

Cheltenham Parking Review

Ashford Road Area (Zone 9) TRO Report (Ref. HB/50794)

Proposal to Vary the Gloucestershire County Council (Borough of Cheltenham) (Prohibition And Restriction Of Waiting And Loading And Parking Places) Amendment (Consolidation) Order 2008 to create Zone 9 Parking Zone

Purpose of this Report

To outline representations made regarding the above scheme (Ref: HB/50794) during the TRO Consultation process, and to make recommendations to the Commissioning Director: Communities & Infrastructure on the way forward.

Scheme Proposal

To introduce a new permit parking zone (Zone 9) in the Ashford Road area of Cheltenham, to the west of Bath Road.

In most roads, shared use parking is proposed allowing non-permit holders to park for up to 2 hours free of charge. The scheme is proposed to operate 8am to 8pm Mon-Sun, to match the adjacent Zone 8 permit scheme in the Suffolks to the north, and the nearby Bath Terrace Car Park.

Resource Implications

Resources for the implementation, enforcement and administration of the parking proposals in this report are within approved County Council revenue and capital budgets.

Statutory Authority

The Statutory Authority for Traffic Regulation Orders is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2002.

Recommendation

That for the reasons given in this report, and after consideration of the representations made, the County Council **do not** implement the proposed Zone 9 permit scheme, and only safety-led changes to No Waiting restrictions be progressed. However, given the significant indication of support for the Zone 9 scheme, coupled to a high response rate giving weight to the levels of support/opposition, it is considered appropriate to refer this scheme to the Traffic Regulation Committee to be debated in public before a final recommendation is made to the Commissioning Director: Communities & Infrastructure.

Case Officer: Pete Salvin, Parking Team Member, Gloucestershire County Council

Senior Case Officer: Jim Daniels, Parking Manager, Gloucestershire County Council

1. Executive Summary of Report

- 1.1. This report considers representations received with regard to proposed changes to introduce permit parking restrictions within a defined area or 'Zone' in Cheltenham, (Zone 9).
- 1.2. Having summarised the responses, the report outlines options for implementation and proposes advice from Officers on how to proceed with the scheme and the decision making process. This is a Commissioning Director decision with the guidance of Lead Cabinet Member.
- 1.3. The proposed scheme covers a small number of roads to the south of Cheltenham Town Centre in the area around Ashford Road and Gratton Road. The area is adequately served by public transport, and there are good pedestrian and cycle links with the town centre and outlying residential areas.

Existing Situation

- 1.4. Residents of the area covered by the proposed scheme initially indicated they were opposed to permit parking in an earlier stage of the Cheltenham Parking Review. As part of that review, a separate permit scheme was introduced in the Suffolks area (Zone 8), immediately to the north of the proposed Zone 9 scheme.
- 1.5. Following implementation of the adjacent Zone 8 scheme, a group of local residents from Ashford Road and the surrounding streets submitted a petition and questionnaire indicating a significant level of support for a permit scheme. Some residents felt vehicles displaced from the Zone 8 scheme had worsened parking congestion in the Ashford Road area. The level of support warranted a full, independent consultation process to be undertaken.
- 1.6. A parking survey undertaken prior to the Zone 8 scheme being implemented showed severe parking congestion in the area.

Proposed Scheme

- 1.7. It is proposed to introduce a new permit parking scheme (Zone 9) covering Ashford Road and the surrounding streets. This will prevent long stay visitor parking, freeing up capacity for local residents and businesses, and their visitors. Short stay parking by non-permit holders (2 hour maximum stay) is proposed in all but the most congested streets.
- 1.8. The operating hours are proposed to match the adjacent Zone 8 permit scheme in the Suffolks to the north, and the nearby Bath Terrace Car Park at 8am to 8pm Monday - Sunday.
- 1.9. The proposed scheme includes some safety-led alterations to No Waiting restrictions on Shurdington Road and its junctions with a number of other roads.

Consultation Responses

- 1.10. Representations were received from 192 individuals, of which 112(58%) objected to the scheme, and 68 (35%) supported the scheme (the remaining representations being general enquiries with no indication of support or objection).
- 1.11. One hundred and fifty seven responses were from properties based within the proposed Zone 9 scheme of which 56% opposed the proposal and 41% supported it.
- 1.12. Two responses were received from local businesses, both objecting to the scheme.
- 1.13. Analysis of the responses showed there were significant levels of support and objection from most of the streets within the proposed scheme.
- 1.14. The key issues raised in the consultation process were:
 - A perception that there **is no** parking problem
 - A perception that there **is a** parking problem
 - A feeling that any problems are a result of displacement from Zone 8
 - Concern about displacement into nearby roads
 - Concern that the proposals could impact local traders
 - A feeling that the scheme is only being proposed to generate revenue through permit charges.

Options

- 1.15. At this decision stage, amendments can be made to the proposals before implementation providing the amendments make the scheme less restrictive. The options available at this point are therefore:

- (i). To implement the scheme in full
- (ii). To implement the scheme with changes to make it less restrictive to address comments received during the consultation period.

Considering comments received, potential changes include omitting Brandon Place from the proposed permit scheme, and omitting the proposed No Waiting at Any Time restriction from across the access to No. 43, Painswick Road.

- (iii). To implement part of the scheme

The proposed scheme includes some road safety-led No Waiting restrictions on Shurdington Road, and its junctions with local roads.

These elements could be considered separately to the wider proposed permit scheme, and implemented regardless of the wider scheme.

(iv). To do nothing – to not implement the scheme

Officer Recommendation

- 1.16. The proposed scheme was designed to provide a workable permit scheme, complementary to the adjacent Zone 8 scheme. The proposed scheme is in line with the County's LTP3 policy objectives to promote sustainable travel by commuters, support access to local businesses and give local residents priority to park in congested residential areas. However, as a relatively small scheme, away from the town centre, the scheme is unlikely to have a great impact on other areas, or a wider strategic effect. The views of the local residents/businesses can therefore be considered without significant weight given to external issues and other factors.
- 1.17. The responses have been analysed to identify if any changes can be made to address any objections raised, as discussed in the options presented above. Other potential changes have been considered but are not justified by the consultation returns and the need to design a workable scheme.
- 1.18. It is considered that the potential alterations to the proposed scheme will have little impact on the wider opinion on the Zone 9 permit scheme in general. Therefore, the decision comes down to overall levels of support and objection to the proposals from local people. The very high response rate, over 40%, is unusual, and gives added weight to the levels of support/objection. There is significant support in nearly every road in the scheme. However, levels of objection generally out-weigh support, and therefore there is no clear mandate for a permit scheme to be introduced.
- 1.19. Taking the above discussions into account, it is recommended that the proposed Zone 9 permit scheme is not implemented, and only the safety-led changes to No Waiting restrictions are progressed (Option (iii)).
- 1.20. Therefore, it is recommended the individual orders are progressed as follows:
 - Variation Order (to define new restrictions)
Make the Order, but only including the proposed No Waiting restrictions on Shurdington Road, and its junctions with Leckhampton Road, Edward Street, Norwood Road, Gratton Road, and Tryes Road.
 - Draft Amendment Order – Schedules 2 and 3: (the Zone 9 Order)
To do nothing – to not make the order

- 1.21. However, given the significant indication of support for the Zone 9 scheme, coupled to a high response rate giving added weight to the levels of support/opposition, it is considered appropriate to refer this scheme to the Traffic Regulation Committee to be debated in public before a final recommendation is made to the Commissioning Director: Communities & Infrastructure, who has the authority to make the decision within the Council's Constitution.
- 1.22. Should the Committee be minded to recommend the scheme be implemented, it is recommended changes are made to the proposed scheme to exclude Brandon Place from the permit scheme, and omit the No Waiting at Any Time restriction outside 43 Painswick Road. (Option (ii)).

END OF EXECUTIVE SUMMARY

2. Full Report

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A. Background

- A1. The Statutory Authority for Traffic Regulation Orders is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2002.
- A2. The County Council is required to advertise the draft order it intends to make to allow a period of objections and representations to be submitted. The County Council has then to consider any objections received and having done so, to resolve to make an order in the form originally advertised. Alternatively, the County Council may modify the order, defer making a decision or abandon it. Modifications to the proposed order can be made without re-advertisement if they make the restrictions less onerous. Modifications to the proposed order that make restriction more onerous need to be advertised again to provide a further opportunity for comments.
- A3. This report considers representations received with regard to proposed changes within a defined area or 'Zone' in southern Cheltenham, (Zone 9) and proposes options for implementation.

B. Parking Review Process

- B1. This scheme forms part of a wider review of on-street parking across Cheltenham.

Cheltenham Parking Review Overview

- B2. The majority of parking restrictions in Cheltenham have been in place, without review, for several years and the original reasons and rationale for the restrictions have, in places, changed or gone entirely. In addition, the County's transport and parking policies have evolved, and the existing parking restrictions sometimes fail to contribute towards meeting sustainable transport objectives and in some instances undermine these objectives. The County Council has also been receiving a growing number of complaints from local residents regarding parking issues in the town.
- B3. In light of this, a town-wide review began in 2010 which considers previous requests for improvements from local stakeholders, along with direct information from officers, highway management teams and Cheltenham Borough Council.
- B4. For the purposes of the review Cheltenham has been split into a number of review phases. Previous phases of the review resulted in seven new permit parking zones being introduced in the eastern and southern parts of the town, near the town centre.
- B5. The parking review aims to contribute towards achieving a number of transport objectives in Cheltenham, all identified within Gloucestershire's Third Local Transport Plan (LTP3), which was adopted in April 2011. Key policy commitments in LTP3, and its supporting document, 'The Gloucestershire Parking and Demand Management Strategy' include:
- i. To discourage commuter parking in the town and city centres, through supply and pricing mechanisms, to actively encourage the use of Park & Ride schemes, public transport and low carbon forms of travel.
 - ii. To work with the Borough and District Councils through the Parking Boards to ensure that parking policies in each area support the local economy and provide good access to services but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel
 - iii. To set tariffs and use marketing for central off-street and on-street car parking to give priority for shoppers and visitors. Set tariffs and use marketing to direct commuters to sites further away from the centre and Park and Ride Sites
 - iv. To provide an effective means of prioritising residents and local businesses parking needs within a congested area
 - v. To improve accessibility to local facilities and amenities.

- B6. Detailed policies contained within the Gloucestershire Parking and Demand Management Strategy (developed in consultation with the Borough Council at the time) include objectives to coordinate the management (including charges and maximum stay times) of on- and off-street parking to ensure that within central areas priority is given for shoppers and visitors, and that commuters and long-stay parking is directed to outer car parks including Park and Ride sites.

Ashford Road Scheme Background

- B7. In July 2011, as part of the wider parking review work across southern Cheltenham, a questionnaire was sent to all properties in the south of the town. The questionnaire asked for people's opinions on the existing parking situation, and whether they would like the County Council to investigate making changes/improvements.
- B8. At that time, most respondents felt parking problems did exist; a position confirmed by a quantitative parking survey which demonstrated congestion throughout the area. However, most respondents felt the problems did not warrant changes being investigated. Only one area, nearest the town centre in the Suffolks was in favour of changes being made.
- B9. In response, work was only continued in the Suffolks area. Through further consultation, a permit parking scheme was developed and Statutory Consultation was undertaken in March 2012 (Zone 8 - Ref: PB/49388). The decision was taken to proceed with the scheme, and Zone 8 was implemented in July 2012.
- B10. In late 2012/early 2013 a group of local residents from the Ashford Road area, which lies immediately to the south of the Zone 8 scheme, submitted a petition and questionnaire they had administered to local residents. These showed a significant level of support for a permit scheme to be considered in the area. Whilst residents had previously been opposed to changes, many felt that parking congestion had worsened since the implementation of the Zone 8 scheme, and now felt changes should be considered.
- B11. After discussions with the Lead Cabinet Member, it was decided the petition warranted a further consultation to be undertaken, which is the subject of this report.

