

GLOUCESTERSHIRE COUNTY COUNCIL
ANNUAL PARKING REPORT

**CIVIL PARKING
ENFORCEMENT**
IN GLOUCESTERSHIRE
2020/21

ANNUAL REPORT

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INTRODUCTION FROM COUNCILLOR DAVE NORMAN

AS CABINET MEMBER FOR PUBLIC PROTECTION, PARKING AND LIBRARIES I AM PLEASED TO PRESENT **GLOUCESTERSHIRE COUNTY COUNCIL'S ANNUAL PARKING REPORT FOR 2020/21**



Parking and traffic management is an important public service, which provides benefits for pedestrians, cyclists, motorists and the wider community. Those benefits include maintaining road safety and access to jobs, goods and services and access to the city for blue badge holders.

Over the past year, which has been incredibly difficult for everyone, we have concentrated our efforts on supporting the work of the essential services, ensuring access for emergency vehicles and providing additional

free parking for NHS staff at Cheltenham General hospital. We also brought in social distancing schemes in towns to help people back to the high streets.

We will continue with a range of initiatives to help communities recover from the pandemic, encouraging active travel with cycle infrastructure and School Streets whilst continuing to support our partners in the NHS.

I hope you find this Annual Report 2020-21 informative and interesting, and I thank you for taking the time to read it.



IMAGE CREDIT: CARON BADKIN / SHUTTERSTOCK.COM



PARKING MANAGEMENT



PARKING
MANAGEMENT

01 PARKING MANAGEMENT

NEW ENFORCEMENT CONTRACT INTRODUCED APRIL 2020

The principle objective of parking enforcement is to maintain the **free flow of traffic throughout the county**, including the **ability to find parking opportunities quickly and efficiently**, thus **reducing road congestion**.

This is achieved through a combination of implementing appropriate traffic orders – which allow for restrictions at key points of pressure e.g. bus lanes or restricted parking areas - and then through the enforcement of those traffic orders.

GCC currently manage parking enforcement throughout the County via a contract with NSL. The contract with NSL commenced on 01st April 2020. Key performance indicators are in place to ensure that contractual obligations are being met.

KEY DELIVERABLES OF CONTRACT

- + The deployment of CEOs on street;
- + Bus lane contravention enforcement;
- + The management of on street pay and display equipment, including cash collection.
- + Installation and maintenance of signs and lines;
- + Managing suspensions.

8 HYBRID ELECTRIC VEHICLES PROVIDED FOR USE BY THE CONTRACTOR WHEN PATROLLING IN SEPT 2020

GCC staff have worked closely with NSL throughout the ongoing COVID 19 pandemic to ensure that enforcement has taken place with safety critical issues and supporting our partners at the NHS being the main priority. Throughout the pandemic, NSL have worked in accordance with national guidance and followed social distancing measures.

GREEN PATROL VEHICLES

As part of the new contracting arrangements with NSL, that commenced on 1st April 2020, the council has provided **8 hybrid electric vehicles** for use by the contractor when patrolling.

Patrol vehicles undertake a considerable amount of mileage over a 12 month period and the provision of these vehicles have **considerably reduced emissions** while undertaking parking enforcement duties.

Due to the high mileages undertaken in service by these vehicles it was not possible to provide fully electric vehicles, due to a lack of range, it is hoped that technology will improve and enable the use of fully electric vehicles over the next four years.



IMAGE CREDIT: CARON BADKIN / SHUTTERSTOCK.COM



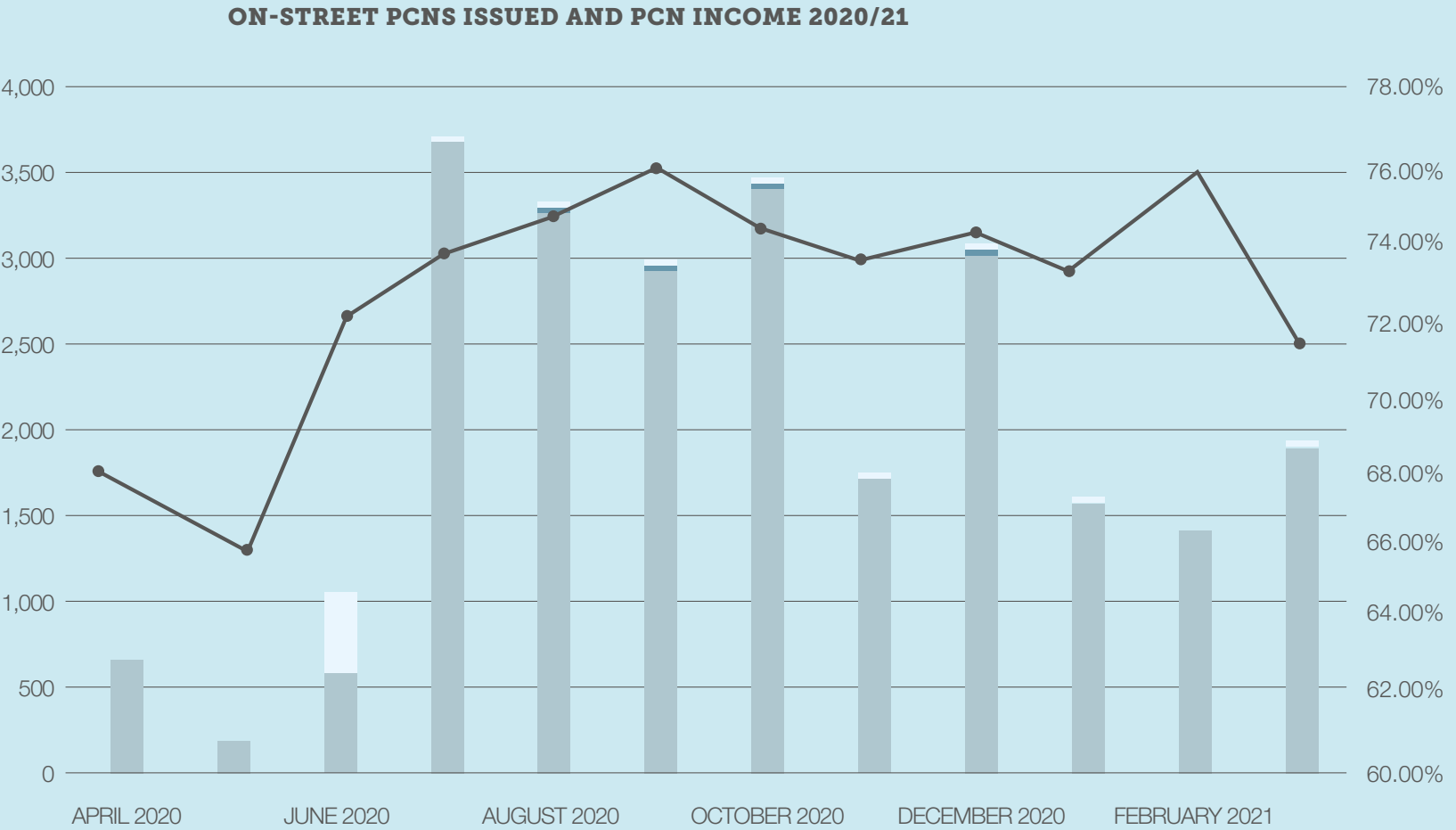
ELECTRIC VEHICLES
HAVE REDUCED
EMISSIONS
DURING PARKING
ENFORCEMENT DUTIES

CIVIL PARKING ENFORCEMENT

02

50,000
ENFORCEMENT HOURS CALLED
OFF OUR PARKING ENFORCEMENT
CONTRACT IN 2020/21

PCNS ISSUED ON-STREET
WARNINGS ISSUED
PCNS ISSUED OFF-STREET
% OF PCNS PAID 2020-2021



02 CIVIL PARKING ENFORCEMENT

All restrictions backed by a **Traffic Regulation Order** (TRO), such as yellow lines and parking bays, are enforced by **Civil Enforcement Officers**. PCNs are issued when a CEO identifies a contravention. The parking operational services contractor (NSL) carries out sign and line maintenance work when necessary on behalf of the council.

