

Public Document Pack



COTSWOLD
District Council

Wednesday, 12 November 2025

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CABINET

A meeting of the Cabinet will be held in the Council Chamber - Council Offices, Trinity Road, Cirencester, GL7 1PX on **Thursday, 20 November 2025 at 6.00 pm.**

A handwritten signature in black ink that reads 'Jane Portman'.

Jane Portman
Interim Chief Executive

To: Members of the Cabinet

(Councillors Mike Every, Juliet Layton, Patrick Coleman, Andrea Pellegram, Claire Bloomer, Paul Hodgkinson, Mike McKeown and Tristan Wilkinson)

Recording of Proceedings – The law allows the public proceedings of Council, Cabinet, and Committee Meetings to be recorded, which includes filming as well as audio-recording. Photography is also permitted.

As a matter of courtesy, if you intend to record any part of the proceedings please let the Committee Administrator know prior to the date of the meeting.

Cotswold District Council, Trinity Road, Cirencester, Gloucestershire, GL7 1PX
Tel: 01285 623000 www.cotswold.gov.uk

AGENDA

1. **Apologies**
To receive any apologies for absence. The quorum for Cabinet is 3 members.
2. **Declarations of Interest**
To receive any declarations of interest from Members relating to items to be considered at the meeting.
3. **Minutes** (Pages 7 - 26)
To approve the minutes of the previous Cabinet meeting held on 16 October 2025 and the extraordinary Cabinet meeting held on 6 November 2025.
4. **Leader's Announcements**
To receive any announcements from the Leader of the Council.
5. **Public Questions**
To deal with questions from the public within the open forum question and answer session of fifteen minutes in total. Questions from each member of the public should be no longer than one minute each and relate to issues under the Cabinet's remit. At any one meeting no person may submit more than two questions and no more than two such questions may be asked on behalf of one organisation.

The Leader will ask whether any members of the public present at the meeting wish to ask a question and will decide on the order of questioners.

The response may take the form of:

- a) a direct oral answer;
- b) where the desired information is in a publication of the Council or other published work, a reference to that publication; or
- c) where the reply cannot conveniently be given orally, a written answer circulated later to the questioner.

6. **Member Questions**
No Member Questions have been submitted prior to the publication of the agenda.

A Member of the Council may ask the Leader or a Cabinet Member a question on any matter in relation to which the Council has powers or duties or which affects the Cotswold District. A maximum period of fifteen minutes shall be allowed at any such meeting for Member questions.

A Member may only ask a question if:

- a) the question has been delivered in writing or by electronic mail to the Chief Executive no later than 5.00 p.m. on the working day before the day of the meeting; or
- b) the question relates to an urgent matter, they have the consent of the Leader to whom the question is to be put and the content of the question is given to the Chief Executive by 9.30 a.m. on the day of the meeting.

An answer may take the form of:

- a) a direct oral answer;
- b) where the desired information is in a publication of the Council or other published work, a reference to that publication; or
- c) where the reply cannot conveniently be given orally, a written answer circulated later to the questioner.

7. **Schedule of Decisions taken by the Leader of the Council and/or Individual Cabinet Members** (Pages 27 - 28)

To note the decisions taken by the Leader and/or Individual Cabinet Members since the agenda for Cabinet 16 October 2025 was published. The following non-key decisions have been taken by individual Cabinet Members under delegated authority:

1. Deputy Leader and Cabinet Member for Housing and Planning - Decision meeting 8 October 2025

Decisions taken regarding:

1. The Cotswold District Council response to Gloucestershire County Council on the draft Gloucestershire Local Nature Recovery Strategy consultation (LNRS).
2. The response to Moreton-in-Marsh Town Council regarding their Reg. 14 Neighbourhood Plan.

Date decisions effective: 20 October 2025.

8. **Issue(s) Arising from Overview and Scrutiny and/or Audit and Governance**

To receive any recommendations from the Overview and Scrutiny Committee and to consider any matters raised by the Audit and Governance Committee.