Known Parking Issues

- B12. A parking survey undertaken prior to the Zone 8 scheme being implemented showed on-street parking in the Ashford Road area to be congested, with no available spaces in the area during the day. Three quarters of parked vehicles in the area were visitors from outside the area. One quarter of these were long stay visitors, likely commuters (accounting for 17% of total capacity) and three quarters were short stay visitors (accounting for 56% of capacity). Only one quarter of parked vehicles belonged to local residents.
- B13. During consultation for the adjacent Zone 8 scheme, it was identified that there was the potential to displace visiting vehicles into the Ashford Road area. Despite this, at the time, residents in the Ashford Road area remained against changes being made.
- B14. Separate to the wider parking review, a small number of changes to yellow lines on Shurdington Road were being considered by Gloucestershire Highways to address road safety and access problems. These changes have been incorporated into the Zone 9 scheme.
- B15. The County Council proposals, in line with the requirements of Section 1 of the Road Traffic Regulation Act (RTRA) 1984, intend to preserve and improve the amenities of the area by providing greater options for permit holders and short stay visitors to park.

C. Scheme Objectives

General Approach

- C1. In order to manage parking in congested town centre areas, parking restrictions need to balance the needs of residents, businesses and visitors to the area.
- C2. This is often achieved by preventing all day (commuter) parking on–street in order to free up capacity for parking by shoppers and visitors to the area, in line with LTP3 policy. In edge of centre locations this strategy also provides an effective means of prioritising residents and local businesses parking needs within a congested area.
- C3. The method adopted is to limit parking to a prescribed maximum stay dependant on location and use, so excluding all long stay (commuter) parking. Commuters and other long stay parkers are encouraged to use Cheltenham's car parks, very good network of local buses, Park and Ride services or alternative modes such as walking, cycling or car-sharing. Local residents and businesses are able to purchase parking permits that exempt them from the maximum stay. This approach is known as 'shared use' as parking bays are shared by short-stay visitors and permit holders.
- C4. This system is already in place throughout central Cheltenham, and is the framework followed in the recent Zone 8 scheme introduced in the Suffolks, immediately to the north of the Ashford Road area.

The Proposal

- C5. In the Zone 8 Suffolks area, visitors are limited to a 2 hour maximum stay, free of charge (between 8am and 8pm, seven days a week), with permit holders exempt from this maximum stay.
- C6. This arrangement is the basis for the proposed Zone 9 scheme, so that restrictions in both areas are consistent. In some streets where severe congestion is caused by residents' own vehicles, 'permit holder only' parking is proposed.
- C7. The two-hour free parking accommodates regular short-stay visitors to local residents, and importantly supports access to businesses in the area and on the Bath Road. This restriction prevents long-stay parking, thereby increasing the availability and turnover of parking in the area for visitors and residents.
- C8. Parking on the following roads is proposed to become shared use (Permit Holders Z9 / Limited Waiting Maximum Stay 2 Hrs 8am-8pm): Norwood Road, Suffolk Street, Gratton Road, Grafton Road, Painswick Road, Ashford Road, Andover Street.

- C9. Parking on the following streets is proposed to become Permit Holder Only parking (Permit Holders Only Z9 8am-8pm): Brandon Place, Edward Street, Andover Street, St Philip Street, Suffolk Street.
- C10. In developing these proposals, existing parking restrictions throughout the area have been reviewed and those found to be outdated or redundant are proposed to be removed to maximise parking capacity in the area. The only restriction considered appropriate for removal is on Painswick Road (replacing c.10m of 'No Waiting at Any Time' with a shared use permit/2hr bay).
- C11. In addition, a road safety led scheme to adjust existing No Waiting restrictions in Shurdington Road, and its junctions with Leckhampton Road, Edward Street, Norwood Road, Gratton Road, and Tryes Road has been incorporated into the Zone 9 proposals. Existing No Waiting restrictions at these locations were in place with different times and days of operation. It is proposed these all become No Waiting at Any Time restrictions.
- C12. Full details of the proposed scheme, including a consultation plan are available in the appendices to this report.
- C13. Gloucestershire County Council has an agreed county-wide schedule of permit charges and conditions, agreed by a Cabinet decision in October 2009. Permits for the proposed Zone 9 scheme will be available in-line with this schedule, and these details are not subject to this consultation process.
- C14. County and Borough Council Members were informed and consulted throughout the design and consultation process.

D. Consultation Methodology

- D1. The area wide review process comprises the following six stages:
- i. **Investigate:** Information gathered from the review area about parking issues. This included data from an Automatic Number Plate Recognition (ANPR) parking survey, Driver & Vehicle Licensing Agency (DVLA) registration data and Valuation Office Agency (VOA) information regarding off-street parking availability.
 - ii. **Desktop:** potential Parking Proposals and Zone boundaries are identified and displacement affects considered.
 - iii. **Informal Consultation:** draft schemes proposed to stakeholders at a series of meetings and manned consultation events. Feedback considered and proposals revised where appropriate and resubmitted for further comment.
 - iv. **Statutory Consultation:** Statutory TRO Consultation period of at least 21 days.
 - v. **Decision:** Taken by Commissioning Director: Communities & Infrastructure in consultation with the Lead Cabinet Member.
 - vi. **Implementation** (if appropriate)
- D2. The Ashford Road area was included in the area-wide review up to stage (iii) Informal Consultation, where feedback indicated local people didn't want changes considered any further.
- D3. Following the implementation of Zone 8, a petition and questionnaire administered by local residents was submitted calling for a scheme to be considered in the Ashford Road area.
- D4. In response, initial meetings were held with residents from roads across the proposed Zone 9 area to discuss the parking issues in more detail, and refine a draft scheme design to be presented for statutory consultation.
- D5. This report considers comments made during Stage (iv), the Statutory Consultation process. The conclusion of this report includes Stage (v), the Decision on how to proceed with the proposals.
- D6. Only comments made during the Statutory Consultation period (outlined in Section I of this report) will be considered as the decision is taken on whether or not to proceed.
- D7. Prior to Stage (iv), a public meeting was held to which all affected properties were invited by letter. The background, proposed scheme and consultation process were discussed to give everyone the greatest opportunity to understand and engage with the consultation process.

E. Consultation Schedule

Consultation Programme: Ashford Road Area Parking Scheme (Zone 9)	
July -11	<p>Letter and Questionnaire to all properties in Southern Cheltenham Parking Review area</p> <p><i>Feedback indicated most properties did not want parking changes to be considered, other than in the Suffolks area of Town.</i></p>
March-12	<p>Statutory Consultation for proposed Zone 8 scheme (ref: PB/49388)</p> <p><i>Following consultation, the decision was taken to implement the Zone 8 scheme. The scheme was launched July 2012.</i></p>
November-12	<p>Petition and questionnaire received from local residents in Ashford Road and surrounding streets.</p>
13-Dec-12	<p>Meeting with local County and Borough council members</p> <p><i>Feedback from petition and questionnaire discussed. Scope of questionnaire did not represent a workable permit scheme, so local resident group asked to survey a wider area.</i></p>
Jan-13	<p>Expanded survey results submitted by resident group</p>
22-Jan-13	<p>Meeting with local residents</p> <p><i>Closed meeting held with local residents who had engaged with the petition/questionnaire process. Draft scheme design was discussed and refined. A further meeting with residents of Park Place/Andover Street held on 5th February to discuss issues on that street.</i></p>
5-Feb-12	<p>Letter to all affected properties</p> <p><i>A letter sent to all affected properties outlining the background to the scheme, the proposed scheme, and the consultation process being followed. This included an invite to a public meeting to discuss any concerns in more detail.</i></p>
18-Feb-12	<p>Public Meeting</p> <p><i>Open public meeting where the background to the scheme, the proposed scheme, and the consultation process being followed were presented in detail.</i></p>
25-Feb-12	<p>Statutory 21-dayTRO consultation period</p> <p><i>On street notices published advertising the statutory consultation process.</i></p>

F. Amendments to Consolidation Order

- F1. The legal basis for parking restrictions in Cheltenham is (THE BOROUGH OF CHELTENHAM) (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND PARKING PLACES) AMENDMENT (CONSOLIDATION) ORDER 2008.
- F2. This order describes:
- Parking charges that apply on each road (Schedule 1)
 - Which properties are eligible to buy permits for a particular permit zone (Schedules 2 & 3)
 - The parking restrictions in place on each street – shown on mapped Plans attached to the Order.
- F3. To introduce a new permit zone, changes must be made to both the eligibility lists (Schedules 2 & 3), and the restrictions on the streets (Restriction Plans). Whilst complementary, the change to each element is subject to a separate legal process, and must be advertised independently.
- F4. The County Council therefore consulted on the proposed changes to the Borough of Cheltenham Consolidation Order 2008 and the proposed plans (including operating hours and roads) as follows:
- i. Variation Order to amend the Consolidation Order map tiles to describe the proposed waiting restrictions.
 - ii. Draft Amendment Order – Schedules 2 and 3: the Zone 9 Order. This order adds lists of properties proposed to be included in Zone 9 to the TRO Schedules 2 and 3.
- F5. A copy of the legal notices and consultation material are provided in Appendix One

G. Consideration of Equalities

- G1. The County Council has had due regard to the three aims of the general equality duty under the Equalities Act 2010 in relation to the nine groups with protected characteristics and considers the proposed scheme does not adversely affect any of the groups with those protected characteristics.
- G2. The scheme proposals aim to provide adequate on street parking for residents, businesses and their visitors in the Ashford Road area of Cheltenham, whilst maintaining the existing access for shoppers and other visitors. By restricting the length of stay for non-permit holders in limited waiting parking bays, the restrictions allow all users the opportunity to park close to the local amenities.
- G3. Provision for disabled and mobility impaired users is provided for on statutory basis through the blue badge scheme and all proposals fully cover these requirements. Better availability of parking spaces will improve accessibility for these groups.
- G4. A Due Regard Statement has been prepared and is provided in Appendix Five.

H. Human Rights

- H1. From 2nd October 2000 the Human Rights Act 1998 has the effect of enshrining much of the European Convention on Human Rights in UK law. Under 6(1) of the Act, it is unlawful for a public authority to act in a way which is incompatible with a convention right. A person who claims that a public authority has acted (or proposes to act) in a way which is made unlawful by Section 6(1) and that he is (or would be) a victim of the unlawful act, may bring proceedings against the authority under the Act in the appropriate court or tribunal, or may rely on the convention right or rights concerned in any legal proceedings.
- H2. The main Convention rights relevant when considering planning proposals are Article 1 of the First Protocol (the peaceful enjoyment of property) and Article 8 (the right to a private and family life). Article 1 of the First Protocol guarantees the right to peaceful enjoyment of possessions and Article 8 of the Human Rights Act 1998 guarantees a right to respect for private and family life. Article 8 also provides that there shall be no interference by a public authority with the exercise of this right except as in accordance with the law and is necessary in a democratic society in the interests of national security, public safety, or the economic wellbeing of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the freedom of others.
- H3. Article 6 of the ECHR incorporates a right to a fair trial. This right applies to administrative proceedings and provide for a fair process in carrying out those functions.
- H4. The council has been transparent with all consultees, where opinion and comment have been made we have listened and made amendments to the advertised proposals, re-consulting to ensure we have produced the best possible solutions. It is not our aim to restrict the lives of residents, but to improve social cohesion by protecting parking for local residents, business owners, and their visitors.

I. Consultation Returns

Comments submitted relating to the proposed scheme

11. A total of 233 responses were received during the statutory consultation period. All respondents were asked to provide their full name and address when commenting on proposals, although respondents were able to request their personal details be kept private throughout the reporting process. A full log of all responses can be found at Appendix Three.
12. Table I.1 provides a breakdown of the responses received by enquiry, objection or support. Any correspondence listed as an “Enquiry” expressed neither support nor objection to the proposals.

