

## Overview and Scrutiny Committee

10 September 2018

### On-street parking in Cheltenham

Member Questions to Councillor Nigel Moor – Cabinet Member Fire, planning and infrastructure, GCC and Philip Williams, Lead Commissioner GCC

<b>1.</b>	<b>Planning and Consultation</b>
	<ol style="list-style-type: none"><li>1. When planning these changes to the parking arrangements what level of consultation has taken place with residents, local businesses and the council? (JP)</li><li>2. A county wide list is being prepared of parking areas to be reviewed. What is the envisaged timescale for the review of the areas considered the top priorities? (KS)</li><li>3. Are new permit parking areas in Cheltenham being considered? (KS)</li><li>4. What provisions are being made for accommodating the additional on-street parking that will be required following the closure of the railway station car park. Can it be confirmed that enough additional parking will be available to prevent even more pressure on availability in areas such as Tivoli. (DB)</li></ol>
<b>2.</b>	<b>Implementation</b>
	<ol style="list-style-type: none"><li>1. How are problems during implementation reported and dealt with?</li><li>2. Why is GCC unwilling to increase the number of visitor permits from 50 to 100 as many councillors have requested? (DP)</li></ol>
<b>3.</b>	<b>Assessment of parking schemes once introduced</b>
	<ol style="list-style-type: none"><li>1. Following the introduction of a number of parking schemes in Cheltenham, what post implementation assessments have been carried out, and when are they going to be published? (JP)</li><li>2. Why was a post-implementation review of each scheme not carried out as they were introduced? (DP)</li><li>3. What drivers prompted the changes that have been made, and have the changes resulted in the improvements predicted? (JP)</li></ol>
<b>4.</b>	<b>Strategic issues and finance</b>
	<ol style="list-style-type: none"><li>1. What work is being done to create a GCC on-street parking strategy that co-ordinates with Cheltenham's off-street parking strategy? (DW)</li><li>2. In what ways does allowing commercial and visitor parking in permit parking areas help encourage people to use more sustainable forms of transport when they come to work or visit our town centre? (KS)</li><li>3. How does the county determine the split between residents permit spaces, business spaces and shared user spaces/pay and display? (KS)</li></ol>

	<ol style="list-style-type: none"> <li>4. Would it be possible to install parking meters that issue tickets free for up to two hours, with drivers having to enter the registration number of the vehicle to make sure this was not abused? Free two hour parking in areas such as Montpellier would be a real boost to the traders in the area. (KS)</li> <li>5. GCC are responsible for on street parking and CBC is responsible for most of the off street parking. Why should CBC not control both on and off street parking? (JP)</li> <li>6. How much revenue did the county council receive from on street charges, residents and business permits in Cheltenham in 2017-18? (KS)</li> <li>7. On street parking in Cheltenham has demonstrable financial benefits to GCC, how does Cheltenham benefit? (JP)</li> </ol>
<b>5.</b>	<b>GCC/ CBC Joint working</b>
	<ol style="list-style-type: none"> <li>1. There appears to be a perception that GCC officers do not always fully engage in joint CBC/GCC projects. Acknowledging that there are incidents where the County is waiting on the Borough could the County give their view on this statement and your thoughts on any improvements that may be made. (CM)</li> </ol>
<b>6.</b>	<b>Ward Specific Questions</b>
	<b>Tivoli/Hatherley (Councillor Barrell)</b>
	<ol style="list-style-type: none"> <li>1. Can it be confirmed that the Tivoli and Hatherley Court Road areas are being included in the post implementation reviews following the Introduction of parking restrictions in the Lansdown area? This was promised at the public meeting, attended by GCC officers, held in the council chamber in Autumn 2017.</li> <li>2. There are increasing parking problems in the Tivoli, Bournside/Hatherley Court Road, and Bath Road areas following Lansdown restrictions. In desperation, some residents who have previously resisted parking control zones are now requesting them. There is soon to be consultation about the introduction of double yellow lines on corners in these areas which will lessen the availability of parking places. In view of these factors and the increase in demand for commuter parking will CBC and GCC consider the possibility of establishing a Park and Ride on the Leckhampton/Shurdington side of town in line with the Draft Cheltenham Plan Policy TN2.</li> </ol>
	<b>St Peter's (Councillor Willingham)</b>
	<ol style="list-style-type: none"> <li>3. When will the assessment of the parking schemes introduced in St Peter's (Westend/Railway) be published?</li> <li>4. When will action be taken to address the issue of displaced commuter parking which is, as I predicted, now affecting Arle Road, Alstone Lane, Alstone Avenue, Alstone Croft and other residential roads in that area?</li> <li>5. When will remedial action to address issues such as missing signs/lines and incorrectly sized parking bays from the Westend and Railway parking schemes be completed?</li> <li>6. Residents have complained that in some cases the implemented</li> </ol>

parking restrictions on Gloucester Road are more restrictive than the advisory H markings, but this was not clear from the consultation. Residents are aggrieved at the consultation on those areas, feel they were misled by GCC, and want the size of the parking bays modified to match the parking that was previously available. Given GCC have just introduced an ETRO in Lansdown, when can the residents of St Peter's expect to be consulted on similar changes and minor modifications to their parking schemes?

