

## STATEMENT OF REASONS

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### **Proposed Waiting Restrictions – Cleavelands Development, Bishops Cleeve**

#### **Proposals**

The introduction of No Waiting at Any Time (Double Yellow Line) Restrictions on various roads in the vicinity of the medical centre within the Cleavelands development.

#### **Reasons**

The proposals are in association with the ongoing residential and commercial development at Cleavelands to the north-west of the A435 Bishops Cleeve Bypass (planning ref - 20/00245/FUL).

The 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 inconsiderate and inappropriate parking, double parking and parking where it causes obstructions for vehicles (in particular for emergency service vehicles accessing the medical centre). The proposal also aims to prevent parking close to junctions and where it affects sight lines. These restrictions would also supplement Rule 243 of the highway code (no parking within 10 metres of or opposite a junction).

#### **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**

All of the associated signing and lining will be in accordance with the Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual Chapters 3 and 5.

#### **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**

A resident/business consultation process has been carried out whereby a letter and plan were delivered to residents/businesses directly affected by the proposals. A majority support for the proposals was garnered.

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 were raised.

## **Modification**

Following the conclusion of the public consultation, it was identified that certain elements of the originally advertised proposal extended beyond the boundaries of the adoptable public highway, as defined under the developer's Section 278 highway agreement. Consequently, GCC has revised the proposal by removing the restrictions that fell outside this adoptable area. This ensures that all remaining measures are enforceable under the relevant highway legislation and can be effectively implemented and enforced.

In response to representations received during the Notice of Proposal (Public Consultation) period between 6<sup>th</sup> March 2025 and 27<sup>th</sup> March 2025, it is proposed to introduce additional No Waiting at Any Time (Double Yellow Line) restrictions south-eastwards on sections of the Road known as Sapphire Road to its junction with the Bishops Cleeve Bypass (A435). These restrictions are proposed in order to address concerns raised from residents surrounding all day commuter parking along this section of carriageway, which has been reported to cause obstruction and create difficulty for road users navigating the road. It is also proposed to introduce a Limited Waiting Bay 8am-8pm 3 Hours No Return 1 Hour outside of the shops along this section of carriageway, in order to preserve some parking spaces for visitors to the nearby shops, whilst encouraging regular turnover of vehicles in these bays.