Permit parking schemes give residents, businesses and their visitor’s greater opportunities to park in

their neighbourhood. Some areas of permit zones include shared use bays. These bays allow permit holders to park as well as visitors to the area, by way of maximum free stay or by paying and displaying. This allows for turnover of space where necessary, ensuring better management of parking demand and kerb side space.

CONTRAVENTIONS, ON AND OFF STREET, AND % OF PCNS PAID IN 2020/21

CONTRAVENTION MONTH	ON STREET	OFF STREET	TOTAL	WARNINGS ISSUED	% PCNS PAID
APRIL 2020	734	0	734	0	67.57%
MAY 2020	143	0	143	0	65.73%
JUNE 2020	626	0	626	479	72.04%
JULY 2020	3,690	5	3,695	3	73.50%
AUGUST 2020	3,280	31	3,311	3	74.36%
SEPTEMBER 2020	2,936	43	2,979	1	75.90%
OCTOBER 2020	3,410	25	3,435	6	74.29%
NOVEMBER 2020	1,742	5	1,747	255	73.44%
DECEMBER 2020	3,076	26	3,102	5	74.27%
JANUARY 2021	1,637	0	1,637	1	72.63%
FEBRUARY 2021	1,439	0	1,439	0	76.03%
MARCH 2021	1,927	0	1,927	3	71.51%
TOTAL			24,775		

03

PAY AND DISPLAY & PERMIT PARKING

PAY AND DISPLAY
& PERMIT PARKING

03

PAY AND DISPLAY & PERMIT PARKING

ON STREET PARKING PROVISION

Table below shows the approximate number of **available spaces** on the highway per restriction type.

These spaces have been calculated using **5.5 meters** as an **average car length**, which takes into consideration both larger and smaller vehicles.

Please note that **permit parking areas** (PPAs) have been included in the table below, however, this is estimated as a PPA does not require a bay being marked.

Parking capacity in PPAs are informally managed by the local residents themselves i.e. parking over their own gateway/access/garage so accurate capacity cannot be calculated.

ON-STREET PARKING PROVISION BY DISTRICT

	CHELTENHAM	COTSWOLDS	FOREST OF DEAN	GLOUCESTER	STROUD	TEWKESBURY
PERMIT HOLDERS ONLY	1029	107	0	162	109	35
DISABLED PARKING BAYS	71	18	11	39	39	20
LIMITED WAITING BAYS	253	354	176	343	343	230
PAY AND DISPLAY BAYS	267	15	0	0	0	0
SHARED USE BAYS	4640	73	0	2	2	0

Click here for link to detailed maps showing permit areas or visit:
www.gloucestershire.gov.uk/highways/parking/parking-permits-and-zone-maps



PAY AND DISPLAY

Pay & Display charges for on-street parking can be varied by notice under the Road Traffic Regulation Act 1984.

The primary reason for charging for parking is to manage the demand and support our transport policy objectives, as set out in the local Transport Plan (ltp-policy-document-final-v131.pdf (gloucestershire.gov.uk)).

The County Council’s policy for parking is set out in the Local Transport Plan. **Effective management of on-street parking supports access to residents, services and businesses.** We also encourage the development of strategies for town centre on street car park charges and other controls that benefit short stay over long stay parking. This approach aims to ensure that the balance between on and off-street charging is maintained, whilst encouraging shopping and supporting economic activity.

Parking charges were last increased countywide in September 2020. It was agreed by Cabinet that as part of the county council’s Medium-Term Financial Strategy that charges will next increase in April 2021.

We provide comprehensive “Travelsmart” information on the council’s website to further encourage sustainable methods of transport, details can be found here: Public Transport information - Gloucestershire County Council.

GCC will continue with the “pay per minute” model, for parking up to 2 hours with a minimum charge of either 50p or £1 depending on location. This has streamlined the charging structure allowing users greater flexibility and reducing the requirement for change (coins). Due to COVID-19 we are actively encouraging customers to use our cashless payment options, by using the MiPermit facility.

Any surplus generated by the operation of the parking service is used firstly in investment in the management of parking and the parking asset, and then for other improvements in traffic management, highway improvements and subsidised and concessionary transport. This is in accordance with the current legislation, the Traffic Management Act 2004.

IT SHOULD BE NOTED THAT DUE TO GOVERNMENT RESTRICTIONS ASSOCIATED WITH COVID 19 THE AMOUNT OF INCOME TAKEN IN 2020/21 WAS 60% LESS THAN THE INCOME RECOVERED IN 2019/20.

Click here for a link to pay and display charges, or visit: www.gloucestershire.gov.uk/highways/parking/parking-and-bus-lane-management

CASH COLLECTED AND BANKED FROM PAY AND DISPLAY MACHINES AND THE CASHLESS MI PERMIT SYSTEM

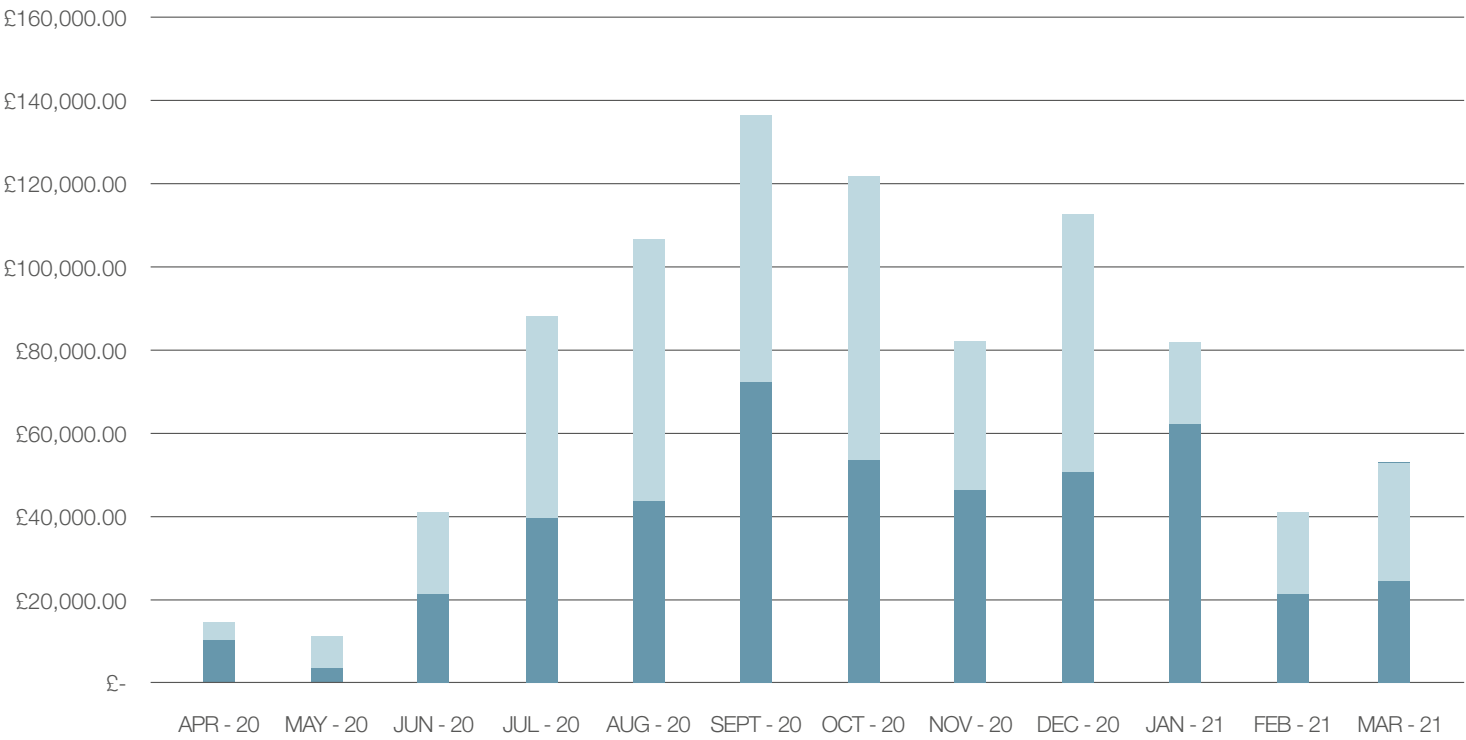
The graph to the right shows cash collected and banked from pay and display machines and the cashless MiPermit system.