7. A number of roads in St Peter's have grass verges, in varying states of repair/disrepair. Some have been significantly damaged by being parked on during wet weather. What does GCC intend to do to address this problem?

**St Lukes (Councillor Sudbury)**

- 8. What is the ratio of the number of permit or shared use spaces available per registered vehicle in Zone 1?
- 9. What is the ratio of the number of permit or shared use spaces available per registered vehicle in the St Luke's part of Zone 1, specifically St Luke's Road, St Luke's Place, Sandford Street, Mitre Street, Bath Parade, College Road and Olio Lane?
- 10. How many residents permits have been issued in Zone 1?
- 11. How many business permits have been issued in Zone 1?
- 12. How many pay and display/shared permit spaces are available in zone 1?
- 13. Business permits enable commuters to park their cars all day long in Zone 1. This does not produce much churn in parking spaces and means there is little opportunity for residents to find a space if they move their vehicle. What is being done to prevent business permits being used in Zone 1 for commuter parking and being parked all day?
- 14. I have written many emails, arranged site visits, conducted a residents survey and even set up an online petition on the county council website asking for changes to Zone 1 to make it work better for the residents, particularly in St Luke's; a residential area where there are so few commercial properties. What would make the county council review this zone to make it work better for this residential community?

**7. Issues raised by the public which they wanted O&S to raise as part of their review**

**1. Concerns about parking displacement in Alstone Croft (raised by 4 residents)**

The Bramery on Alstone Lane has seen town working commuters parking on site since the displacement, and has introduced its own parking scheme limiting businesses on site to how many permits they can have for each worker. This has in turn displaced both the town working commuters and also workers from the Bramery from parking there. Many town workers are now parking their cars in Alstone Croft and using fold up bicycles to get into town, which is affecting our own residents and their own visitors ability to park outside their own houses, , and many Bramery workers have been observed to be parking in Alstone Croft and walking across to their place of work on a daily basis. We are now suffering the fallout from an ill thought out scheme, which will only get worse when the Boots corner scheme forcing more traffic into residential area's is implemented. Does

anyone involved with decision making process actually live in the area's affected, as scant regard is being given to those who do, and is there any plan to counter this newly manufactured problem!

**2. Could the Chairman please ensure that the following parking problem in Gloucester Road is highlighted for investigation when the committee decides how it will investigate parking in Cheltenham.**

I've written to Gloucestershire CC on numerous occasions as the amount of available parking on Gloucester Road has been reduced near our house since the introduction of the new parking scheme. The problem started when the the new parking bay was painted in with a large gap between the end of the bay and our neighbours drop kerb. When I parked partly on the new bay and partly on the unmarked piece of road I was approached by two parking enforcement officers who told me I couldn't park like this. I first questioned this in August 2017 and was told that it would be checked. Without coming back to me, however, the unmarked section of road was covered with double yellow lines, reducing the amount of available parking. Despite numerous requests for their removal, the new double yellow lines are still in place, and I cannot see why this additional restriction has been put in place? It does not appear to match the plan and hinders rather than helps our parking issues.

**3. Could the Chairman please ensure that the problem of reduced parking and ineffectively used visitors bays in Great Western Terrace is highlighted for investigation when the committee decides how it will investigate parking in Cheltenham?.**

4 visitors parking bays were installed at the top of Great Western Terrace, yet given the reduction in actual parking spaces these bays have created, it is only residents who are using these spaces since there is nowhere else to park An easy 'fix' which would create some extra spaces for parking, would be to remove the Visitors bay outside numbers 33 & 35 Great Western Terrace and the single yellow line opposite - this would create an extra 3 parking spaces for residents, whilst still leaving 2 Visitor spaces.

The implementation of this parking scheme has only served to make the road quieter during the day, which is not when a problem previously existed. The problem still remains that some residents are unable to park in the road during the evening due to space not being available - this has simply been made worse by the single yellow lines which have reduced the amount of parking available.