9. **Car Parking Strategy 2025-2028** (Pages 29 - 116)

Purpose:

To present Cotswold District Council's Parking Strategy for 2025–2028 which outlines the approach to managing and delivering off-street parking services over the next three years. It is designed to meet user needs while supporting the

Council's strategic objectives through to 2028.

Recommendation(s):

That Cabinet resolves to:

1. Approve and adopt the Cotswold District Council Car Parking Strategy 2025 -2028 at Annex A.
2. Approve and adopt the Car Parking Action Plan in Annex A of the strategy.
3. Instruct Officers to draft and consult on a variation to the Parking Order and subject to responses make the variation in consultation with the Cabinet Member for Health, Culture and Visitor Experience to change stay time restrictions in Rissington Road Car Park to support residents and meet demand. And approve the costs of £2,000 for the necessary changes.
4. Delegate authority to Publica Executive Director of Corporate Services in consultation with the Cabinet Member for Health, Culture and Visitor Experience to consider consultation feedback on the variations to the Parking Order and decide whether to make the variation to the Order in whole or to abandon the proposal and to agree any further minor amendments to the parking order.
5. Note the additional capital budget (£40,000) identified in this report to upgrade and replace existing parking machines with modern technology.
6. Approve the introduction of a tourism levy in Mangersbury Road car park Stow-on-the-Wold to generate funds specifically dedicated to dealing with the impact of tourism on the town subject to the statutory parking order process.

10. **Private Sector Housing and Mobile Homes Sites policy update.** (Pages 117 - 164)

Purpose:

To approve the updated Private Sector Housing Renewal Policy and Mobile Homes Sites Policy.

Recommendation(s):

That Cabinet resolves to:

1. Approve the Private Sector Housing Strategy as set out in Annex A;
2. Approve the Mobile Homes Policy as set out in Annex B;
3. Approve the setting of Fees for applications for Fit and Proper Person Assessment and the annual fee for any monitoring required.

11. **Infrastructure Funding Statement** (Pages 165 - 194)

Purpose:

- a) To note the Cotswold District Council Infrastructure Funding Statement (IFS) for 2024/2025
- b) Agree to publish the Cotswold District Council Infrastructure Funding Statement (IFS) for 2024/2025

Recommendation(s):

That Cabinet resolves to:

1. Note the content of the Infrastructure Funding Statement (IFS) attached at Annex A,
2. Endorse the document being published on the Council's website by 31 December 2025 in accordance with legislative requirements.

12. **Adoption of the Tackling Domestic Abuse Strategy** (Pages 195 - 252)

Purpose:

To seek Cabinet's adoption of the 'Gloucestershire Tackling Domestic Abuse Strategy', which reflects the importance of different agencies in the county working collectively to address domestic abuse.

Recommendation(s):

That Cabinet resolves to:

1. Adopt the Gloucestershire Tackling Domestic Abuse Strategy 2025-28.

(END)

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Cabinet
16/October2025

Minutes of a meeting of Cabinet held on Thursday, 16 October 2025

Members present:

Mike Evely (Leader)	Juliet Layton	
Patrick Coleman	Paul Hodgkinson	Tristan Wilkinson
Andrea Pellegram	Mike McKeown	

Officers present:

Andrew Brown, Head of Democratic and Electoral Services	Julia Gibson, Democratic Services Officer
Angela Claridge, Director of Governance and Development (Monitoring Officer)	Matthew Britton, Principal Planning Policy Officer
Helen Martin, Director of Communities and Place	Susan Hughes, Business Manager for Support and Advice
Nickie Mackenzie-Daste, Senior Democratic Services Officer	Paula Massey, Customer Enabling Manager
David Stanley, Deputy Chief Executive and Chief Finance Officer	Jo Symons, Head of Planning Policy and Infrastructure

Observers:

Councillor Gina Blomefield

133 Apologies

Apologies were received from Councillor Claire Bloomer.

134 Declarations of Interest

There were no declarations of interest from Members.