CASHLESS
CASH

PAY AND DISPLAY INCOME CASH AND CASHLESS 2020/21

The following table shows the income and expenditure of the Pension below TABLE shows the amount of income collected and banked by month, showing the split of cash and cashless income.

	CASH	CASHLESS	TOTAL	CASH %	CASHLESS %
APRIL 2020	£ 9,782.75	£ 3,714.35	£ 13,497.10	72%	28%
MAY 2020	£ 1,797.80	£ 6,704.31	£ 8,502.11	21%	79%
JUNE 2020	£ 23,248.25	£ 17,485.40	£ 40,733.65	57%	43%
JULY 2020	£ 40,004.85	£ 46,757.93	£ 86,762.78	46%	54%
AUGUST 2020	£ 44,358.20	£ 61,568.18	£ 105,926.38	42%	58%
SEPTEMBER 2020	£ 73,402.45	£ 61,741.14	£ 135,143.59	54%	46%
OCTOBER 2020	£ 54,899.75	£ 66,254.79	£ 121,154.54	45%	55%
NOVEMBER 2020	£ 47,468.35	£ 34,395.67	£ 81,864.02	58%	42%
DECEMBER 2020	£ 51,131.35	£ 59,771.40	£ 110,902.75	46%	54%
JANUARY 2021	£ 61,398.30	£ 20,160.34	£ 81,558.64	75%	25%
FEBRUARY 2021	£ 21,463.10	£ 19,044.73	£ 40,507.83	53%	47%
MARCH 2021	£ 25,998.05	£ 25,123.80	£ 51,121.85	51%	49%
TOTAL	£ 454,953.20	£ 422,722.04	£ 877,675.24		
AVERAGE YEARLY %				52%	48%



CASHLESS PARKING

In 2019/20 the amount of pay and display income paid for by cash was 62%, in 2020/21 this has reduced to 52%, showing a clear trend of increased use of the cashless parking system during the COVID 19 outbreak. This increase has occurred despite minimal promotion by the council. **One of the aims of the council is to promote the use of COVID safe payments in relation to pay and display.**

PERMITS

In 2020/21 the council obtained **£813,831** of income from permits, waivers and other income. This was a reduction of 15% compared with the previous year. This decrease is a result of COVID 19 restrictions.

Click here for the terms and conditions for each permit type or visit:
<https://www.gloucestershire.gov.uk/media/2097275/gloucestershire-parking-tcs-v118-sep-2020.pdf>

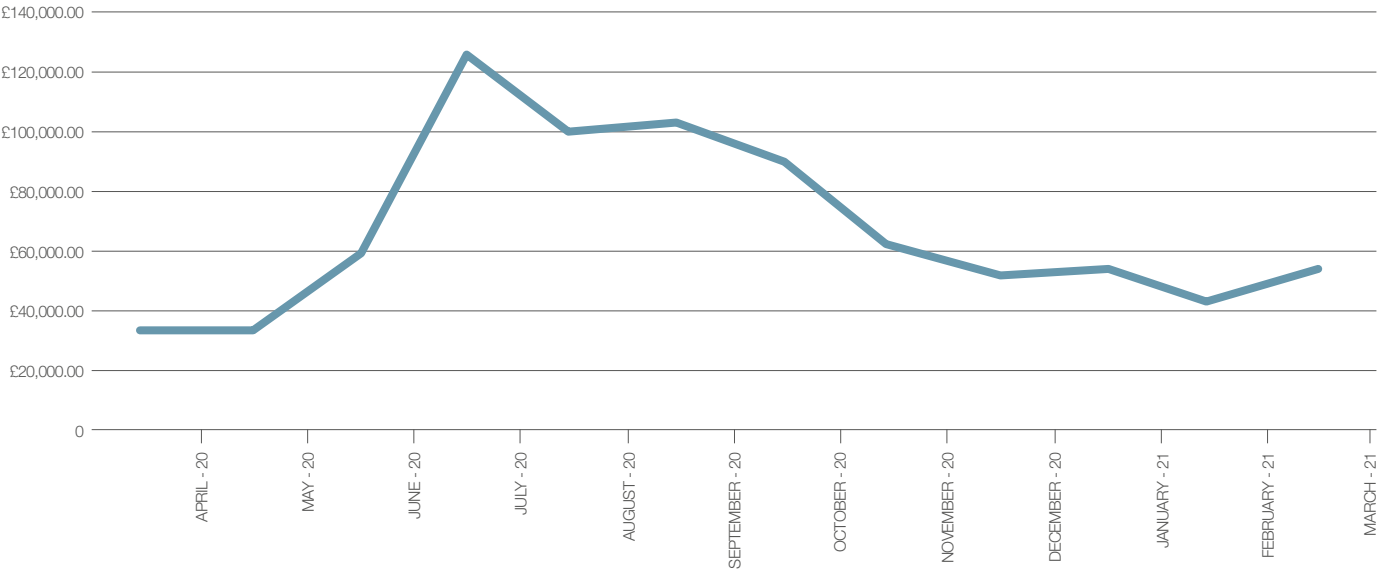
PERMITS WAIVERS AND OTHER INCOME 2020/21

The graph below shows permit, waiver and other income for the period **2020/21**. The peak in **July 2020** was caused by the annual renewal anniversary of the Cheltenham West permit zones that created an increase in demand in relation to permit applications.

Table shows income received, by month, in relation to permits, waivers and other income.

PERMITS WAIVERS AND OTHER INCOME 2020/21	
APRIL - 20	£ 33,093.20
MAY - 20	£ 33,930.20
JUNE - 20	£ 59,901.20
JULY - 20	£ 126,440.10
AUGUST - 20	£ 100,727.78
SEPTEMBER - 20	£ 101,613.29
OCTOBER - 20	£ 89,503.16
NOVEMBER - 20	£ 61,625.90
DECEMBER - 20	£ 52,407.60
JANUARY - 21	£ 54,834.55
FEBRUARY - 21	£ 44,816.70
MARCH - 21	£ 54,937.15
TOTAL	£ 813,830.83