	Support	Support with Changes	Objection	Enquiry	Grand Total
Total	80	4	136	13	233

All Responses					
	Support	Support with Changes	Objection	Enquiry	Grand Total
Total	34%	2%	58%	6%	100%

Table I.1- Summary of All Responses

13. Respondents were asked to provide their name and address when submitting their comments. In some cases more than one representation was made by an individual and/or household. Table I.2 provides a breakdown of the responses received when filtered to remove duplicate responses from individuals and/or households. A total of 192 individuals responded, with 41 duplicates removed. All correspondents who failed to provide address details are included in the filtered results.

	Support	Support with Changes	Objection	Enquiry	Grand Total
Total	64	4	112	12	192

	Support	Support with Changes	Objection	Enquiry	Grand Total
Total	33%	2%	58%	6%	100%

Table I.2- Summary of Responses (filtered)

14. Analysis of the origin of those who commented on the proposals is provided in Table I.3, based on the data filtered to account for duplicate responses. Of the 192 responses 157 (82%) came from respondents based within the proposed zone. Of these 41% were in favour of a scheme (3% with minor changes), and 56% were opposed. There were 29 respondents from nearby roads, of which 21 (72%) opposed the proposals. Only 6 respondents failed to provide an address. No responses were received from people known to be based outside the area affected by these proposals.

	Support	Support with Changes	Objection	Enquiry	Grand Total
Road in Zone	59	4	88	6	157
Nearby Road	3		21	5	29
No Address Given	2		3	1	6
Grand Total	64	4	112	12	192

	Support	Support with Changes	Objection	Enquiry	Grand Total
Road in Zone	38%	3%	56%	4%	100%
Nearby Road	10%	0%	72%	17%	100%
No Address Given	33%	0%	50%	17%	100%
Grand Total	33%	2%	58%	6%	100%

Table I.3- Origin of Responses (Filtered)

15. Table I.4 presents the filtered data broken down by the road to which the comments primarily relate.

		Support	Support with Changes	Objection	Enquiry	Grand Total	% of Total Responses
Road in Zone	Andover Street	3		1	1	5	3%
	Ashford Road	9		10	1	20	10%
	Bath Road			1		1	1%
	Brandon Place	1		6		7	4%
	Edward Street	1		4		5	3%
	Grafton Road			2		2	1%
	Gratton Rd	15	2	27		44	23%
	Norwood Road	1		4		5	3%
	Painswick Road	16	1	7	2	26	14%
	Park Place	3		7	2	12	6%
	Shurdington Road	1		1		2	1%
	St Phillips Street	6		8		14	7%
	Suffolk Street	3	1	10		14	7%
Road in Zone Total		59	4	88	6	157	82%
Nearby Road	Deakin Close			1		1	1%
	Great Norwood Street			1		1	1%
	Painswick Road			8	2	10	5%
	Park Place	3		1		4	2%
	Tivoli Road				3	3	2%
	Tryes Road			9		9	5%
	Upper Norwood Street			1		1	1%
Nearby Road Total		3		21	5	29	15%
No Address Given	No Address	2		3	1	6	3%
No Address Given Total		2		3	1	6	3%
Grand Total		64	4	112	12	192	100%

		Support	Support with Changes	Objection	Enquiry	Grand Total	% of Total Responses
Road in Zone	Andover Street	60%	0%	20%	20%	5	3%
	Ashford Road	45%	0%	50%	5%	20	10%
	Bath Road	0%	0%	100%	0%	1	1%
	Brandon Place	14%	0%	86%	0%	7	4%
	Edward Street	20%	0%	80%	0%	5	3%
	Grafton Road	0%	0%	100%	0%	2	1%
	Gratton Rd	34%	5%	61%	0%	44	23%
	Norwood Road	20%	0%	80%	0%	5	3%
	Painswick Road	62%	4%	27%	8%	26	14%
	Park Place	25%	0%	58%	17%	12	6%
	Shurdington Road	50%	0%	50%	0%	2	1%
	St Phillips Street	43%	0%	57%	0%	14	7%
	Suffolk Street	21%	7%	71%	0%	14	7%
Road in Zone Total		38%	3%	56%	4%	157	82%
Nearby Road	Deakin Close	0%	0%	100%	0%	1	1%
	Great Norwood Street	0%	0%	100%	0%	1	1%
	Painswick Road	0%	0%	80%	20%	10	5%
	Park Place	75%	0%	25%	0%	4	2%
	Tivoli Road	0%	0%	0%	100%	3	2%
	Tryes Road	0%	0%	100%	0%	9	5%
	Upper Norwood Street	0%	0%	100%	0%	1	1%
Nearby Road Total		10%	0%	72%	17%	29	15%
No Address Given	No Address	33%	0%	50%	17%	6	3%
No Address Given Total		33%	0%	50%	17%	6	3%
Grand Total		33%	2%	58%	6%	192	100%

Table I.4- Summary of Responses by Road (Filtered)

16. Table I.5 presents the filtered data for just roads within the proposed zone, and indicates the response rate from each road.

		Support	Support with Changes	Objection	Enquiry	Grand Total	Properties in Road	Response Rate
Road in Zone	Andover Street	3		1	1	5	12	42%
	Ashford Road	9		10	1	20	56	36%
	Ashover Lane					0	2	0%
	Bath Road			1		1	22	5%
	Brandon Place	1		6		7	11	64%
	Edward Street	1		4		5	30	17%
	Grafton Road			2		2	7	29%
	Gratton Rd	15	2	27		44	72	61%
	Norwood Road	1		4		5	26	19%
	Painswick Road	16	1	7	2	26	53	49%
	Park Place	3		7	2	12	15	80%
	Shurdington Road	1		1		2	18	11%
	St Phillips Street	6		8		14	38	37%
	Suffolk Street	3	1	10		14	22	64%
	Grand Total	59	4	88	6	157	384	41%

		Support	Support with Changes	Objection	Enquiry	Grand Total	Properties in Road	Response Rate
Road in Zone	Andover Street	60%	0%	20%	20%	5	12	42%
	Ashford Road	45%	0%	50%	5%	20	56	36%
	Ashover Lane	-	-	-	-	0	2	0%
	Bath Road	0%	0%	100%	0%	1	22	5%
	Brandon Place	14%	0%	86%	0%	7	11	64%
	Edward Street	20%	0%	80%	0%	5	30	17%
	Grafton Road	0%	0%	100%	0%	2	7	29%
	Gratton Rd	34%	5%	61%	0%	44	72	61%
	Norwood Road	20%	0%	80%	0%	5	26	19%
	Painswick Road	62%	4%	27%	8%	26	53	49%
	Park Place	25%	0%	58%	17%	12	15	80%
	Shurdington Road	50%	0%	50%	0%	2	18	11%
	St Phillips Street	43%	0%	57%	0%	14	38	37%
	Suffolk Street	21%	7%	71%	0%	14	22	64%
	Grand Total	38%	3%	56%	4%	157	384	41%

Table I.5- Summary of Responses by Road (Filtered)

17. The tables above indicate a high response rate from roads within the proposed Zone 9 scheme, averaging 41%.
18. The only roads with particularly low response rates are Bath Road and Shurdington Road, both on the periphery of the scheme. There were no responses from Ashover Lane, although there are only two properties on this road.
19. The responses indicate high levels of both support and objection to the proposals. Support for the scheme outweighed objections on Andover Street and Painswick Road. In the remainder of streets objection outweighed support to various degrees. However, responses from nearly every road indicated a significant proportion of both support and objection to the proposals.

- I10. Respondents from nearby roads not included in the scheme were generally opposed to the proposals, predominately concerned about the impact of displacement parking, increasing the risk of obstruction/congestion around driveways and accesses.
- I11. Table I.6 presents the responses broken down by respondent type. Of the 192 filtered responses, 183 (95%) came from Residents, and 2 (1%) from businesses; the remaining being of unknown origin. No responses were received from other local stakeholders.

	Support	Support with Changes	Objection	Enquiry	Grand Total
Resident	61	4	107	11	183
Business			2		2
No Address	3		3	1	7
Grand Total	64	4	112	12	192
	Support	Support with Changes	Objection	Enquiry	Grand Total
Resident	33%	2%	58%	6%	100%
Business	0%	0%	100%	0%	100%
No Address	43%	0%	43%	14%	100%
Grand Total	33%	2%	58%	6%	100%

Table I.6- Responses by Respondent Type (Filtered)

- I12. The specific points raised in the responses are summarised in Table I.8 overleaf. Given the number of representations made during the consultation process, respondent's points have been categorised into a number of common themes for analysis purposes. The table includes a response to each theme raised. Records of individual objections are provided in Appendix Three.
- I13. A detailed analysis of responses can be found at Appendix Four.

Comment	No. of Submissions including comment	Response from the County Council
1) There is no parking problem	57	A parking survey undertaken as part of the review of parking in this area demonstrated severe parking congestion. This was prior to the implementation of the adjacent Zone 8 scheme, and no further assessment of parking congestion has been undertaken since.
2) There is a parking problem	53	A parking survey undertaken as part of the review of parking in this area demonstrated severe parking congestion. This was prior to the implementation of the adjacent Zone 8 scheme, and no further assessment of parking congestion has been undertaken since.
3) The problem has worsened with displacement from Zone 8	45	Some displacement from the Zone 8 scheme was expected, and is the reason a wider area was included in the original parking review. See 2.
4) I'm concerned about displacement	15	The proposed Zone 9 scheme has been designed to cover a natural neighbourhood to minimise the risk of displacement causing knock-on issues in surrounding streets. Some displacement is likely to occur, but properties in many nearby streets have off-street parking and therefore will feel less impact from displacements into the street.
5) I'm concerned there will be an impact on local traders	15	Local traders through the Bath Road Traders Association were made aware of the proposals. Two comments were received from local businesses – both objections although one demonstrated a misunderstanding of the proposals. BARTA were previously in support of the Zone 8 scheme to the north. The scheme is expected to benefit local traders by improving short term parking availability for their customers.
6) I think this is just a revenue raising exercise	14	The proposed scheme was published for consultation in response to a petition from local residents.
7) I don't want to pay to park on street	9	Charges are made for permits to cover the costs of the scheme – see 8

Comment	No. of Submissions including comment	Response from the County Council
8) The cost of permits is too high	8	Council policy is for residents parking schemes to be cost neutral, as it was perceived to be unfair for council tax payers who do not have a residents parking scheme in their area to be required to fund or subsidise residents schemes. Because costs are similar throughout the county, we have standardised the cost of a permit. Costs were calculated with regard to officer time, enforcement patrol time administration costs etc over a notional scheme. These results were then compared between several local authorities and the final figure was found to be within plus or minus seven percent across the range of 6 large local authorities. The final actual cost (in 2008) was calculated as £79.60 per issued permit. That cost has been rounded to £80 but not indexed over the intervening years. The higher charge made for second permits was calculated to cover the reduced charges made for low emission vehicles and the free permits issued to carers, as well as providing a price led disincentive to parking a second car on the highway. Business permit charges were standardised across the County, and are higher in recognition that businesses are making use of the public highway for commercial benefit. Business permit prices have been frozen since 2011. The standard countywide charges have benefits from an administrative perspective but this was not why it was implemented. The cost of implementing a scheme is met from capital funds and does not feature as a charge to permit holders.
9) I can see no benefit from the proposed scheme	7	The scheme is designed to make on-street parking more available, and give priority to local residents and businesses.
10) I would like to retain existing situation	7	No response required
11) I would like Permit Only parking	6	Permit only parking is only used in very congested streets. Many permit holders are often away from home during the day, and so shared use parking makes best use of the available capacity by allowing short stay visitors to local residents and businesses to park.
12) Permits should be free	4	See 8

Comment	No. of Submissions including comment	Response from the County Council
13) Enforcement has been poor	4	The management of parking enforcement in the county was changed in April 2013. This means we now have a more flexible enforcement system and can target enforcement more easily and efficiently. We therefore expect to see an increase in compliance.
14) I can't currently park close to home	3	See 2. This scheme is designed to increase the chance of local people finding a parking space in their neighbourhood.
15) I would like Tivoli Road to be included in the scheme	3	There is no indication of significant support for Tivoli Road to be included in the proposed scheme
16) I think the proposed scheme creates road safety concerns	3	The proposed scheme design has been assessed by the road safety team and no concerns have been raised. Some elements of the proposals are included to directly address existing road safety problems.
17) Existing parking creates road safety concerns	3	The proposed scheme is designed to safely accommodate movements at junctions and prevent parking in location that cause safety concerns
18) Parking in-front of access on Andover Street should be retained.	2	Andover Street is proposed to be a permit parking area (PPA). See 52
19) I'm concern about Displacement from Zone 9	2	See 4
20) I'm not keen on the proposals, but want to be included if the scheme goes ahead	2	The scheme has been designed to minimise the impact of displacement on surrounding streets. If individual roads are left out of the scheme, the danger of displacement will be a key consideration.
21) I requests H bars across all Dropped Kerbs in area.	2	White advisory H-bar markings are only provided in specific cases. They are advisory restrictions, and therefore any obstruction of them cannot be enforced against. Where many H-bar markings are provided, we have found that drivers begin to ignore them.
22) I would like shared use parking	2	See 11.

