

# STATEMENT OF REASONS

## Gloucestershire County Council – Experimental Changes to Parking Restrictions on B4225, Bibury

### Proposals

1. To introduce No Waiting/No Loading at any time restrictions; and
2. To introduce No Loading at any time restrictions on top of some existing No Waiting at any time restrictions; and
3. To introduce Loading Only 10am – 4pm 10 mins No return within 1 hour.

### Background

Following the Covid pandemic (2020/21) increased social media promotion of Bibury as a 'must see' tourist destination has caused the village to experience a significant surge in visitor numbers. This has led to congestion, with road safety concerns observed particularly due to the volume of PSV's and increasing size large intercontinental coaches, creating conflict between residents and visitors reported. To address this, Gloucestershire County Council (GCC) introduced a Traffic Regulation Order which removed parking that blocked narrow roads (maintaining emergency access), reduced visitor parking outside the village centre, and added time limits to encourage a turnover of spaces. However, the 3-hour parking limit and two perpendicular coach bays added in 2023/24 between the Swan bridge and the Trout Farm pedestrian entrance, has not reduced the perceived or observed pedestrian/vehicle conflict levels, even though no serious personal injury accidents are recorded within a 500m radius.

After severe congestion and road safety concerns during Easter 2025, GCC suspended an area of limited waiting on-street parking bays and coach bays by placing temporary barriers in front which prevented vehicles from parking and encouraged parallel pick-up and drop-off by coaches on both sides of the road. Over summer 2025, GCC tested different layouts using the water filled barriers, and then ran a three-week public engagement exercise in November 2025 with face to face meetings. Wider parking restrictions within the village centre covering the B4225, The Street and Church Road were presented, with circa 160 people attending the drop-in sessions from a village of around 260 properties providing a detailed review of community wishes and wider concerns.

Feedback showed that residents only supported the initial changes near the Trout Farm pedestrian entrance and potential permanent removal of the 3 hour limited waiting on-street parking area but with a number of caveats. The red / white water barriers were considered very unsightly, are noted to be prone to leaks, and are frequently moved by the public reducing the effectiveness of the recent changes. Better solutions (both visually and physically) were requested to be in place before Easter 2026 due to expected high visitor numbers again this year and following severe difficulties with traffic management around recent statutory undertakers works which included a road closure.

### Next Steps

Due to the uncertainty by the public that the removal of the limited waiting parking bays should be permanent and the replacement restrictions be the most appropriate ones, GCC will remove the water filled barriers and install temporary kerb lines and footways before the end of March 2026, by using bolt-down kerbs and basic surfacing materials to formalise three lay-bys. These temporary infrastructure changes will be supported by an Experimental TRO which will suspend the limited waiting parking bays and coach bays. Bus Stands and Stops will be kept on both sides of the road to cover Summer 2026 and 2027 during which time an enhanced traffic management strategy could be developed by the community.

Feedback from the public engagement sessions specifically requested that space be retained outside the Trout Farm for the collection of essential items and that will be facilitated by a short stay loading bay with times of operation between 10am and 4pm seven days per week. This will allow the bay to be for general use during the early and later parts of the day/evening.

By using an Experimental TRO, GCC can monitor the effect of the new layout and make changes as appropriate if the initial restrictions are deemed ineffective.

The success will be monitored by the following:

- Is the on-carriageway coach pick up/drop off area being used by the visiting coaches as requested;
- Does the use of the on-carriageway coach pick up/drop off area compromise the safety of any road users, such as pedestrians, cyclists and other vehicular traffic;
- Is it safe for visitors to Bibury to alight and board the coaches in the on- carriageway coach pick up/drop off area;
- Are the timings of the loading bay appropriate.

The Experimental TRO will include the following restrictions:

*No Loading at Any Time*

<b>Road Name and Number</b>	<b>Extent</b>
B4225 The Vicarage Bibury to Arlington Pike	On sections of both sides of the carriageway from its junction with The Street (B4425) for a distance of approximately 140m in a westerly direction

*No Waiting/No Loading at Any Time*

<b>Road Name and Number</b>	<b>Extent</b>
B4225 The Vicarage Bibury to Arlington Pike	On a section of the southern kerbline from a point approximately 31m west of its junction with The Street (B4225) in a westerly direction for approximately 38m

*Loading Only 10am-4pm 10mins No Return Within 1 Hour*

<b>Road Name and Number</b>	<b>Extent</b>
B4225 The Vicarage Bibury to Arlington Pike	On a section of the southern kerbline from a point approximately 69m west of its junction with The Street (B4225) in a westerly direction for approximately 14m

Local Councillors fully support the principles of this scheme, together with the GCC Lead Member for Sustainable Transport and Strategic Highways and the Leader of Gloucestershire County Council.

**Road Traffic Regulation Act 1984**

The Experimental TRO will be implemented under Sections 1, 9 and 10 of the Road Traffic Regulation Act 1984 (RTRA). The specific grounds which GCC are relying on are encompassed in the following sections of the RTRA:

- 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; and
- Section 1 (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); and
- Section 1 (f) for preserving or improving the amenities of the area through which the roads run.

In addition, thorough consideration was given to the factors set out in Section 122 of the RTRA.

**Traffic Signs Regulations and General Directions 2016**

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

**Equality Act 2010**

Due consideration was given to the equalities duty of GCC under Section 149 of the Equality Act 2010.