PERMIT WAIVERS AND OTHER INCOME



£813,831
EARNED FROM
PERMITS,
WAIVERS AND
OTHER INCOME



04

BUS LANE ENFORCEMENT

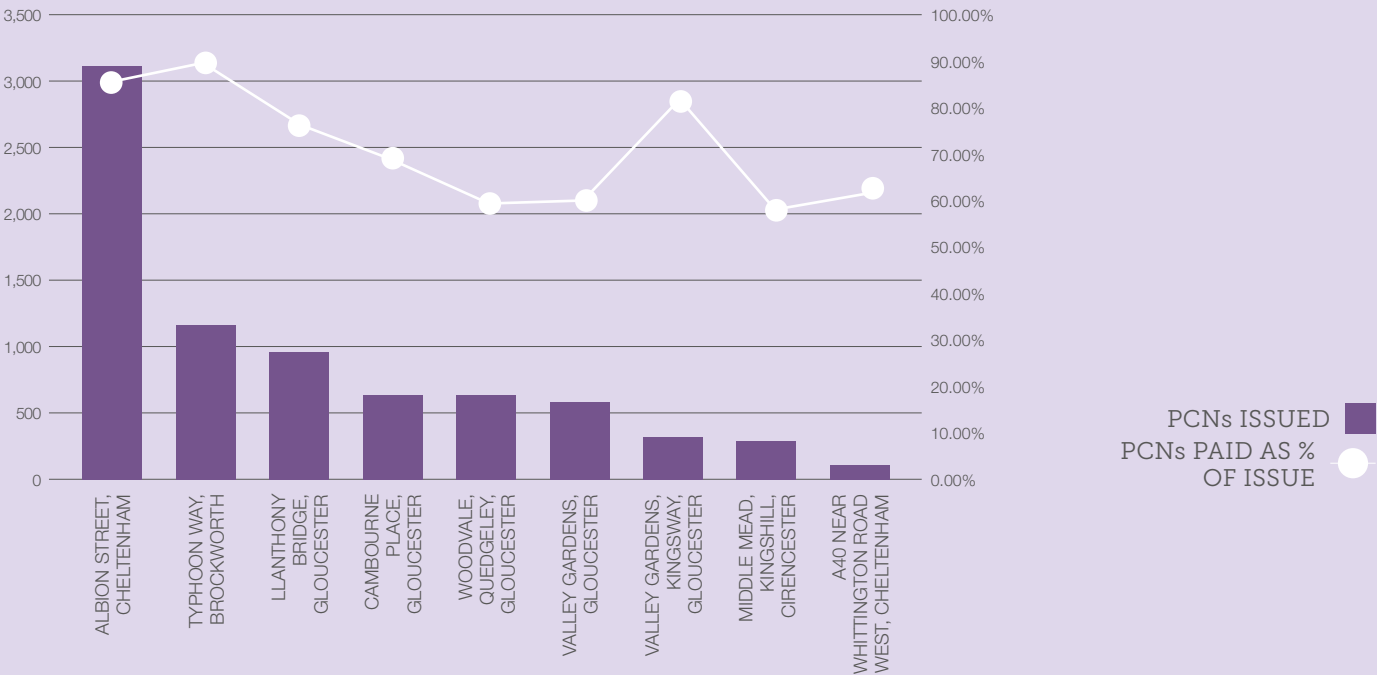
STREET
VIEW
CITY
CENTRE
BUS
LANE

04

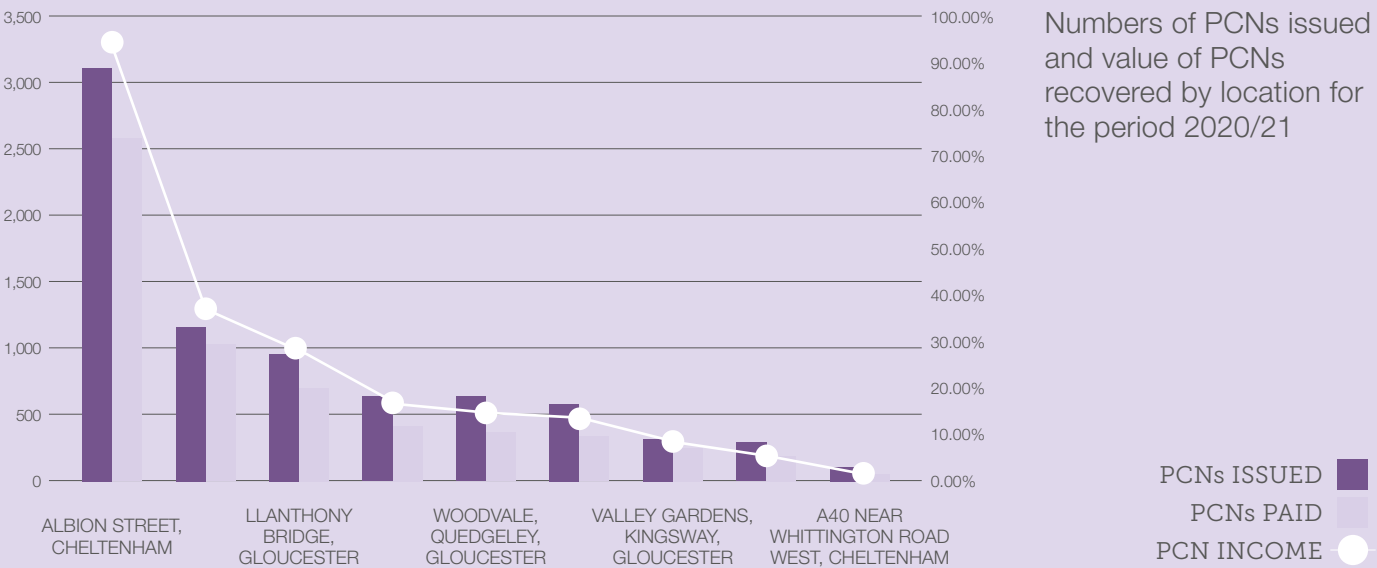
BUS LANE ENFORCEMENT

The numbers of PCNs issued and recovered at the ANPR enforced bus lane locations in Gloucestershire for the period 2020-21 are shown below.

CCTV PCN ISSUE AND % OF PCNS PAID
2020-2021 BY LOCATION



BUS LANE CCTV ENFORCEMENT ACTIVITY
2020-2021 BY LOCATION



Numbers of PCNs issued and value of PCNs recovered by location for the period 2020/21

THE INTRODUCTION OF CLOUD HOSTING AND REMOTELY HOSTED REVIEWING SOFTWARE IN RELATION TO ANPR ENFORCEMENT.

In April 2020 the council, working in partnership with its ANPR supplier SEA Ltd, introduced a **cloud based remote viewing platform** to manage **ANPR enforcement**. The new system replaced the previous server-based solution. The new approach has delivered a number of benefits including no longer having to purchase and maintain a server and associated ICT, improving the security of ANPR data and the system has enabled more flexible working by being able to log into the service remotely.

BENEFITS INCLUDE
NO LONGER HAVING TO PURCHASE AND MAINTAIN A SERVER AND ICT

FLEXIBLE WORKING BY LOGGING IN REMOTELY

NUMBERS OF PCNS ISSUED BY LOCATION

BUS LANE	PCNS ISSUED	£ (#/%) PAID	AMOUNT PAID	INCOME
ALBION STREET, CHELTENHAM	3,095	84.68%	2621	£93,022.00
TYPHOON WAY, BROCKWORTH	1,166	88.77%	1035	£35,582.00
LLANTHONY BRIDGE, GLOUCESTER	961	75.13%	722	£26,292.00
CAMBOURNE PLACE, LYDNEY	676	67.60%	457	£17,636.00
WOODVALE, QUEDGELEY, GLOUCESTER	676	57.84%	391	£14,954.00
VALLEY GARDENS, GLOUCESTER	600	59.00%	354	£13,212.00
VALLEY GARDENS, KINGSWAY, GLOUCESTER	282	80.85%	228	£8,688.00
MIDDLE MEAD, KINGSHILL, CIRENCESTER	240	57.08%	137	£4,930.00
A40 NEAR WHITTINGTON ROAD WEST, CHELTENHAM	115	60.87%	70	£2,348.00
TOTAL	7,811	77.01%	6,015	£216,664.00

IMAGE CREDIT: BEN MOLYNEUX / SHUTTERSTOCK.COM



05

CHALLENGES AND REPRESENTATIONS

05 CHALLENGES AND REPRESENTATIONS

PARKING NOTICE PROCESSING TEAM – INTERNALISATION

On 1st April 2020 all elements of parking notice processing transferred in house to Gloucestershire County Council. This was the result of a business case setting out the future strategy of Parking Operational Services, in September 2018.

