

Tivoli/Hatherley ward specific questions	GCC Response
<p>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.</p>	<p>GCC have been liaising with local councillors regarding the Tivoli area. It has been agreed between local members and GCC officers, based on residents' parking concerns, that a TRO package of yellow lines in the Tivoli & Hatherley Court Rd area will be proposed. This package of works has completed statutory consultation. We are currently reviewing the comments received before we decide on the measures to be taken forward to formal public consultation.</p>
<p>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.</p>	<p>The yellow lines proposed in this area are proposed in line with the Highway Code, rule 243. (Vehicles must not stop opposite or within 10m of a junction) therefore technically available parking space is not being lost as vehicles should not be parking in these unsafe locations anyway. GCC officers are currently arranging a meeting with CBC members to discuss the borough as a whole with regard to parking concerns.</p> <p>The Joint Core Strategy approved by the borough council does not include a Park and Ride site on the Shurdington Road however the JCS Six Point Plan makes a strategic commitment to increasing use of public transport along key radial corridors, of which the A46 is one. This includes proposals to tackle pinch points (e.g. Moorend Park Road and Leckhampton Lane junctions) and increasing service frequencies.</p>
St Peter's Ward specific questions	
<p>When will the assessment of the parking schemes introduced in St Peter's (Westend/Railway) be published?</p>	<p>This has recently been shared with the local councillor for the area and we are happy to share it with other councillors.</p>
<p>When will action be taken to address the issue of</p>	<p>GCC have received one piece of correspondence from the</p>

<p>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?</p>	<p>local member but are not aware of other parking issues. We would welcome more details on the concerns of local residents and businesses and would be happy to discuss this area when we meet with CBC members this autumn.</p>
<p>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?</p>	<p>Repairs and replacements are carried out on a monthly cycle. Please report any defective lines and signs to the parking team using the Report It feature on the GCC website.</p>
<p>Residents have complained that in some cases the implemented 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?</p>	<p>We are satisfied the correct TRO consultation process was followed and were not aware of these grievances. In a scheme such as Lansdown, so close the town centre and other local amenities within a highly populated residential area, all kerb side space must be managed accordingly to ensure consistency, effective parking provisions and road safety. We will consider such feedback as part of our review of parking schemes with local members.</p>
<p>St Luke's ward specific questions</p>	
<p>What is the ratio of the number of permit or shared use spaces available per registered vehicle in Zone 1?</p>	<p>There are approximately 1.06 registered vehicles for every permit/shared use space. This reflects the fact that not everyone needs to park at the same time (i.e. businesses / residents)</p>
<p>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?</p>	<p>We are unable to break the figures down to this level of detail.</p>

How many residents permits have been issued in Zone 1?	502 (excluding Visitor Vouchers)
How many business permits have been issued in Zone 1?	127
How many pay and display/shared permit spaces are available in zone 1?	834 (based on average length of 5m)

Other specific questions raised by the Public for the Scrutiny Chairman to raise	
<p>Concerns about parking displacement in Alstone Croft (raised by 4 residents)</p> <p>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!</p>	<p>We are proposing a TRO to implement double lines on Alstone Road to ensure the immediate area of the railway crossing is kept clear of parked cars.</p>
<p>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.</p>	<p>The markings on the ground, as they are now, match the legally sealed TRO plan which was subject to public</p>

<p>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 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.</p>	<p>consultation at the time. Any subsequent amendments to the restrictions would require another TRO consultation.</p>
<p>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?</p> <p>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.</p> <p>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.</p>	<p>The operational times of the restrictions have been implemented to remain consistent with similar and near by areas within the town. The majority of local amenities in the area are closed when the restrictions in Great Western Terrace end at 8pm. We will arrange for enforcement at approx. 7.00/7.30pm to establish whether permit holders are utilising the area or whether vehicles without permits are being parked in contravention of the rules.</p>