Comment	No. of Submissions including comment	Response from the County Council
23) I'm concerned about the potential impact on local churches and other organisations	2	The scheme is expected to benefit local organisations by improving short term parking availability for their visitors.
24) I fear permit costs will increase	2	Permit prices are set to rise in line with inflation, but no step changes are planned. Permit prices have been frozen since 2011.
25) Commuter issue – there is no real alternative for commuters	2	The proposed scheme is located close to the Bath Terrace car park which allows all day parking. The area is also well served by high quality public transport services.
26) I would like existing DYL on St Phillips street to be shortened	2	The existing DYL are proposed to be retained on road safety grounds
27) I'm concerned about the impact on my business	2	The scheme is expected to benefit local businesses. See 5
28) I think the scheme supports local traders	2	See 5
29) Reduce charges on Car Parks for Commuters and visitors	1	Off-street car parks are run by Cheltenham Borough Council.
30) Those who like me have their own off street parking and wish to have resident only parking are only doing so to prevent others parking outside their houses should not have their opinions counted	1	All consultation returns are considered in the decision making process.
31) The scheme results in a loss of parking spaces in the area	1	Parking has only been prevented close to junctions where it causes safety concerns. The overall impact of the proposed scheme will be a significant improvement in the availability of parking.

Comment	No. of Submissions including comment	Response from the County Council
32) There is currently a parking problem at weekends	1	The proposed scheme would operate and manage parking congestion at weekends
33) I'm concerned about Displacement from Painswick Road	1	See 4.
34) Not stated clearly objection or support	1	No response required
35) The proposed scheme doesn't guarantee a space	1	Permit schemes do not guarantee permit holders a parking space. However, they are designed so that local residents have a much better chance of finding a space in their neighbourhood.
36) There is currently a parking problem in evenings	1	No response required
37) I'm concerned the scheme will lead to social exclusion	1	The scheme is expected to improve access for visitors and carers to vulnerable/ housebound people. Visitor vouchers are limited to 50 per year per household, but shared-use limited waiting parking allows for unlimited short-stay visits in the area.
38) The scheme is inconvenient for visitors	1	Visitors are able to park for up to 2 hours free of charge. Parking is likely to be more easily available as a result of the scheme. Visitors staying longer will need to use a visitor voucher, and the County Council are investing in an efficient system that is easy to use.
39) I'm concerned that Blue Badge holders will not be accommodated	1	Blue Badge holders will be offered the normal dispensation allowing them to park for up to 3 hours where limited waiting is allowed.
40) Existing parking creates access concerns	1	In congested parking areas, it is common for accesses and garages to be obstructed.

Comment	No. of Submissions including comment	Response from the County Council
41) Proposed operating hours don't address problems in evenings and weekends	1	The proposed operating hours are Monday – Sunday 8am-8pm. In areas where 2 hours shared use parking are provided, non-permit holders can park from 6pm and stay throughout the evening. During initial consultation, the proposed operating hours, which match the adjacent Zone 8 scheme, were considered most appropriate.
42) If residents buy homes with no off street parking then it's their problem that they can't park outside their house.	1	In locations where parking congestion is caused by a significant number of visiting vehicles, a permit scheme can be very effective at managing issues caused by vehicles not registered in that neighbourhood.
43) This scheme is against council policy	1	The scheme is in line with the County's Local Transport Plan objectives, and the Parking & Demand Management Strategy
44) Consider option for properties on Z8/Z9 boundary to park in either zone	1	Properties close to a scheme border are not permitted to buy permits for nearby zones. Options to alter zone boundaries to best meet the needs of local people will be considered.
45) Scheme should operate 10am - 3pm	1	With 2 hours shared use parking, the proposed operating hours (8am-8pm) manage parking between 10 am and 6pm. This matches the adjacent Zone 9 scheme. A reduction to the hours suggested would only manage parking between 12pm and 1pm.
46) Cost of scheme should be covered by P&D	1	Parking charges are only introduced to address specific issues – usually as a deterrent to a certain identified practice such as very short distance car trips.
47) Suggest parking on western side of Andover Street allocated solely to Park Place properties; Parking on eastern side allocated solely to Andover Street properties.	1	Allocating small amounts of parking to specific properties often results in little benefit. Larger schemes give people more options and can accommodate natural fluctuations in parking patterns.
48) I don't agree with the consultation process followed	1	The consultation process followed is a statutory process in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996

Comment	No. of Submissions including comment	Response from the County Council
49) Request for a loading bay on Edward Street/Shurdington Road	1	Such a change cannot be considered at this stage of consultation. This request will be passed to the Local Highway Manager for consideration
50) Accesses on nearby roads should be protected against displaced parking	1	Any displacement from the scheme will be monitored to assess if further measures are required.
51) I'm concerned about Displacement into Painswick Road	1	See 4
52) The proposals allow cars to be parked so as to obstruct access to garages (PPAs	1	A Permit Parking Area means only permit holders can park in a section of road, but within that section, no bays are marked, and vehicles can park anywhere. They offer a flexible solution in roads where very few bays could be marked if appropriate standards were applied. PPAs allow permit holders to park across their own accesses/garages. Any incidents with other vehicles causing obstructions will be due to locally owned vehicles, and it is hoped can be resolved at a local level. PPAs do not encourage parking across accesses and where roads are previously unrestricted, can only better protect accesses rather than worsen the situation.
53) Can permits be transferred between vehicles on a monthly basis?	1	Resident permits can be purchased monthly, and if done so, can be transferred between vehicles on a monthly basis. Business permits are transferable between vehicles at any time.
54) Object to PPA - allowing parking across accesses	1	See 52
55) The proposed scheme will only exasperate the current parking congestion	1	The proposed scheme will prevent long-stay parking by vehicles not based in the area, shown to account for 17% of parked vehicles by a parking survey undertaken prior to the implementation of Zone 8.
56) I'm against the operating hours covering the evenings & weekends	1	See 41

Comment	No. of Submissions including comment	Response from the County Council
57) There is no parking problem during the day	1	See 1
58) I support the operating hours covering the evenings & weekends	1	See 41
59) The road is too narrow for parking both sides	1	This comment relates to St Phillips Street. Parking currently occurs on both sides of the street. Although the street is narrow, the emergency services have not raised any concerns about the area. Removing parking from one side would greatly reduce capacity for local residents.
60) I support the operating hours covering the evenings	1	See 41
61) Scheme is against council policy	1	The proposals have been drawn up in line with adopted policy contained within the County's Local Transport Plan (LTP). The plan includes policy commitments to introduce parking controls to discourage on-street commuter parking in Cheltenham Town Centre, in favour of shoppers and visitors to the town.
62) I oppose DYL across private accesses	1	This comment relates to Painswick Road. Private accesses need to be protected within permit zone areas. Where possible we avoid proposing DYL but in this instance there is no suitable alternative.
63) The scheme is inconvenient	1	Permit schemes do introduce a requirement for residents to keep up to date with their permits and administer visitor voucher to visitors. The permit system is being upgraded to be efficient and simple to use.
64) Park and Ride Scheme would be better	1	The County Council has an aspiration to improve P&R in Cheltenham, as part of a wide package of transport measures, as set out in the third Local Transport Plan. Parking Management is part of this package. Many parking restrictions in Cheltenham Town Centre have been in place for many years, and have not been updated to reflect previous improvements to P&R, bus services and other sustainable travel infrastructure.

Comment	No. of Submissions including comment	Response from the County Council
65) Scheme results in less parking spaces in the area	1	No waiting restrictions are only proposed at junctions where they are required to protect visibility and promote road safety.
66) I can currently park close to my home	1	No response required
67) There is only a parking problem due to number of residents cars	1	Each household is limited to two permits, giving everyone a fairer chance of parking in the neighbourhood.
68) Existing parking issues are caused by commuters	1	The proposed scheme will prevent commuter parking, and alleviate any pressure caused by long-stay commuter parking.
69) Properties on the boundary of Zones 8 and 9 should be able to purchase permits in either zone	1	Properties close to a scheme border are not permitted to buy permits for nearby zones. Options to alter zone boundaries to best meet the needs of local people will be considered.
70) Permit schemes elsewhere don't work	1	Old permit schemes covering only one or two roads are known to offer a limited benefit to residents. Newer permit schemes designed to the same principles as the proposed scheme generally operate well and offer a meaningful benefit to local residents and businesses.
71) Support double yellow lines on the junction of Painswick Road and Ashford Road	1	These lines are proposed to ensure good visibility for turning movements at the junction.
72) Permits should be transferable between vehicles	1	Resident permits are not transferable between vehicles – this measure is in place to discourage fraudulent use, which reduces the benefit of the scheme to other users.

Comment	No. of Submissions including comment	Response from the County Council
73) I'm against the charge & cap for visitor vouchers	1	A nominal charge is made to cover the administration costs to the council for visitor vouchers. A cap is in place to discourage fraudulent use, and the re-sale of visitor vouchers. The cap is constantly monitored to ensure it is set at an appropriate level. Short-stay parking for non-permit holders allows visitors to the area without the need for visitor vouchers.
74) Please ensure the permit cost isn't too high	1	Permit charges are set by a separate County-wide policy. See 8
75) Please omit DYL across access to 43 Painswick Road	1	Omitting the DYL will leave the access vulnerable to obstruction, and we will have few powers to enforce against this.
76) I'm against the cap on permits	1	Each property is limited to 2 permits to give everyone a fair chance of parking in their neighbourhood. There is often not sufficient capacity to meet demand.

Table I.8- Response to Comments made during Consultation Process

I14. Table I.8 identifies the key issues raised in the consultation process to be:

- A perception that there **is no** parking problem
- A perception that there **is a** parking problem
- A feeling that any problems are a result of displacement from Zone 8
- Concern about displacement into nearby roads
- Concern that the proposals could impact local traders
- A feeling that the scheme is only being proposed to generate revenue through permit charges.

These comments highlight the split in opinion between local residents with almost equal numbers feeling there is or isn't an existing parking problem.

The implementation of parking restrictions nearby in Zone 8 is likely to have had some effect on nearby roads. However, parking survey results prior to Zone 8 being in place indicated severe parking congestion throughout this area already existed.

Local traders through the Bath Road Traders Association (BARTA) were made aware of the proposals, but no comments were received from them. BARTA were previously in support of the Zone 8 scheme to the north.