Prior to April 2020 APCOA performed the following elements of notice processing on behalf of GCC;

- + **Case Progression** – Stage 1 challenge
- + **Case Progression** – Debt administration
- + **Case Progression** – Administration

Please note all formal parts of the process were carried out by GCC, in line with legislation.

The business needs for internalising the entire case progression process was;

- + Provision of an efficient and effective parking and bus lane enforcement service, including an accurate and best value process for issuing contravention notices and revenue collection
- + Minimal errors or inefficiencies in the issuing and processing of PCNs and other paperwork.

Due to issues with transparency and the requirement to segregate the appeals process from the enforcement processes a number of authorities have brought this and the back-office function back in house over the past year or so. There are a number of further benefits around customer consistency, oversight and compliance which has driven this change.

BENEFITS ASSOCIATED WITH THIS PROJECT

- 1** A good well managed parking process ensures traffic flow on the highway network and visible enforcement helps ensure that restrictions are not breached.
- 2** Economic development is an important aspect of parking. Having parking regulations helps support an increase footfall in local businesses by encouraging a turnover of vehicles/customers.
- 3** Good traffic management can support a reduction on harmful pollutants emitted by motor vehicles powered by internal combustion engines.
- 4** Parking regulation can support modal switch and encouraging more people to use public transport or cycle and walk.
- 5** Well managed parking could deliver benefits in regards community safety, housing or planning.
- 6** An end to end process conducted by the highway authority will ensure transparency and improved customer service for the community and stakeholders.

As part of the internalisation of this service, it was agreed that it would be more cost effective for the printing scanning and posting element to remain outsourced due to cost, resource, equipment and premises constraints. This was awarded to Chipside using a compliant national framework.

The internalised service and printing, scanning and posting contract have been positive with little issues and internal KPIs continue to be monitored regularly.

Please see further in this report for statistics on numbers of challenges, reps and appeals, plus PCN debt recovery.

NEW ENFORCEMENT AGENT (BAILIFF) CONTRACT

In late 2019 the council undertook a compliant competitive tender process to replace its existing enforcement agent contract. The tender process

The table below shows the number of challenges and representations received for the 2020-21 period and as a percentage of issue for on and off street parking contraventions.

resulted in a new supplier, Marston Holdings, winning the contract and commencing COVID safe operations from 1st June 2020.

The table below shows the representations received for the 2020-21 period and as a percentage of issue for bus lane contraventions.

CHALLENGES & REPRESENTATIONS PARKING 2020-2021

CHALLENGES AND REPRESENTATIONS	YEARLY TOTALS	CHALLENGES AND REPRESENTATIONS AS A % OF TOTAL PCNS ISSUED
REJECTION PRE NOTICE TO OWNER (NTO)	1901	7.67%
ACCEPTANCE PRE NTO	2060	8.31%
REJECTION POST NTO	276	1.11%
ACCEPTANCE POST NTO	120	0.48%
TOTAL PCNS ISSUED	24,775	

ON STREET PCN'S

STAGE	YEARLY TOTALS
NO CONTEST	3
APPEALS REJECTED	19
APPEALS ALLOWED	22
TOTAL SUBMITTED TO TPT	44

TPT OVERVIEW

TOTAL PCNS ISSUED		TOTAL CASES TO TPT		APPEALS AS A % OF TOTAL PCNS ISSUED	
ON STREET	BUS LANE	ON STREET	BUS LANE	ON STREET	BUS LANE
24,775	21,882	44	10	0.2%	0.04%

CHALLENGES & REPRESENTATIONS BUS LANES 2020-2021

CHALLENGES AND REPRESENTATIONS	YEARLY TOTALS	CHALLENGES AND REPRESENTATIONS AS A % OF TOTAL PCNS ISSUED
REJECTION POST NTO	250	1.14%
ACCEPTANCE POST NTO	303	1.38%
TOTAL PCNS ISSUED	21,882	

The tables below show the number of PCN cases that were submitted to Traffic Penalty Tribunal (TPT) for the 2020-21 period.

BUS LANE PCN'S

STAGE	YEARLY TOTALS
NO CONTEST	3
APPEALS REJECTED	0
APPEALS ALLOWED	7
TOTAL SUBMITTED TO TPT	10



BLUE BADGE
FRAUD

06

INVESTIGATING
OFFICER PATROLS
THE STREETS
LOOKING FOR
FRAUD OR MISUSE

06 BLUE BADGE
FRAUD

NEW BLUE BADGE FRAUD
INVESTIGATION CONTRACT

From the 1st July 2020 the council commenced a new blue badge fraud investigation contract with BBFI Ltd.

This aim of the contract is to **investigate disabled blue badge fraud or misuse** with a view to prosecuting through the courts any cases of fraud or misuse uncovered.

The contract includes an investigating officer patrolling the streets looking for fraud or misuse, as well as reacting to information received from the public or other sources of intelligence.

2020/21 CASES

The table is based on the incident date. The **cases not prosecuted** were due to reasons such as **lack of evidence** and **prosecution** not being within the public interest.

BLUE BADGE FRAUD INVESTIGATION
OUTCOMES 2020-2021

BLUE BADGE FRAUD INVESTIGATION OUTCOMES	NO. CASES
TOTAL PROSECUTED	6
TOTAL NOT PROSECUTED	9
TOTAL CASES AWAITING COURT DATE	2
TOTAL INCIDENTS	17





PARKING REVIEWS

7

07 PARKING REVIEWS

A PARKING REVIEW PROGRAMME WAS AGREED LAST FINANCIAL YEAR

Please see below for information;

SCHEME	DATE COMMENCEMENT	SCHEME SCOPE
STROUD	May-19	Introduce on street charging to align with the District Council's off street parking charged. Consider Initiative solutions.
CHELTENHAM ZONE 3 AND ALL SAINTS	Oct-19	1 Permit zone for Leighton Road/Duke Street area and possible amalgamation of All Saints zone.
GLOUCESTER PERMIT ZONE	Oct-19	Light touch improvements to existing zones and proposal to introduce a new permit zone to the Henry Street/Heathville Road area of the city.
STOW ON THE WOLD	Jul-21	Town centre review. Consider initiative solutions.
MORETON IN MARSH	Jul-21	Town centre review. Consider initiative solutions.
CHELTENHAM, ST LUKES, TIVOLI, SPJARA	Oct-21	Light touch improvements to existing zone 1 (St Lukes) and proposal to introduce new permit zone to the Tivoli and St Phillips and St James area of the town is demand and support is evident.
TEWKESBURY	Oct-21	Proposed introduction of on street charging to align with Borough councils off street and outlying permit zone. Consider innovative solutions.



Some ANPR surveys of the three top areas were completed last financial year with additional surveys taking place across Gloucester (Kingsholm area) and Cheltenham (All Saints area) in May/June to compare the effects of the pandemic on parking in these areas

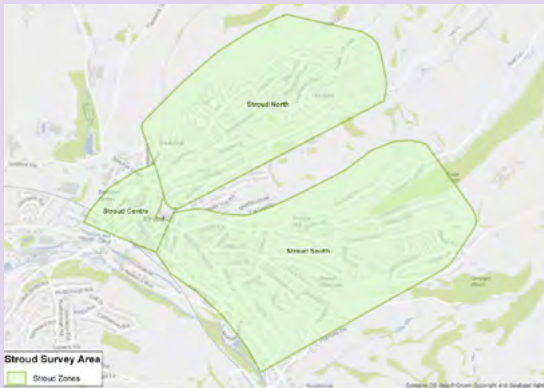
An informal consultation via a digital platform is due to take place with all properties within the three review areas. Due to the pandemic it has not been possible to complete this informal engagement exercise due to the government's message to stay at home and the impact of this on traffic and parking patterns.