135 Minutes

The Cabinet considered the minutes of the meeting held on 4 September 2025. There were no amendments.

Approval of the minutes was proposed by Councillor Mike McKeown, Cabinet Member for Climate Change and Digital, and seconded by Councillor Tristan Wilkinson, Cabinet Member for Economy and Council Transformation.

The proposal was put to the vote and agreed by Cabinet.

Voting record:

7 For, 0 Against, 0 Abstentions.

To approve the minutes of a meeting of Cabinet held on 4 September 2025. (Resolution)		
RESOLVED that the minutes of Cabinet held on 4 September 2025 be approved as a correct record of the meeting.		
For	Patrick Coleman, Mike Evey, Paul Hodgkinson, Juliet Layton, Mike McKeown, Andrea Pellegram and Tristan Wilkinson	7
Against	None	0
Conflict Of Interests	None	0
Abstain	None	0
Carried		

136 Leader's Announcements

There were two announcements from the Leader, who expressed condolences and solidarity with the Jewish community following the recent horrific attacks in Manchester. On behalf of the Council and residents within the district, the Leader conveyed that the Council was deeply saddened by the events and reaffirmed its commitment to opposing all forms of antisemitism.

The Leader also extended sympathies to the friends and family of the individual who was found deceased in the Forum car park toilets, recognising the distress this incident had caused.

137 Public Questions

There was one public question, raised by Mr R. Gibson. Mr Gibson spoke in a personal capacity, regarding the Counter Fraud and Enforcement Unit report presented to the Audit and Governance Committee on 30 September 2025, and sought clarification on whether the councillor mentioned in relation to procurement irregularities was a current Cabinet Member.

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The Leader, Councillor Mike Evely, advised that it would not be appropriate to disclose the councillor's name, as this was neither necessary nor in the public interest, and confirmed that no improper conduct had been identified.

Reference was made to the Members' Code of Conduct and Nolan Principles. The Leader reiterated that no fault had been found, no complaint had been made, and that the Monitoring Officer could provide a formal response on Code of Conduct matters if required.

138 Member Questions

Question 1: from Councillor Daryl Corps to Deputy Leader and Cabinet Member for Housing and Planning Councillor Juliet Layton.

In light of the staggering number of houses being earmarked for Moreton-in-Marsh in the Updated Cotswold District Council Local Plan Review, can the cabinet member for Housing and Planning please provide a date when the Moreton Working Group will next meet? This grave situation surely triggers a meeting due to the urgency of the challenges now facing the town and the surrounding Villages. I'm sure local stakeholders selected to join this group will be urgently anticipating a meeting.

The following response was given by Councillor Layton:

A date for this meeting has been set and invites will be sent in the next few days. It is important to reiterate at this point that since the Moreton Working Group was instigated, the game has changed. The government's new housing targets mean we are having to plan for thousands more homes in locations across the district. As members will have noted from the draft consultation document published in advance of this Cabinet meeting, the options we've been forced to develop for meeting those targets propose, indicatively at this stage, thousands of homes in the north, south and east of the district. Moreton-in-Marsh is still significantly impacted, that is well noted and understood. But given the challenge before us now supersedes the previous development proposals for Moreton-in-Marsh, the meeting will be to discuss how the council best engages with stakeholders in Moreton moving forward. It will be a chance to discuss how that group can most effectively represent its communities on the matter, given we are going to be unable – out of fairness – to replicate a Working Group model in all of the areas impacted by the government's new housing targets.

139 Schedule of Decisions taken by the Leader of the Council and/or Individual Cabinet Members

The Cabinet was advised that, two Cabinet Member delegated decisions had been taken prior to the publication of the agenda and these were reported to Cabinet members.

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Cabinet Member Delegated Decision 1:

Councillor Patrick Coleman, Cabinet Member for Finance participated in a Delegated Decision meeting on 6 October 2025 regarding the allocation of funds collected from the Rissington Road Car Parking Tourism Levy in Bourton-on-the-Water for 2025/26.