The proposed scheme was published for consultation in response to a petition from local residents.

Comments submitted from Key Stakeholders

- I15. Key stakeholders include the Police, Fire and Ambulance services, local elected council members, Cheltenham Borough Council, the local Member of Parliament, the Chamber of Commerce and other groups with a particular interest in the management of the highway.
- I16. No comments were received from key stakeholders. The local MP submitted an enquiry about the consultation process on behalf of a constituent.

Responses relevant to individual proposed Orders

- I17. This section outlines the level of responses relevant to each of the separate proposed Orders that make up the scheme as a whole. Each order requires a separate decision and it is important to understand to which elements of the scheme comments relate.
- I18. The Variation Order to amend the Consolidation Order map tiles sets out the proposed permit zone restrictions, as well as the hours of operation and no waiting restriction types. Therefore all responses should be considered relevant to this order.
- I19. The Draft Amendment Order (the Zone 9 Order) sets out which properties are included in the proposed permit zone. No comments related specifically to this order. All respondents' comments on the scheme in general will be taken as an indication for their desire to be included in a permit scheme.
- I20. A road safety led scheme to adjust existing No Waiting restrictions in Shurdington Road, and its junctions with Leckhampton Road, Edward Street, Norwood Road, Gratton Road, and Tryes Road was been incorporated into the Zone 9 proposals. No comments were received relating to these elements of the proposals.

Summary of Responses

- I21. Representations were received from 192 households. 157 of these were from households within the proposed Zone 9 scheme, equating to a 41% response rate. Overall, 35% of respondents supported the proposals, and 58% objected. From within the proposed zone, 41% of respondents supported the proposals, and 56% objected.
- I22. Two responses were received from local businesses, both objecting to the proposals.
- I23. No comments were received from other key stakeholders
- I24. There was a significant level of both support and objection in nearly every road in the area.
- I25. The representations further indicated a strong split in opinion with an almost equal number of responses stating there is a parking problem as stating there isn't.

J. Options

J1. The earlier Sections of this report outline details of the proposed scheme, the objectives it hopes to achieve, and a summary of the consultation responses received. This section of the report outlines the options available for the future progress of the scheme. At this stage, amendments can be made to the proposals before implementation providing the amendments make the scheme less restrictive. Any changes to make the scheme more restrictive would require re-advertisement of the scheme and a second TRO consultation process. The options available are therefore:

(i). To implement the scheme in full

In this case, the responses provided in Section I would be considered to have addressed all the objections raised in full.

(ii). To implement the scheme with changes to make it less restrictive to address comments received during the consultation period.

Considering comments received, potential changes include;

Removing Brandon Place from the scheme (6 objections, 1 support): This is the only road with strong objection that could be removed from the scheme without compromising the scheme design.

Omitting the proposed No Waiting at Any Time restriction from across the access to No. 43, Painswick Road: This was a specific request received during the consultation period.

(iii). To implement part of the scheme

The proposed scheme includes some road safety-led No Waiting restrictions on Shurdington Road, and its junctions with Leckhampton Road, Edward Street, Norwood Road, Gratton Road, and Tryes Road. These elements could be considered separately to the wider proposed permit scheme, and implemented regardless of the wider scheme.

(iv). To do nothing – to not implement the scheme

In this case, the responses provided in Section I and/or potential changes to the scheme outlined above would be considered to have *NOT* addressed all the objections raised in full.

J2. Prior to taking a decision, there is the option to refer the scheme to the Traffic Regulation Committee. The Committee would consider this report, hear from interested parties, debate the scheme, and provide a recommendation to be considered when taking a final decision.

- J3. The decision is taken by the Commissioning Director; Communities & Infrastructure, with the guidance of the Lead Cabinet Member.
- J4. To achieve one of the four outcomes, separate but related decisions are required for each of the orders making up the complete scheme. The decisions required to achieve each outcome are set out below:

(i) To implement the scheme in full

- Variation Order (to define new restrictions)
Make the order as proposed
- Draft Amendment Order – Schedules 2 and 3: (the Zone 9 Order)
Make the order as proposed

(ii) To implement the scheme with changes to make it less restrictive

- Variation Order (to define new restrictions)
Make the order, omitting proposed restrictions on Brandon Place and/or the proposed No Waiting at Any Time at No. 43 Painswick Road
- Draft Amendment Order – Schedules 2 and 3: (the Zone 9 Order)
Make the order, omitting Brandon Place

(iii) To implement part of the scheme

- Variation Order (to define new restrictions)
Make the Order, but only including the proposed No Waiting restrictions on Shurdington Road, and its junctions with Leckhampton Road, Edward Street, Norwood Road, Gratton Road, and Tryes Road.
- Draft Amendment Order – Schedules 2 and 3: (the Zone 9 Order)
To do nothing – to not make the order

(iv) To do nothing – to not implement the scheme

- Variation Order (to define new restrictions)
To do nothing – to not make the order
- Draft Amendment Order – Schedules 2 and 3: (the Zone 9 Order)
To do nothing – to not make the order

K. Officer Advice

Discussion of Consultation Feedback

- K1. This consultation process was started in response to a petition from local residents indicating significant levels of support for a permit scheme in the Ashford Road area.
- K2. The proposed scheme was designed to provide a workable permit scheme, complementary to the adjacent Zone 8 scheme. The proposed scheme is in line with the County's LTP3 policy objectives to promote sustainable travel by commuters, support access to local businesses and give local residents priority to park in congested residential areas. However, as a relatively small scheme, away from the town centre, the scheme is unlikely to have a great impact on other areas, or a wider strategic effect. The views of the local residents can therefore be considered without significant weight given to external issues and other factors.
- K3. The responses received during the consultation period indicated a strong split in local opinion. The overall response rate from properties within the proposed zone was particularly high at 41%. The two most common themes to emerge from the consultation responses were 'there is a parking problem', and 'there is not a parking problem', highlighting the opposing views in the area. When looking road by road, there is evidence of significant levels of support and opposition to the proposals in nearly every road.
- K4. The responses have been analysed to assess if any changes should be made to the proposals to address people's concerns. The potential changes were identified in Section J and include:
- i. omitting Brandon Place from the permit scheme;
 - ii. omitting a proposed No Waiting at Any Time restriction at No 43 Painswick Road; and
 - iii. progressing only with proposed No Waiting restrictions to address road safety concerns on Shurdington Road and nearby junctions.
- K5. Other potential changes, such as the operating times/days of the scheme, and the omission of other roads, have been considered but are not justified by the consultation returns and need to design a workable scheme.

- K6. It is considered that the changes above address isolated concerns, but will have little impact on the wider opinion on the Zone 9 permit scheme in general. Therefore, the decision comes down to overall levels of support and objection to the proposals from local people. The very high response rate, over 40%, is unusual, and gives added weight to the levels of support/objection. There is significant support in nearly every road in the scheme. However, levels of objection generally out-weigh support, and therefore there is no clear mandate for a permit scheme to be introduced.
- K7. No objections were received relating to the safety-led proposed No Waiting restrictions on Shurdington Road and its junctions with nearby roads

Officer Recommendation

- K8. Taking the above discussions into account, it is recommended that the proposed Zone 9 permit scheme is not implemented, and only the safety-led changes to No Waiting restrictions on Shurdington Road and nearby junctions are progressed. (Option iii).
- K9. Therefore, it is recommended the individual orders are progressed as follows:
- Variation Order (to define new restrictions)

Make the Order, but only including the proposed No Waiting restrictions on Shurdington Road, and its junctions with Leckhampton Road, Edward Street, Norwood Road, Gratton Road, and Tryes Road.
 - Draft Amendment Order – Schedules 2 and 3: (the Zone 9 Order)

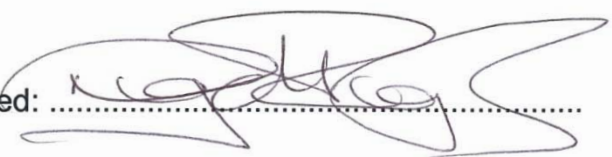
To do nothing – to not make the order
- K10. However, given the significant indication of support for the Zone 9 scheme, coupled to a high response rate giving added weight to the levels of support/opposition, it is considered appropriate to refer this scheme to the Traffic Regulation Committee to be debated in public before a final recommendation is made to the Commissioning Director: Community & Infrastructure, who has the authority to make this decision in the Council's constitution.
- K11. Should the Committee be minded to recommend the scheme be implemented, it is recommended that changes are made to the proposed scheme to exclude Brandon Place from the permit scheme, and omit the No Waiting at Any Time restriction outside 43 Painswick Road. (Option (ii)).

L. Review by Commissioning Director: Communities and Infrastructure

- L1. This review is undertaken with the guidance of the Lead Cabinet Member.
- L2. I have considered the report and your recommendations and consulted with the local County Councillor. I have also considered all the representations that we have received in relation to this matter. Under delegated authority I consider it appropriate for the County Council to proceed as follows:

Refer the scheme to the Traffic Regulation Committee for debate prior to a decision being taken.

The Committee will consider this report, the representations, and the officer recommendations before making their own recommendation.

Signed:  Date: 2/8/13

Name and Title of Officer: **Nigel Riglar**, Commissioning Director: Communities and Infrastructure, Gloucestershire County Council

APPENDICES

Appendix One - Legal Documents, as advertised

Appendix Two – Consultation Plan

Appendix Three - Log of all responses received during statutory consultation

Appendix Four - Analysis of Formal Statutory Responses

Appendix Five – Due Regard Statement

Appendix One - Legal Documents, as advertised

The legal notices as advertised for the two separate orders are provided overleaf.

PUBLIC NOTICE

GLoucestershire County Council
VARIATION OF (THE BOROUGH OF CHELTENHAM) (PROHIBITION AND RESTRICTION OF
WAITING AND LOADING AND PARKING PLACES) AMENDMENT (CONSOLIDATION) ORDER
2008
(BY AMENDING THE PLANS TO PROHIBIT AND RESTRICT THE WAITING AND LOADING AND
PARKING PLACES ALONG VARIOUS ROADS WITHIN AND ADJACENT TO ZONE 9 (Z9),
CHELTENHAM)

NOTICE is hereby given that Gloucestershire County Council intend to make a Variation under the Road Traffic Regulation Act 1984, the effect of which is to vary the Gloucestershire County Council (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 to prohibit and restrict the waiting, loading and parking along various roads within and adjacent to Zone 9 (Z9) in the Borough of Cheltenham as described in the Schedule to this Notice.

1. The Gloucestershire County Council (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 ("the Order") will be varied by the attachment thereto of similar Plan(s) to the one annexed to this Notice (which identify the roads or sides of roads to which the prohibitions or restrictions of waiting, loading and parking places affect).
2. This Variation shall come into operation within 14 days of confirmation and may be cited as the Gloucestershire County Council Variation of (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 (By amending the Plans to Prohibit and Restrict the Waiting and Loading and Parking Places along Various Roads within and adjacent to Zone 9 (Z9), Cheltenham).

The lengths of roads fall within the Borough of Cheltenham in the County of Gloucestershire.

The usual exemptions will apply to Statutory Undertakers and Local Authority vehicles carrying out duties in exercise of their statutory powers, and also in the case of emergency services vehicles and disabled persons vehicles.

A copy of the draft Plan together with a copy of the Statement of Reasons, may be inspected during normal working hours at Gloucestershire County Council, Main Reception Shire Hall, Gloucester GL1 2TG and Cheltenham Public Library, Clarence Street, Cheltenham, GL50 3JT (Please quote reference HB/50794) or can be viewed at www.gloucestershire.gov.uk/parking or www.gloucestershire.gov.uk/tros.

Any objections or representations in respect of the above should be sent in writing addressed to the Director of Law and Administration, Quayside House, Quay Street, Gloucester GL1 2TZ (Ref: HB/50794) or sent by email to permit.consultation@gloucestershire.gov.uk no later than the *19th March* 2013.