Stakeholder engagement has continued throughout the pandemic with a view to proceed to informal consultation when travel patterns return to a new normal.

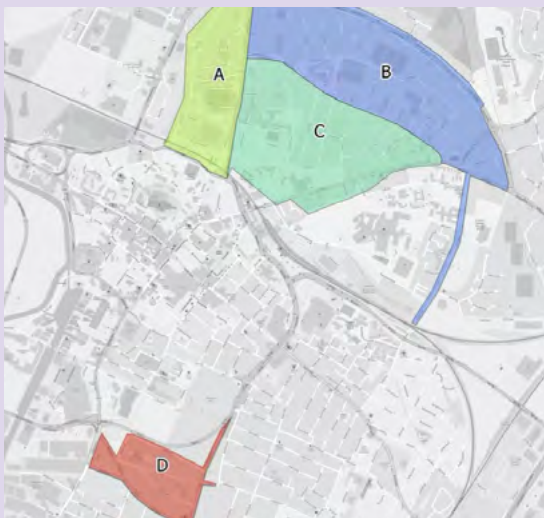
For further click here or visit:
www.gloucestershire.gov.uk/highways/parking/parking-reviews

Please see below for the three areas currently being reviewed;

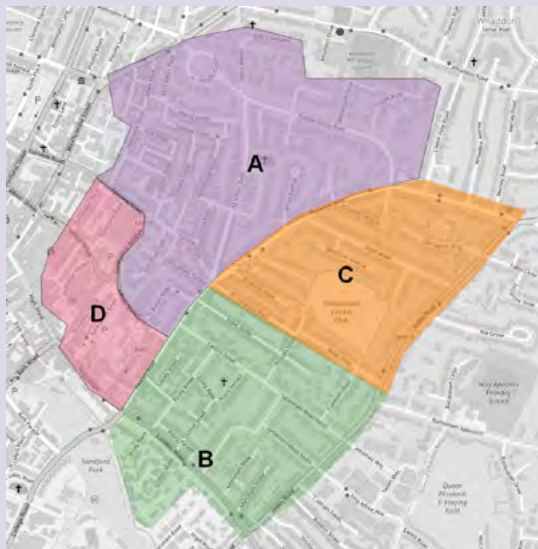
STROUD



GLOUCESTER – KINGSHOLM AREA & STROUD ROAD AREA



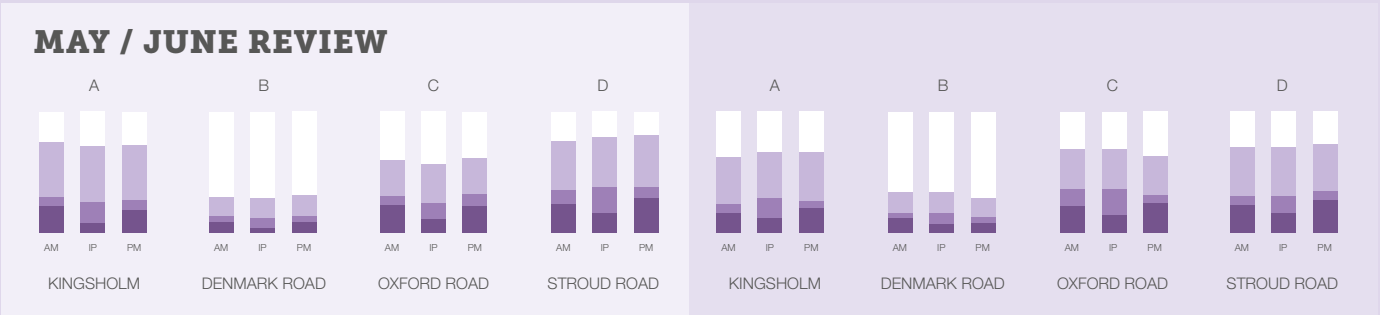
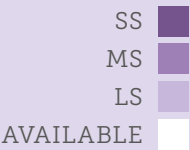
CHELTENHAM – ALL SAINTS AREA AND EASTERN CHELTENHAM



GLOUCESTER KINGSHOLM MAY/JUNE SURVEYS

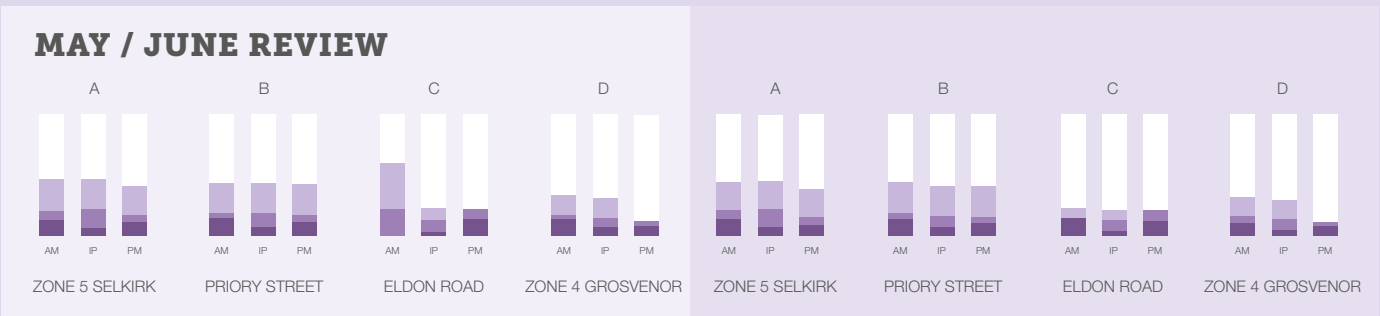
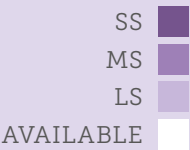
LOCKDOWN SURVEY

Lockdown figures show a reduction in occupancy overall. However, the capacity in area A Kingsholm, and area D Stroud Road, suggest that residents parking accounts for most of the capacity. With a reduced amount of out commuting the pressure is internally generated.



CHELTENHAM ALL SAINTS MAY/ JUNE SURVEYS

Significant reduction in lockdown capacities highlighting the impact of commuter and retail parking in the area





LOCAL TRANSPORT PLAN (LTP) 2020-2041

08

LOCAL TRANSPORT
PLAN



08

LOCAL TRANSPORT PLAN (LTP) 2020-2041

ACHIEVING CO2 REDUCTION TARGETS AND CONSERVING THE ENVIRONMENT

Gloucestershire, like much of the country, is experiencing population growth, housing demand and technological advancement. At the same time there are challenges, including reducing transport carbon emissions and the need for a more inclusive transport network. Gloucestershire County Council has declared a 'climate emergency' and by doing so recognises the urgency of reducing transport carbon emissions. **The LTP (adopted in March 2020) considers a more sustainable transport model.**

The plan seeks to optimise the existing transport network, **support innovation** and **low carbon infrastructure**. Our ambition is for transformative new public transport infrastructure that brings different types of transport (e.g. public transport, cycling and cars) together at Transport Interchange Hubs, improving travel connections.

There will be investment in attractive cycle links for high usage cycling, encourage active travel, and better integrate strategic land use, infrastructure and transport planning.

The integration of different ways to travel is essential to reduce transport carbon emissions and to manage congestion in our urban areas.

The resulting shift towards public transport and active travel, such as cycling or walking, combined with cleaner vehicle technology will allow Gloucestershire to achieve its **CO2 reduction targets** and conserve the environment.

The LTP vision below highlights the importance of supporting sustainable transport connections as the economy grows.

