

REPRESENTATION	CASE OFFICER'S RESPONSE
<p>Query - Thank you for the public notice regarding changes to parking controls for Kensington Avenue. Please can you confirm whether the proposed changes to parking controls are also being considered for Eldorado Road? If not, please can you confirm how can we instigate this process?</p>	<p>Dear XXXXX</p> <p>Thank you for your correspondence relating to the proposed changes to parking restrictions in Kensington Avenue, Cheltenham.</p> <p>At the present time there are no specific proposals for Eldorado Road as a result of this Traffic Regulation Order advertisement, however the changes to the Kensington Avenue area will be monitored following implementation. It is recognised that should significant displacement occur into the adjacent roads, including Eldorado Crescent, Glencairn Park Road or Queen's Road due to commuters ignoring the existing Zone 14 permit & voucher parking system, it could become necessary to review these locations to assist residents as part of a future works programme.</p> <p>I trust the above clarifies the methodology for these proposals and that you would be agreeable to the scheme proceeding and being introduced as advertised.</p>
<p>Objection 1 - Support action being taken to help local residents but maintain previous objection to the lack of provision for Kensington Avenue residents who have sons or daughters at home with a car . One way to address this would be to allow a third permit -this would help.</p> <p>However it may be better to have say 5 or 6 spaces which are not regulated in any way to assist residents who have friends to stay or carers and cleaners . I do not consider the pay and display spaces will work - there is already a drop off area within the station car park.</p> <p>There is already an income stream from residents permits which should be recognised</p>	<p>Dear XXXXXXXX</p> <p>Thank you for your correspondence regarding the proposed restrictions in Kensington Avenue, Cheltenham.</p> <p>Regrettably, changes to the current Controlled Zone resident permit policy are not possible at this time which could provide any increase in total vehicle permits registered at individual properties. The purpose of each zone is to limit the high vehicle numbers in these areas and balance this against the recognised available kerb space. In many central zones the limited capacity is a significant issue under the current two vehicle allowance. This may need to be reviewed in the coming years as redevelopment of commercial office properties transform into residential units, but I must stress this is unlikely to impact Zone 10 and Kensington Avenue.</p> <p>Subject to the wider outcome of this consultation, the proposed restrictions can potentially have a time period reduced / or removed, for example an adjustment may</p>

	<p>be "No waiting 8am-6pm" changes to "No waiting 10am - 4pm", but as previously explained within the informal consultation period, the aim is meet the needs of the whole community and mitigate the regular commuter use of the road. Only eleven Pay and Display non resident spaces will remain for day time use, significantly improving the options for residents and their visitors to being able to park locally rather than in adjacent streets overnight, with the potential for EV charging to assist in future years as/when vehicles are replaced.</p> <p>I trust the above clarifies the reasoning /methodology behind the proposals and that you would be agreeable to the scheme proceeding and introduced as advertised.</p>
<p>Objection 2 - I wish to object to the part of the proposed order that converts the two Z14 resident permit parking bays at the Kensington Avenue / Queens Road end of the street into electric vehicle charging bays.</p> <p>These two spaces are regularly used and almost always occupied by local residents with Z14 permits at this end of the street and form an important part of the limited resident parking available in this location. Removing these spaces would reduce the already constrained parking provision for residents and would likely increase parking pressure on surrounding streets.</p> <p>While I support the provision of electric vehicle charging infrastructure in principle, placing it in this specific location removes specific resident permit parking that is demonstrably in regular use.</p> <p>If EV charging bays are required on Kensington Avenue, and if there is evidence to suggest that they are, they could instead be located further along the street within the proposed pay-and-display section or in the proposed z14 permit holder only new area at the far end of Kensington Avenue. This would allow EV charging provision to be introduced without removing existing resident permit parking.</p> <p>When making decisions on traffic regulation orders, the council must consider the need to maintain reasonable access and parking for residents as well as the efficient use of the highway. Retaining these two resident</p>	<p>Dear XXXXX</p> <p>Thank you for your correspondence regarding the proposed restrictions for Kensington Avenue, Cheltenham.</p> <p>The proposals have been developed in conjunction with multiple teams to accommodate the residents needs and provide best value for money due to the finite resources of the County Council.</p> <p>The principle of the EV spaces is to enable residents to make the transition in the coming years to a more sustainable vehicles, be that EV or a plug-in hybrid, which will be the only option for new vehicles beyond 2030. The two spaces on the southern kerb line will remain available for Z14 residents to use so potentially there will be no effective loss of capacity as there are a number of residents with appropriate vehicles which could relocate and free up spaces elsewhere on the road. It is acknowledged that initially this could seem to be a disadvantage and to address this there will be 10 additional Z14 spaces provided further into the road to positively discriminate against the commuter vehicles that currently park along the northern kerb line.</p> <p>I can confirm that due to the vegetation and mature trees located in the northern verge area it was not possible to install four consecutive charging spaces due to the</p>

permit bays would better support that balance.
I therefore request that the council retain these two spaces as resident permit parking and consider relocating these two EV charging bays to another part of the street where they would not displace current resident parking.
As regards the rest of the plans, I am in agreement.

large roots. An alternative option investigated was to place the charging points on small footway island build outs but unfortunately this would have resulted in the loss of two crucial car spaces along the street. On balance, the use of the two isolated spaces on the southern footway and the end two spaces on the opposing side provided the best compromise without having to remove a mature tree. There is also the significant cost involved with any excavation in / across the carriageway which is avoided if at all possible, to reduce future maintenance costs and to also minimise disruption in the short term for residents.

Only eleven Pay and Display non resident spaces will remain for day time use, significantly improving the chances of residents and their visitors being able to park locally rather than in adjacent streets.

I trust the above clarifies the reasoning /methodology behind the proposals and that you would be agreeable to the scheme proceeding and introduced as advertised.