Any comments that you make concerning this proposal cannot be treated as confidential. For further details about how we deal with your comments and your personal details, please go to <http://www.gloucestershire.gov.uk/tros>.

THE SCHEDULE

The following prohibitions and restrictions are proposed for part or parts of the stated roads within and adjacent to Zone 9 (Z9), Cheltenham:

- *Permit Holders Only Z9 8am-8pm;- Suffolk Street*
- *Permit Holders Only (Permit Parking Area) Z9 8am-8pm;- Brandon Place, Edward Street, Andover Street, St Philip Street*
- *Permit Holders Z9 / Limited Waiting Maximum Stay 2 Hrs 8am-8pm;- Norwood Road, Suffolk Street, Gratton Road, Grafton Road, Painswick Road, Ashford Road, Andover Street*
- *No Waiting at Any Time; - Andover Street, Ashford Road, Painswick Road, Gratton Road, Edward Street, Brandon Place, Norwood Road, Suffolk Street, Tivoli Road, Tryes Road, Leckhampton Road, Shurdington Road, Grafton Road*
- *No Waiting Monday-Sunday 8am-6pm;- Grafton Road*
- *Loading Only Monday-Sunday 8am-6pm;- Norwood Road*
- *Removal of No Waiting At Any Time;- Painswick Road*
- *Removal of No Waiting 8am-6pm;- Leckhampton Road, Edward Street, Norwood Road*
- *Removal of No Waiting Monday-Friday 8am-6pm;- Shurdington Road, Gratton Road, Tryes Road*
- *Removal of No Waiting Monday-Saturday 8am-6pm;- Shurdington Road*

Dated this *25th* day of *February* 2013

J. Smith
BR Director of Law and Administration

PUBLIC NOTICE

GLOUCESTERSHIRE COUNTY COUNCIL
VARIATION
OF

(THE BOROUGH OF CHELTENHAM) (PROHIBITION AND RESTRICTION OF WAITING AND LOADING
AND PARKING PLACES) AMENDMENT (CONSOLIDATION) ORDER 2008 (VARIATION)
(AMENDMENT TO SCHEDULES 2 AND 3 TO CREATE ZONE 9 (Z9) CHELTENHAM) ORDER 2013

NOTICE is hereby given that Gloucestershire County Council intend to make an Order under the Road Traffic Regulation Act 1984, the effect of which is to vary the Gloucestershire County Council (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 (as varied) ("the Consolidation Order") to amend Schedules 2 and 3 to create new Zone 9 (Z9) in Cheltenham. This is an administrative process to determine who may be entitled to a parking permit within the new Zone 9 (Z9) and to which roads the permit applies. This is aimed at improving the current parking scheme in Cheltenham Town Centre.

1. The Consolidation Order will be varied by the attachment thereto of the Gloucestershire County Council Variation of (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 (Variation) (Amendment to Schedules 2 and 3 to Create Zone 9 (Z9) Cheltenham) Order 2013 ("the Zone 9 Order") (which identifies the amendments that need to be made to the Consolidation Order).
2. The Zone 9 Order shall come into operation within 14 days of it being made and may be cited as the Gloucestershire County Council Variation of (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 (Variation) (Amendment to Schedules 2 and 3 to Create Zone 9 (Z9) Cheltenham) Order 2013.

The lengths of roads fall within the Borough of Cheltenham in the County of Gloucestershire.

A copy of the Consolidation Order (for information purposes only) and the draft Zone 9 Order together with a copy of the Statement of Reasons, may be inspected during normal opening hours at Gloucestershire County Council, Main Reception Shire Hall, Gloucester GL1 2TG and Cheltenham Public Library, Clarence Street, Cheltenham, GL50 3JT (Please quote reference *HB/50794*) or can be viewed at <http://www.gloucestershire.gov.uk/parking> or <http://www.gloucestershire.gov.uk/tros>.

Any objections or representations in respect of the Zone 9 Order should be sent in writing addressed to the Director of Law and Administration, Quayside House, Quay Street, Gloucester GL1 2TZ (Ref. *HB/50794*) or sent by e-mail to permit.consultation@gloucestershire.gov.uk no later than the *19th March* 2013.

Any comments that you make concerning this proposal cannot be treated as confidential. For further details about how we deal with your comments and your personal details, please go to <http://www.gloucestershire.gov.uk/tros>.

Dated this *25th* day of *February* 2013.

for J. Smith
Director of Law and Administration

**GLOUCESTERSHIRE COUNTY COUNCIL
(THE BOROUGH OF CHELTENHAM)
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND PARKING
PLACES) AMENDMENT (CONSOLIDATION) ORDER 2008 (VARIATION)
(AMENDMENT TO SCHEDULES 2 AND 3 TO CREATE ZONE 9 (Z9)
CHELTENHAM) ORDER 2013 ("the Zone 9 Order")**

Gloucestershire County Council in exercise of their powers under Sections 1, 2, 4, 32, 35, 45, 46, 47, 124(1)(d) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act of 1984") as amended and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby make the following Order:-

1. The Gloucestershire County Council (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 (as varied) ("the Consolidation Order") is hereby varied by the following additions to Schedules 2 and 3 to the Consolidation Order:-

SCHEDULE 2

CREATE:

ZONE 9 (Z9)

ASHFORD ROAD	All
EDWARD STREET	All
GRATTON ROAD	All
ST. PHILLIPS STREET	All
SUFFOLK STREET	All
ANDOVER STREET	1 - 12
ASHOVER LANE	No 3 & Mews Cottage
BATH ROAD	No 177 - 219 odds only
BRANDON PLACE	All & 1 - 2 Tryes Cottages
GRAFTON ROAD	26 - 34 evens only
NORWOOD ROAD	1 - 6 Railway Buildings 2A - 2E Norwood Road Flat 1 - 10 Grafton Court No 8, 9, 10 & 12
PAINSWICK ROAD	No 30 - 67 1 - 12 Denning Court
PARK PLACE	No 18 - 40
SHURDINGTON ROAD	No 1 - 29 odds only
TRYES ROAD	Tryes Mews & Tryes House

SCHEDULE 3

CREATE:

ZONE 9 (Z9)

ASHFORD ROAD	All
EDWARD STREET	All
GRATTON ROAD	All

ST. PHILLIPS STREET	All
SUFFOLK STREET	All
ANDOVER STREET	1 - 12
ASHOVER LANE	No 3 & Mews Cottage
BATH ROAD	No 177 - 219 odds only
BRANDON PLACE	All & 1 - 2 Tryes Cottages
GRAFTON ROAD	26 - 34 evens only
NORWOOD ROAD	1 - 6 Railway Buildings 2A - 2E Norwood Road Flat 1 - 10 Grafton Court No 8, 9, 10 & 12
PAINSWICK ROAD	No 30 - 67 1 - 12 Denning Court
PARK PLACE	No 18 - 40
SHURDINGTON ROAD	No 1 - 29 odds only
TRYES ROAD	Tryes Mews Tryes House

The remainder of the Consolidation Order will continue in full force and effect.

2. The Zone 9 Order shall come into operation on 2013 and may be cited as Gloucestershire County Council (The Borough of Cheltenham) (Prohibition and Restriction of Waiting and Loading and Parking Places) Amendment (Consolidation) Order 2008 (Variation) (Amendment to Schedules 2 and 3 to Create Zone 9 (Z9) Cheltenham) Order 2013.

Dated 2013

THE COMMON SEAL of
GLOUCESTERSHIRE COUNTY COUNCIL
was hereunto affixed
in the presence of:-

Director of Law and Administration

STATEMENT OF REASONS

Proposed new Permit Parking Zone and parking controls in Ashford Road area of Cheltenham (Zone 9) (Ref HB/50794)

The Proposal

The proposed scheme includes a new permit parking zone in the Ashford Road area of Cheltenham. Within the zone, local people are eligible to buy permits giving them greater priority when parking in the area. Parking for non-permit holders is available, but limited to a two hour maximum stay, and is free of charge.

The proposal comprises changes to the parking and waiting restrictions in the area, and creates a new zone (Z9) of eligible properties that can buy permits to park in the area.

The Reasons

This briefing paper has been prepared in response to a large number of residents' requests for a further review of parking in this area of Cheltenham, including a petition and questionnaire administered by local residents. The area was included in the original Cheltenham Phase 2 parking review, and responses to the consultation process indicated residents did not want to be part of a parking permit scheme.

Residents to the north of this area were in favour of a new permit scheme, and in response to this, the new Zone 8 was implemented in July 2012.

The Ashford Road/Gratton Road area lies immediately to the south of Zone 8.

Since the implementation of Zone 8, residents have told us that more commuter parking has occurred and is creating parking congestion in the area.

The review aims to deliver a number of Local Transport Plan policy commitments to reduce commuter parking in town centres, improve accessibility for visitors/shoppers to the town, support the local economy and encourage more sustainable travel behaviour.

The changes are intended to provide for a higher turnover of spaces to support the community and to increase the availability of permit parking opportunities for residents and businesses. Suitable short-stay parking controls to accommodate visitors and shoppers have been developed in line with the CIHT's 'Parking Management' guidance, and in consultation with local traders' groups.

Permit parking for residents makes the area an attractive location to live and protects residents from some of the pressures on kerbside parking near the town centre. Permit parking for businesses supports the operation of businesses and helps to support local economic activity.

A zonal approach to parking allows residents and businesses more opportunity to find a space in any street with marked bays in their neighbourhood. The zones are bounded in the most part by main roads, as they often define neighbourhoods.

Result of initial consultations

The Council received initial consultation documents from a group of local residents who had administered their own questionnaire survey of local properties which has indicated significant levels of support for permit parking arrangements in the Ashford Road/Gratton Road area. A petition of 125 signatures was also submitted alongside these survey results. The residents claim the difficulties caused by commuter parking are severe enough to warrant immediate action.

After an initial review of the options available to GCC (following the residents questionnaire and petition), it was decided to consider a new permit zone in this area. A potential zone boundary was identified, within which a workable scheme is possible.

However, the new zone included some roads outside of the residents initial survey boundary, so the GCC Parking Manager, met with the petition organiser and Cllr Garnham on 13th December 2012. At that meeting it was agreed to progress this scheme as follows:

- The resident group that administered the original questionnaire would make contact with the remaining properties to understand their opinion.
- GCC would prepare an initial draft design for a new permit scheme based predominately on shared use parking (permit holders / 2hr Limited Waiting), with some permit only areas.
- A meeting would be held with GCC and the resident group at the end of January 2013, to discuss the new feedback and the draft design.
- Assuming there was still evidence of significant support, all local properties would then be invited to a drop-in session in early February 2013, for an early opportunity to view the proposals.
- This would be followed by the statutory consultation period, where people will have a chance to register their views.

Having met with the petition organiser and representatives from each street in January 2013, GCC held a meeting on February 5th 2013 to discuss arrangements for Andover Street, where Park Place residents have rear garage accesses on one side of the road, and the Andover Street residents have frontages on the other. This meeting was chaired by Cllr Harman, and was used to discuss the options for the Andover Street if the wider scheme is to be implemented after the consultation.

The consultation meeting with residents on February 18th 2013 was chaired by Cllr Garnham. The GCC Parking Manager presented the outcomes of the petition and questionnaire, as above, and then outlined the proposals for the area set out on maps. Having given people the chance to view and discuss the maps, he then informed people of the statutory 21 day consultation process and how to make representations.