STRATEGIC CONTEXT & OVERARCHING STRATEGY

The **LTP vision** highlights the importance of supporting sustainable transport connections as the economy grows.

The LTP vision and objectives will be delivered through policies and their expected outcomes.

**A RESILIENT
TRANSPORT
NETWORK THAT
ENABLES SUSTAINABLE
ECONOMIC GROWTH**

The LTP (2020-2041) was approved by County Council cabinet on 17th March 2021.



SUPPORTING ELECTRIC VEHICLES

GCC has been working on a developing a strategy to implement Electric Vehicle Charging Points on the public highway.

Soft market testing and analysis for potential locations for charging points has been carried out but due to a fast moving market these surveys continue to be ongoing.

As part of this strategy, electric vehicle charging points will initially be located on street in Gloucester and Cheltenham.

This strategy will go to cabinet early in the new financial year with the aim of letting a contract later in 2021, following a procurement process.

ELECTRIC VEHICLES CHARGING POINTS

IMAGE CREDIT: DONNA GIBBS / SHUTTERSTOCK.COM

10 | ACTIVE TRAVEL

ACTIVE TRAVEL

CONTINUALLY IMPROVING THE SCHEME FOR THE COMMUNITY AND CYCLISTS/ WALKERS ALIKE

10 ACTIVE TRAVEL

SUPPORTING ACTIVE TRAVEL

In line with the new Local Transport Plan and to encourage active travel, social distancing and the reopening of high streets during the pandemic, a number of schemes have been implemented across the county to enable this.

One example of this is the London Road and Cheltenham Road cycle scheme in Gloucester. **This cycle scheme links the city centre to outlying residential areas** as well as the University of Gloucestershire Oxstalls campus and Gloucester railway station. With cycling becoming a priority on the road network, this scheme will link to wider cycle initiatives such as Gloucester to Cheltenham cycle route.

The scheme details can be found at <https://www.gloucestershire.gov.uk/highways/traffic-regulation-orders-tro-and-traffic-schemes/>

The London Road cycle scheme was implemented on 7th August 2020. The scheme includes a mandatory cycle lane with appropriate parking restrictions and traffic calming features to ensure a safe and uninterrupted journey for vulnerable road users. The scheme design took in to account the needs of the community from residents to businesses.

The scheme implemented **mandatory cycle lanes, loading bans, pedestrian crossings** and suspended a bus lane to improve safety and access for vulnerable road users. Loading bays were installed to accommodate the needs of local businesses and permit bays and limited waiting bays were installed in the nearby side streets for local residents and their visitors. Based on feedback from the public and stakeholders, this scheme will see amendments to continually improve it for the community and cyclists / walkers alike.



IMAGE CREDIT: WEI HUANG / SHUTTERSTOCK.COM

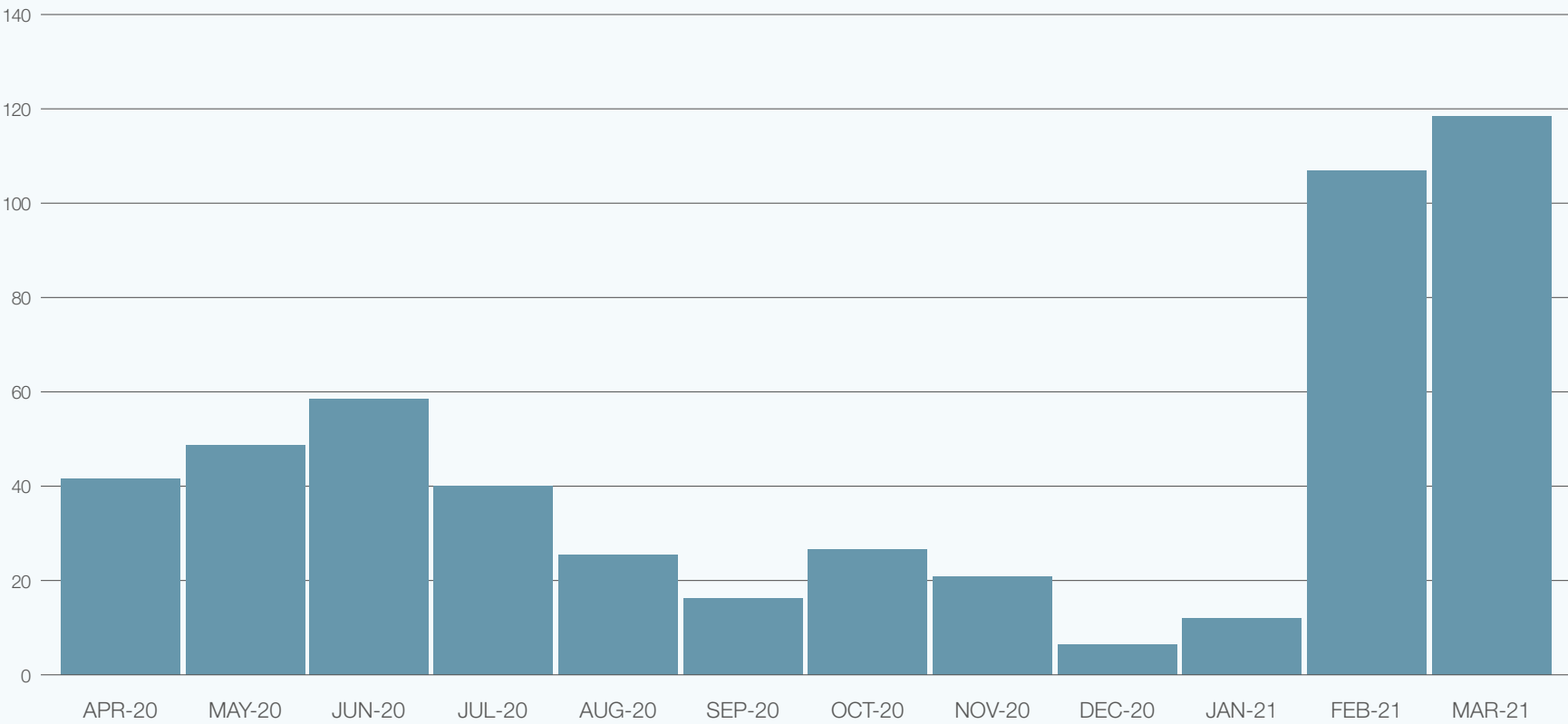


COVID 19 SCHEMES & NHSBAYS



ALLOWING FOR
WIDER FOOTWAY
AREAS WHILST
KEEPING ALL
LOADING BAYS,
BUS STOPS AND
DISABLED BAYS

NHS PERMITS - MONTHLY
UPTAKE 06/04/2020 - 31/03/2021



11 COVID 19 SCHEMES & NHS BAYS

COVID 19 SCHEMES

During the COVID pandemic a number of schemes were implemented throughout the county to encourage **social distancing** in populated areas, such as Bath Road in Cheltenham and High Street in Tewkesbury.

These schemes barrier off parking bays to allow for wider footway areas whilst keeping all loading bays, bus stops and disabled bays in place for

access throughout. Some areas of the county implemented informal schemes such as **pavement stickers** to encourage 2m social distancing, i.e. Winchcombe and Bourton-on-the-Water.

Barriers were placed in some parking bays to allow for **food outlets** and their customers to enjoy **outdoor eating**. All of which were in line with national guidance.

NHS BAYS

Gloucestershire County Council launched the NHS parking permit scheme in April 2020 to **support NHS workers with parking when working** at Cheltenham General Hospital during the COVID 19 outbreak. Parking spaces were available next to the hospital in both Keynsham and College Road.

The scheme ran during the first lockdown and was finally extended until 30th June 2021. An additional countywide scheme was introduced allowing parking for NHS workers responsible for administering the COVID 19 vaccination to the housebound in residential areas throughout the county.

