodchester, Horsley & Kings Stanley, Gloucestershire

Proposals

In order to improve road safety and amenity for both vehicles and pedestrians on the roads in question, it is proposed to introduce waiting and loading restrictions on parts of various roads in the Town of Nailsworth and the Parishes of Woodchester, Horsley & Kings Stanley in the Stroud District of Gloucestershire.

Reasons

The majority of the proposals within this package consist of restrictions around junctions and 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 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. This would also supplement Rule 243 of the Highway Code (i.e. no parking within 10 metres of a junction).

At St Mary's Hill the No Waiting at Any Time restrictions are proposed to prevent inconsiderate & inappropriate parking, double parking, parking close to junctions and where it causes obstructions for vehicles (including emergency service vehicles) and cyclists, as well as where it affects pedestrian sight lines. The restrictions also aim to improve road safety and amenity. Additionally, the advisory School Keep Clear restrictions will be removed as they are no longer required.

On the A46 south of its junction with Old Bristol Road, the restrictions are proposed to prevent inconsiderate & inappropriate parking, as well as double parking, at a location where it causes obstructions for vehicles utilising the A46 Bath Road.

The proposed restrictions at Pensile Road and Chestnut Hill are proposed in order to prevent inconsiderate & inappropriate parking, as well as double parking, at locations where it causes obstructions for vehicles utilising these very narrow sections of carriageway. Sections of these carriageways have been left unrestricted, where the road is sufficiently wide enough for parking, in order to continue to maintain some parking provision here.

The proposals in the vicinity of Forest Green Rovers Football Club (FGR) have been designed to prevent inconsiderate & inappropriate parking, double parking, parking close to junctions and where it causes obstructions for vehicles (including emergency service vehicles) and cyclists, as well as where it affects pedestrian sight lines. These restrictions will be in operation at any time in order to ensure safe travel of vehicles throughout the estate. There is also a requirement to make changes to the current Single Yellow Line parking restrictions in the vicinity of FGR, to ensure that they reflect the current DfT guidance on the design and enforcement of on-street parking restrictions. In addition to these changes, it is proposed to introduce extra measures in response to concerns raised by local representatives. The proposals aim to target the key times when FGR home matches occur and so the times that traffic flows are higher, in order to enhance road safety and to improve amenity in the areas concerned. Following detailed analysis of match times over several seasons, it is proposed to alter the extent and operational timings for the Single Yellow Line restrictions to try and mimic match day timings for the majority of the FGR Home Games that take place. This will create an enforceable restriction that reflects current Department for Transport guidance on the design and enforcement of on-street parking restrictions, but also that targets match day parking. The restrictions have been designed to keep at least one side of the outer loop

in the area clear of parked vehicles during these times and protect all the major junctions at any time. It is also proposed to introduce a loading ban on the existing Double Yellow Lines on the roundabout outside of FGR to prevent inappropriate loading which occurs here.

On Newmarket Road, it is proposed to fill in the small gap in the No Waiting at Any Time restrictions opposite the access to Prices Mill Surgery and revoke the existing No Waiting at Any Time restrictions on the section of carriageway outside of Christ Church.

The restrictions on Broad Street are proposed in order to replace the existing advisory School Keep Clear markings that are currently on street. The proposal aims to manage parking in and around the vicinity of Kings Stanley Primary School and prevent inconsiderate & inappropriate parking, as well as double parking, at locations where it causes obstructions for vehicles utilising the road. Sections of the carriageway have been left unrestricted, where it is safe to do so and the road is sufficiently wide enough for parking, in order to continue to maintain some parking provision here.

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 Regulation Order.

Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual Chapter 3

All of the associated signing and lining will be in accordance with the Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual Chapter 3.

Equality Act 2010

Thorough consideration was given to the equalities duty of the County Council under Section 149 of the Equality Act 2010.

Residents and Statutory Consultations

An extensive residents/business consultation process has been carried out across all of the sites whereby a letter and site-specific plan were hand delivered to residents/businesses directly affected by the proposals. Comments have been taken on board and the proposals amended where necessary.

Consultation has also been carried out with Statutory Consultees, including The Police, Emergency Services, Freight Transport Association, Road Haulage Association and the local County Councillor. No objections have been raised.