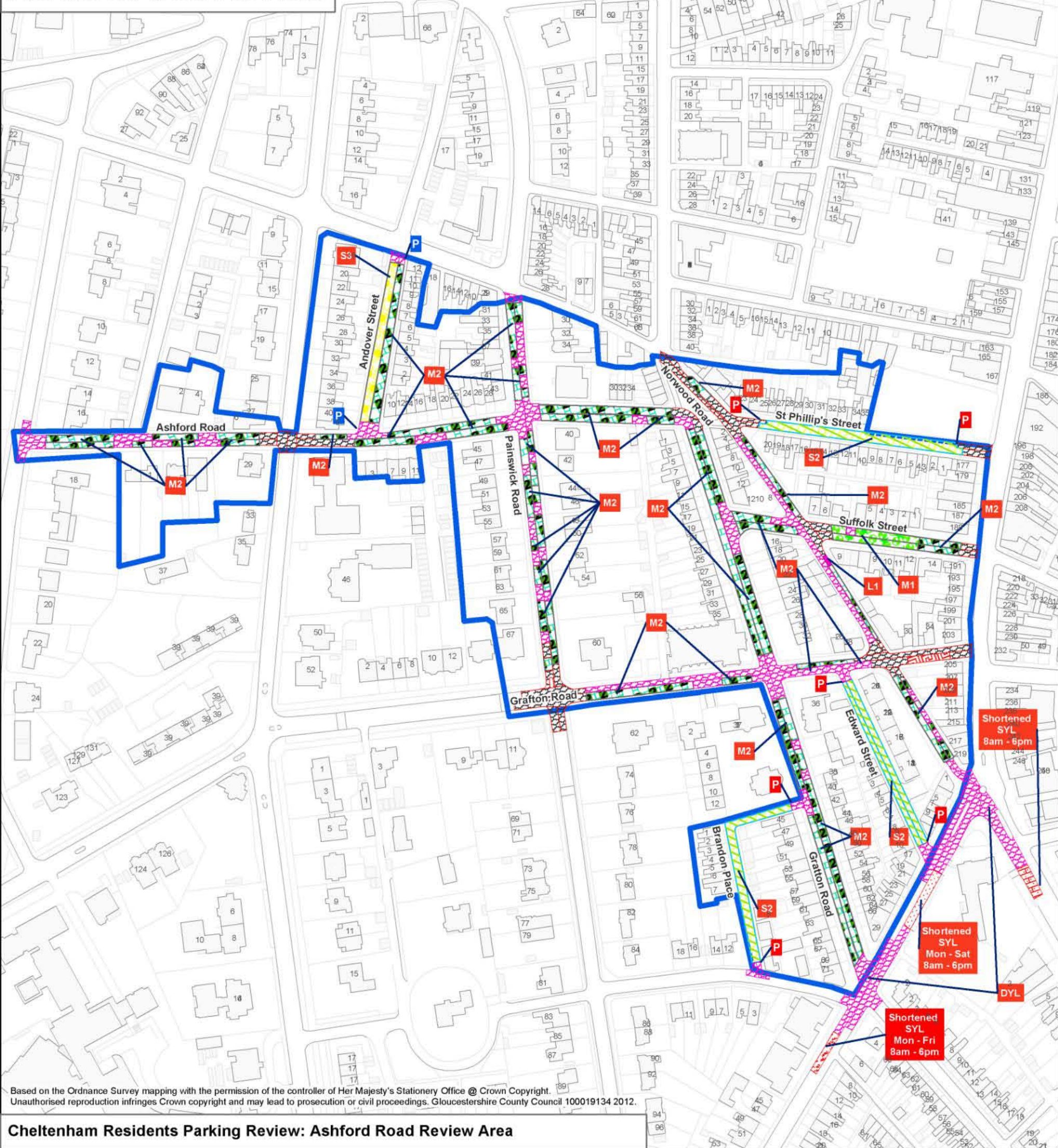
Reasons for making a TRO

In developing these proposals, the County Council has sought to meet its responsibilities under Section 122(1) of the RTRA 1984 to provide suitable and adequate parking facilities on the highway, having given due consideration to the key matters described in Section 122(2), namely the desirability of securing and maintaining reasonable access to premises.

Appendix Two – Consultation Plan

The Consultation plan presented for the formal TRO consultation process (Ref: **CSZ_Ashford_Z9_1**) is provided overleaf.

Ashford Area Review



Cheltenham Residents Parking Review: Ashford Road Review Area

How To Read This Map

LINE 1 Symbols: Each of the coloured restrictions on the map, is a graphical representation of where the different types of parking controls will be. These markings will appear on-street inline with the TSRGD requirements.

LINE 2 Definitions: Below the symbols are the definitions, and times they apply. In some cases the definition is provided by the signs that are required for the type of parking control.

Map Key:

LINE 1						
LINE 2	Existing Double Yellow Lines (DYL)	Proposed New Double Yellow Lines	Proposed New Single Yellow Lines, 8am-6pm	Loading Only 8am-8pm		

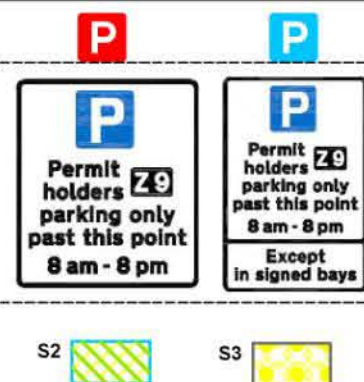
Label Key 2: This map shows the restrictions and definitions that are contained only in the review area. Other road markings are in place outside of the consultation area but not represented on this map. The markings below are for illustration only, and will not appear on-street.

	Ashford Zone Boundary		Change of restriction but not change to physical length
	Existing Restriction		New restriction Or change to physical length

Symbols to note the location of signs below

Permit Only Zone. Entry signs as they will appear on street.

Symbol S2/S3 mark the enforceable area of the restriction, related to the above signs. However, no markings will appear on street.



permit.consultation@gloucestershire.gov.uk
or 08000 514 514

Date:
February 2012

Drawing No:
CSZ_Ashford_Z9_1

Scale:
Do Not Scale

Produced By:
KM

Appendix Three – Redacted Submissions - Log of all responses received during final consultation

Documents have not been added to this section. A document containing the full representations made during the consultation period is available separately.

Appendix Four - Analysis of Formal Consultation Responses

	Road in Zone															Road in Zone Total	Nearby Road					Grand Total
	Gratton Rd	Painswick Road	Ashford Road	Suffolk Street	St Phillips Street	Park Place	Nonwood Road	Andover Street	Edward Street	Brandon Place	Tyes Road	Shurdington Road	Gratton Road	Bath Road	Deakin Close		Great Nonwood Street	Tivoli Road	Upper Nonwood Street	No Address		
1) There is no parking problem	20	6	10	5	1	4	1		2	5	1		1		56				1		57	
2) There is a parking problem	15	16	10	3	5	1		2							52					1	53	
3) The problem has worsened with displacement from Zone 8	12	10	6	5	6	1	2			1	2				45						45	
4) I'm concerned about displacement		4	1	1	2					1	4		1		14				1		15	
5) I'm concerned there will be an impact on local traders	3	3	2	2			1		2			1			14					1	15	
6) I think this is just a revenue raising exercise	3	5	1	2		1			1	1					14						14	
7) I don't want to pay to park on street	5			1	1										7				2		9	
8) The cost of permits is too high	1		3	1			2							1	8						8	
9) I can see no benefit from the proposed scheme	1	1		1	2										5		1		1		7	
10) I would like to retain existing situation			1	2	2	1						1			7						7	
11) I would like Permit Only parking	4			2											6						6	
12) Permits should be free	2	2													4						4	
13) Enforcement has been poor	1	1			1										3				1		4	
14) I can't currently park close to home	2			1											3						3	
15) I would like Tivoli Road to be included in the scheme															0		3				3	
16) I think the proposed scheme creates road safety concerns	2					1									3						3	
17) Existing parking creates road safety concerns		2						1							3						3	
18) Parking in-front of access on Andover Street should be retained.						2									2						2	
19) I'm concern about Displacement from Zone 9		1	1												2						2	
20) I'm not keen on the proposals, but want to be included if the scheme goes ahead		1				1									2						2	
21) I requests H bars across all Dropped Kerbs in area.						2									2						2	
22) I would like shared use parking						1	1								2						2	
23) I'm concerned about the potential impact on local churches and other organisations		1													1				1		2	
24) I fear permit costs will increase	1				1										2						2	
25) Commuter issue – there is no real alternative for commuters		1		1											2						2	
26) I would like existing DYL on St Phillips street to be shortened					2										2						2	
27) I'm concerned about the impact on my business	1								1						2						2	
28) I think the scheme supports local traders	1				1										2						2	
29) Reduce charges on Car Parks for Commuters and visitors	1														1						1	
30) Those who like me have their own off street parking and wish to have resident only parking are only doing so to prevent others parking outside their houses should not have their opinions counted			1												1						1	
31) The scheme results in a loss of parking spaces in the area		1													1						1	
32) There is currently a parking problem at weekends	1														1						1	
33) I'm concerned about Displacement from Painswick Road		1													1						1	
34) Not stated clearly objection or support		1													1						1	
35) The proposed scheme doesn't guarantee a space				1											1						1	
36) There is currently a parking problem in evenings	1														1						1	
37) I'm concerned the scheme will lead to social exclusion					1				1						1						1	
38) The scheme is inconvenient for visitors					1										1						1	
39) I'm concerned that Blue Badge holders will not be accomodated															0	1					1	
40) Existing parking creates access concerns		1													1						1	
41) Proposed operating hours don't address problems in evenings and weekends	1														1						1	
42) If residents buy homes with no off street parking then it's their problem that they can't park outside their house.		1									1				1						1	
43) This scheme is against council policy											1				1						1	
44) Consider option for properties on Z8/Z9 boundary to park in either zone		1													1						1	
45) Scheme should operate 10am - 3pm			1												1						1	
46) Cost of scheme should be covered by P&D		1													1						1	
47) Suggest parking on western side of Andover Street allocated solely to Park Place properties; Parking on eastern side allocated solely to Andover Street properties.								1							1						1	
48) I don't agree with the consultation process followed											1				1						1	
49) Request for a loading bay on Edward Street/Shurdington Road		1													1						1	
50) Accesses on nearby roads should be protected against displaced parking		1													1						1	
51) I'm concerned about Displacement into Painswick Road		1													1						1	
52) The proposals allow cars to be parked so as to obstruct access to garages (PPAs						1									1						1	
53) Can permits be transferred between vehicles on a monthly basis?								1							1						1	
54) Object to PPA - allowing parking across accesses						1									1						1	
55) The proposed scheme will only exasperate the current parking congestion		1													1						1	
56) I'm against the operating hours covering the evenings & weekends			1												1						1	
57) There is no parking problem during the day															0				1		1	
58) I support the operating hours covering the evenings & weekends	1														1						1	
59) The road is too narrow for parking both sides					1										1						1	
60) I support the operating hours covering the evenings		1													1						1	
61) Scheme is against council policy											1				1						1	
62) I oppose DYL across private accesses		1													1						1	
63) The scheme is inconvenient		1													1						1	
64) Park and Ride Scheme would be better							1								1						1	
65) Scheme results in less parking spaces in the area								1							1						1	
66) I can currently park close to my home							1								1						1	
67) There is only a parking problem due to number of residents cars	1														1						1	
68) Existing parking issues are caused by commuters								1							1						1	
69) Properties on the boundary of Zones 8 and 9 should be able to purchase permits in either zone						1									1						1	
70) Permit schemes elsewhere don't work	1														1						1	
71) Support double yellow lines on the junction of Painswick Road and Ashford Road		1													1						1	
72) Permits should be transferable between vehicles		1													1						1	
73) I'm against the charge & cap for visitor vouchers				1											1						1	
74) Please ensure the permit cost isn't too high		1													1						1	
75) Please omit DYL across access to 43 Painswick Road		1													1						1	
76) I'm against the cap on permits	1														1						1	

Appendix Five – Due Regard Statement

Due Regard Statement

Please use this statement to evidence how ‘due regard to’ the three aims of the public sector equality duty has been made (section 149 of the Equality Act 2010) during the development of the ‘policy’.¹

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by the ACT;
- Advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Foster good relations between people who share a protected characteristic

Name of the ‘policy’:	Cheltenham Parking Review Ashford Road Area (Zone 9)
Person(s) responsible for completing this statement	Jim Daniels (Parking Manager)
Briefly describe the activity being considered including aims and expected outcomes	<p>To introduce a new permit parking zone (Zone 9) in the Ashford Road area of town, to the west of Bath Road.</p> <p>In most roads, shared use parking is proposed allowing non-permit holders to park for up to 2 hours free of charge. The scheme is proposed to operate 8am to 8pm Mon-Sun, to match the adjacent Zone 8 permit scheme in the Suffolks to the north, and the nearby Bath Terrace Car Park.</p>

¹ For ‘policy’: any new and existing policy, strategy, services, functions, work programme, project, practice and activity. This includes decisions about budgets, procurement, commissioning or de-commissioning services, service design and implementation.