Table shows usage of NHS bays for 6th April 2020 – 31st March 2021.

MONTH	NHS PERMITS LOGGED
APRIL-20	40
MAY-20	47
JUNE-20	56
JULY-20	38
AUGUST-20	24
SEPTEMBER-20	15
OCTOBER-20	25
NOVEMBER-20	20
DECEMBER-20	6
JANUARY-21	11
FEBRUARY-21	104
MARCH-21	115

12

ARLE COURT PARK & RIDE



12 ARLE COURT PARK & RIDE

Following the successful launch of new parking and on bus validation processes in May 2019 the site has seen a dramatic reduction in usage in terms of paid for parking and bus users as a result of reduced demand triggered by COVID-19 restrictions.

It is hoped that reduced COVID restrictions will see a return to previous levels of patronage on the site.

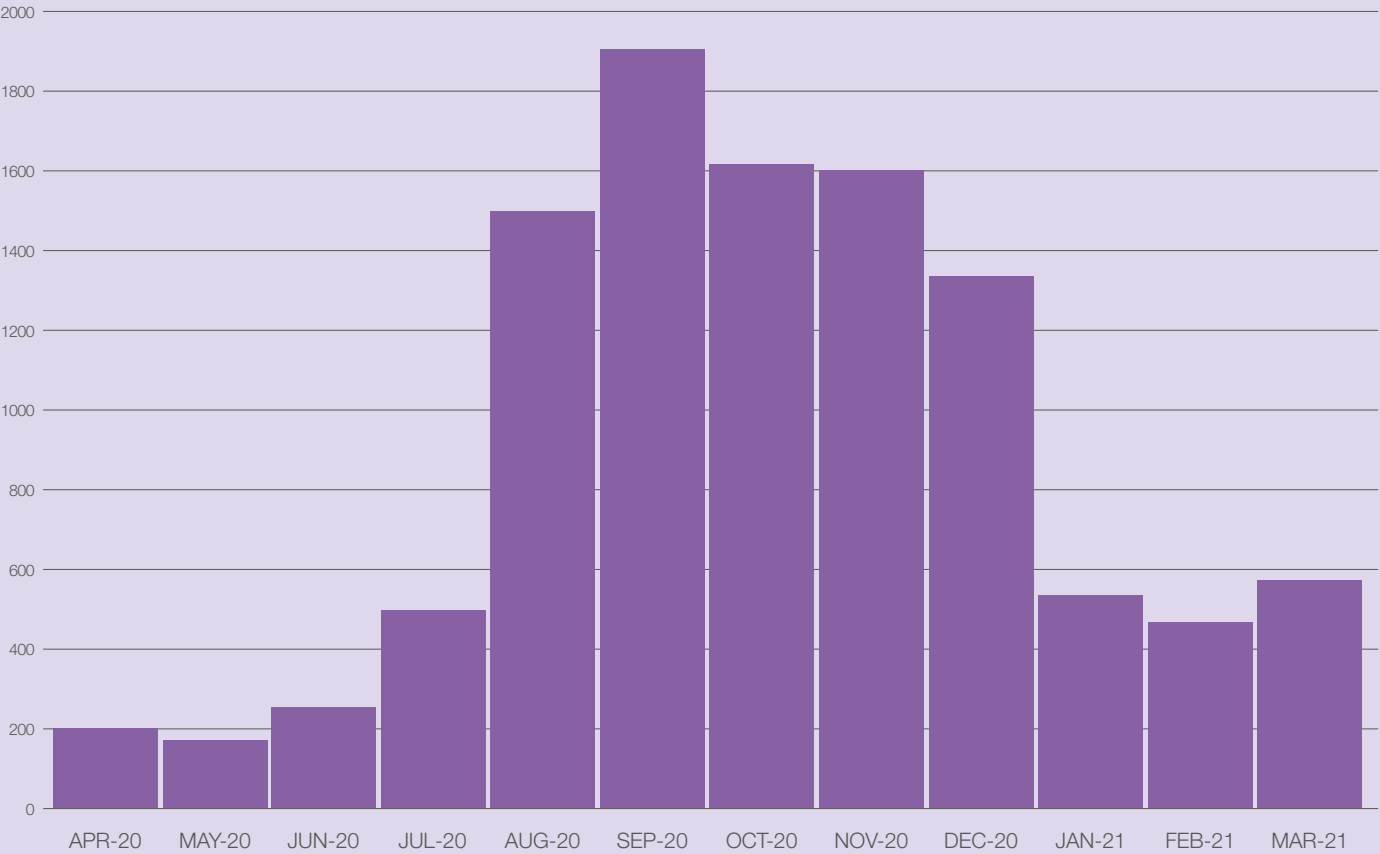
More information on the park and ride can be found here: gloucestershire.gov.uk/transport/park-ride-gloucester-and-cheltenham/

WE PREDICT AN INCREASE IN PARK AND RIDE USE POST COVID-19



BUS TRIPS VALIDATED BY MONTH BETWEEN 2020-2021

BUS TRIPS VALIDATED



	TOTAL PAID PARKING STAYS	TOTAL INCOME
APRIL-20	11	£66.00
MAY-20	9	£96.00
JUNE-20	18	£111.00
JULY-20	24	£138.00
AUGUST-20	18	£117.00
SEPTEMBER-20	27	£168.00
OCTOBER-20	17	£114.00
NOVEMBER-20	118	£705.00
DECEMBER-20	27	£150.00
JANUARY-21	21	£123.00
FEBRUARY-21	7	£42.00
MARCH-21	17	£96.00
	314	£1,926.00

ARLE COURT PAID FOR PARKING BY MONTH 2020-21

Table shows the numbers of paid for parking and income taken in the year 2020/21. It should noted that parking and bus usage at the site has reduced considerably, with bus validations reducing by 85% and paid for parking by 98.4%, as a result of COVID 19.

13

**NSL
COMMUNITY
WORK**



NSL
COMMUNITY
WORK

SUPPORTING THE LOCAL COMMUNITY FOOD COLLECTIONS, RECYCLING, AND COLLECTIONS



13 NSL COMMUNITY WORK

GCC INITIATIVES

NSL commenced community work in December 2020 with a **food bank collection** for Cheltenham and Gloucester. The project had a huge amount of buy in from NSL team members who decided to run it quarterly and have since had two more collections.

The **food collected** is from cupboards at home, some team members have even purchased a few items extra on their personal weekly shop to support the local community.

NSL have also been collecting recycling since **January for Kicks Count** every month which has been an easy way to support a local charity. This activity will be ongoing.

Most recently NSL have decided to collect for **Teckles Animal sanctuary**. This was voted for by the NSL team and has been a huge success in terms of the collection.

NSL are always open to new ideas that come from the team and so far, the work undertaken has had a successful impact on the local community.

GCC welcomes the initiatives undertaken by **NSL** and support this good work that is being undertaken for the communities of Gloucestershire.



TOTAL INCOME & EXPENDITURE

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FINANCIAL YEAR 2020-21 IN RELATION TO PARKING

Below is the total income and expenditure in relation to parking for the financial year 2020-21.

INCOME AND EXPENDITURE 2020-2021

COST ELEMENTS	ACT. COSTS
* Employee Related	£356,087.62
* Premises Related	£1,068.36
* Transport Related	£176.88
* Supplies and Services	£34,753.95
* Third Party Payments	£1,224,587.08
* Support Services	£3,810.97
* Depreciation & Impairment	
* Inter GCC Transfers	£9,720.49
** Expenditure	£1,630,205.35
** Income	£4,486,155.04-
*** Debit	£2,855,949.69-
**** OVER/ UNDERABSORPTION	£2,855,949.69-

TOTAL INCOME & EXPENDITURE



Gloucestershire
COUNTY COUNCIL

ANNUAL REPORT