Service information (if applicable) or Needs analysis (if applicable)

Who is responsible for delivering the service?	<p><i>Highway works would be undertaken in-house by Gloucestershire Highways</i></p> <p><i>The system to purchase and administer Parking Permits is currently hosted in house. An external provider is being procured.</i></p> <p><i>Parking enforcement is undertaken by an external service provider.</i></p>
Service user data/Needs analysis information	
Age	<p>Among residents in Gloucestershire:</p> <ul style="list-style-type: none">• 22.9% are aged 0-19• 58.5% are aged 20-64• 18.7% are aged 65 and over <p>Gloucestershire has a lower proportion of 0-19 year olds and 20-64 year olds when compared to the national average. In contrast the proportion of people aged 65+ exceeds the national average.</p>
Disability	<p><i>According to the 2011 Census 16.7% of Gloucestershire residents reported having a long term limiting illness, this was below the national average.</i></p>
Sex	<p><i>The overall gender split in Gloucestershire is slightly skewed towards females, with males making up 49.0% of the population and females accounting for 51.0%. This situation is also reflected at district, regional and national level.</i></p>

Race (including Gypsy & Traveller)	<p><i>According to the 2011 Census 95.4% of Gloucestershire's population is white. Black or Ethnic Minorities make up the remaining 4.6% of the population, which is considerable lower than the 14.6% reported for England as a whole.</i></p> <p><i>English/Welsh/Scottish/Northern Irish/British make up the majority of Gloucestershire's white population. Although this is a national trend, this group accounts for a higher proportion of the total white population than elsewhere, as a result other whites are under-represented when compared to the national average.</i></p> <p><i>Asian/Asian British account for the largest proportion of Black or Ethnic Minorities in Gloucestershire, following the national trend. However the group accounts for a lower proportion of the total than it does nationally.</i></p> <p><i>At district level:</i></p> <ul style="list-style-type: none"> <i>• Gloucester has the highest proportion of people from a Black or Ethnic Minority, at 10.9% of the total population. However this is still considerably lower than the national average.</i> <i>• Black or Ethnic Minorities account for a higher proportion of the total population in Cheltenham than Gloucestershire.</i> <i>• Forest of Dean has the lowest proportion of people from a Black or Ethnic Minority, at 1.5% of the total population.</i> <i>• The proportion of people that are classified as Other White, is higher in Cheltenham than Gloucestershire and England as a whole.</i> <i>• The proportion of people that are classified a Caribbean and White and Black Caribbean is higher in Gloucester than the county and England.</i>
Gender reassignment	<p><i>Gender reassignment is defined by the Equality Act 2010 as a person proposing to undergo, is undergoing or has undergone a process (or part of a process) for the purpose of reassigning their sex by changing physiological or other attributes of sex. This means an individual does not need to have undergone any treatment or surgery to be protected by law.</i></p> <p><i>There are no official estimates of gender reassignment at either national or local level. However, in a study funded by the Home Office, the Gender Identity Research and Education Society estimate that between 300,000 and 500,000 adults in the UK are experiencing some degree of gender variance. These figures are equivalent to somewhere between 0.6% and 1% of the UK's adult population.</i></p> <p><i>By applying the same proportions to Gloucestershire's adult population, we can estimate that there may be somewhere between 2,800 and 4,700 adults in the county that are experiencing some degree of gender variance.</i></p>

Marriage & civil partnership	<p><i>Among residents of Gloucestershire:</i></p> <ul style="list-style-type: none"> • 30.5% are single and have never married or registered a same-sex civil partnership • 50.2% are married • 0.3% are in a registered same-sex civil partnership • 2.3% are separated but still legally married or still legally in a same sex civil partnership • 9.5% are divorced or formerly in a same sex civil partnership which is now legally dissolved • 7.2% are widowed or a surviving partner from a same sex civil partnership
Pregnancy & maternity	<p><i>There were 6,720 live births in Gloucestershire in 2011. The largest number of live births were among the 25-34 year old age group, continuing the trend of later motherhood. This is also the age when the employment rate for women is at its highest.</i></p> <p><i>Births to mothers aged 35 and over account for a higher proportion of total births in Gloucestershire than they do nationally. Conversely births to mothers under the age of 25 make up a lower proportion of total births.</i></p>
Religion or Belief	<p><i>According to the 2011 Census, 63.5% of residents in Gloucestershire are Christian, making it the most common religion. This is followed by no religion which accounts for 26.7% of the total population.</i></p> <p><i>Gloucestershire has a higher proportion of people who are Christian, have no religion or have not stated a religion than the national average. In contrast it has a lower proportion of people who follow a religion other than Christianity, which reflects the ethnic composition of the county.</i></p>

Sexual Orientation	<p><i>There is no definitive data on sexual orientation at a local or national level. A number of studies have attempted to provide estimates for the proportion of people who may identify as lesbian, gay or bisexual, generating a range of different results.</i></p> <p><i>Estimates used by the Government Treasury, and quoted by Stonewall, suggest around 5-7% of the population aged 16+ lesbian, gay or bisexual. This would mean somewhere between 24,500 and 34,300 people in Gloucestershire are Lesbian, Gay or Bisexual.</i></p> <p><i>However, a more recent estimate from the ONS Integrated Household Survey suggests that nationally Lesbian, Gay and Bisexuals represent 1.9% of people aged 16 and over. If this figure applied to Gloucestershire it would mean there were around 9,300 Lesbian, Gay and Bisexuals in the county.</i></p> <p><i>Results from the Integrated Household Survey can also be broken down by age. There are some noticeable differences, with 2.7% of those aged 16-24 identifying themselves as Gay, Lesbian or Bisexual, compared with only 0.4% of those aged 65 and over.</i></p>
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Other information

Service user data is taken from the Gloucestershire Equality Report 2013, available at: <http://www.maiden.gov.uk/InstantAtlas/Equalities/atlas.html>

The proposed scheme will mainly result in an impact upon local residents. However, parking restrictions are proposed on currently unrestricted highway, and therefore could possibly impact on any member of the population as vehicle drivers and/or passengers.

No service user data is available relating to the precise neighbourhood covered by the proposed Zone 9 scheme. The service user data provided relates to Gloucestershire.

Workforce data

Please document details of GCC staff only if they will be affected by the proposed activity. This could include GCC staff transferring under TUPE to a new service provider, relocating, employment at risk.

GCC [Workforce diversity reports](#) are available on our website.

If the proposed activity does not affect GCC staff, please state 'Not affected below'.

Total number of GCC staff affected	Not affected
Age	
Disability	
Sex	
Race (including Gypsy & Traveller)	
Gender reassignment	
Marriage & civil partnership	
Pregnancy & maternity	
Religion or Belief	
Sexual Orientation	

Consultation and engagement

List all types of consultation that has taken place during the development of this activity. Include on-line consultations, events, meetings with stakeholders, community events, employee consultation exercises etc.

Service users	<p>Local residents were sent a questionnaire asking for their views on parking in June 2011.</p> <p>This proposed scheme originated from a petition submitted by local residents. An initial meeting was held with a group of residents who had engaged with the petition organisers, followed by a public meeting to which all residents were invited. Finally, a statutory 21-day Traffic Regulation Order consultation process was undertaken, where people were invited to submit comments in writing.</p>
Workforce	Not affected
Partners	Not affected
External providers of services	Not affected

Equality analysis: Summary of what the evidence shows and how has it been used

This section will allow you to outline how the evidence has been used to show 'due regard' to the three aims of the general equality duty. It is important that this consideration is thorough and based on sufficient information. Consideration should be relevant and proportionate.

- Eliminate discrimination
- Advance equality of opportunity
- Promote good relations.

Protected group	Challenge or opportunity considered and what we did
Age(A)	By introducing a permit parking scheme, parking spaces will be more available in the area. Those delivering care or assistance to local residents will be able to access local properties more easily. Carers permits are provided free of charge where required. No other impacts are expected.
Disability (D)	Provision for disabled and mobility impaired users is provided for on statutory basis through the blue badge scheme and all proposals fully cover these requirements. For residents with the permit scheme, carer permits are provided free of charge where required. No other impacts are expected.
Sex (S)	There is no evidence to suggest a positive or negative impact in this group.
Race (including Gypsy & Traveller)(R))	There is no evidence to suggest a positive or negative impact in this group.
Gender reassignment(GR)	There is no evidence to suggest a positive or negative impact in this group.
Marriage & civil partnership (MCP)	There is no evidence to suggest a positive or negative impact in this group.
Pregnancy & maternity (PM)	There is no evidence to suggest a positive or negative impact in this group.
Religion and/or Belief (RAOB)	Parking controls are proposed to be introduced on Sundays. No concerns have been raised to this scheme in particular, but in the past Christian groups have raised concerns regarding similar schemes. The scheme design has considered this and sought to provide sufficient parking around places of worship. Worship times in the area overlap those of local Sunday trading hours, generating competition for the available parking provision between different user groups. It is considered inappropriate for GCC to give an undue priority to Christian faith groups which is not afforded to other faith, or non-faith groups. Parking on-street would be available to all users in most locations for up two hours, free of charge. If longer stays are required, there is an off-street car park nearby.
Sexual Orientation(SO)	There is no evidence to suggest a positive or negative impact in this group.

Strengthening actions: Planning for further improvements

Please outline here what actions are required for further improvements to address challenges or opportunities, for example:

- Arrangements for continued/new engagement with stakeholders, staff, service users
- Plans to close data gaps across any of the protected characteristics through reviewed contract management arrangements
- Identify other plans already underway to address the challenges or opportunities identified in this statement
- Share findings with partner organisations.

If none, state 'none' below.

Action Plan

Action	Who is accountable	Time frame
None		

Monitoring and Review

Please indicate what processes/actions will be put in place to keep this 'activity' under review. For example will progress be monitored/ reported to a board, scrutiny committee, project board etc


A further assessment will be undertaken before any changes to Permit Scheme services and/or terms and conditions are made.

Sign off and Scrutiny

By signing this statement off as complete you are confirming that 'you' have examined sufficient information across all the protected groups and used that information to show due regard to the three aims of the general duty. This has informed the development of the activity

Senior level sign off: 	Date: 6 th August 2013
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I am in agreement that sufficient information and analysis has been used to inform the development of this 'activity' and that any proposed improvement actions are appropriate and I confirm that I as the decision maker have been able to show due regard to the needs set out in section 149 of the Equality Act 2010.

Name of relevant Portfolio Holder/Cabinet Member: Cllr Vernon Smith	
Signed by Portfolio Holder/Cabinet Member: 	Date: 21st August 2013

Publication

If this statement accompanies cabinet paper it will be published as part of the cabinet report publication process. Statements accompanying cabinet reports are also published on our website. If this statement is not to be submitted with a cabinet paper please maintain a copy for your own records that can be retrieved for internal review and also in case of future challenge.