The decision was effective on 15 October 2025.

Cabinet Member Delegated Decision 2:

Councillor Patrick Coleman, Cabinet Member for Finance participated in a Delegated Decision meeting on 6 October 2025 regarding the determination of ten new applications and thirteen renewal applications for Discretionary Rate Relief submitted under Section 47 of the Local Government Finance Act 1988 for the financial years 2023/2024, 2024/2025 and 2025/2026.

The decision was effective on 15 October 2025.

RESOLVED that Cabinet NOTED the decisions.

140 Issue(s) Arising from Overview and Scrutiny and/or Audit and Governance

The Leader welcomed Councillor Gina Blomefield, Chair of the Overview and Scrutiny Committee, who introduced the recommendation from the Overview and Scrutiny Committee held on 13 October 2025 which, after discussing Cotswold District Local Plan Regulation 18 Consultation asked that the Council continued to lobby government for a significantly lower housing target for the Cotswold District given:

- a) 80% of the district is within the Cotswold National Landscape area.
- b) The infrastructure challenges across the district (sewage capacity, rural roads, public transport, etc.)
- c) Lack of access to facilities and employment in many areas.
- d) The need for government support to address some of these challenges (e.g. funding for a bypass).
- e) The reality of what scale of development and supporting infrastructure will be deliverable in the remaining developable parts of the district.

The Leader, Councillor Mike Evey responded that he had drafted a letter to go to Steve Reed MP, Secretary of State for Housing, Communities and Local Government, which would set out what Cotswold District Council were doing and reiterate the recommended messages.

The letter outlined the challenges and constraints unique to the district that impacted the Council's ability to deliver the government's housing targets. It also referenced infrastructure and enquired what support the government could provide to unlock funding and ensure that utility providers were positioned to support growth with adequate and timely provision.

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Councillor Blomefield thanked Cabinet for considering the Overview and Scrutiny recommendation. Councillor Blomefield also expressed appreciation to Bromford for attending Overview and Scrutiny Committee meeting, noting that the housing association had provided valuable insight into tenant management, property maintenance, energy efficiency programs, and plans to expand their portfolio using government grants for social and affordable housing.

The importance of the Local Plan for the Cotswold District was emphasised given the significantly increased government housing targets. The Chair of Overview and Scrutiny thanked officers and Cabinet Members for joining the meeting and facilitating a productive discussion. It was noted that the recommendations from the Committee were unanimously supported and that there was an ongoing need to align housing targets with the necessary infrastructure.

The Leader thanked Councillor Blomefield and the Overview and Scrutiny Committee for their diligence.

141 Safeguarding Policy Update - July 2025

The purpose of the report was to inform Members of the updated Safeguarding Policy and Procedures.

Councillor Mike Evemy, Leader of the Council introduced the report in Councillor Bloomers absence and stated that Safeguarding was a statutory duty for the Council, delivering services directly affecting adults at risk, young people and children. It was noted that the revised policy removed specific job titles for designated and deputy safeguarding leads to ensure continued relevance as personnel change. The updated policy consolidated changes to referral processes, clarified key responsibilities, and ensured the Council continued to meet its statutory duty of care in reporting safeguarding concerns. Terminology had been updated from "vulnerable adults" to "adults at risk" in line with national and local safeguarding board practice.

It was noted that safeguarding activity had increased, with 11 cases reported in 2024–25 and six cases to date in 2025–26, most frequently relating to mental health and suicide ideation.

Ongoing training and awareness were identified as essential, with provision available through IHASCO Level 2 e-learning and Gloucestershire LearnPro, funded within existing training budgets. Further review of resourcing for the safeguarding function may be required to ensure continued compliance and effectiveness.

It was further noted that Officers would work with the Communications Team to update internal and public information on safeguarding, and members would be offered Level 2 e-learning training on safeguarding adults and children early in the new

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year. The proposed member training was welcomed by the Deputy Leader and those present.

The recommendations were proposed by Councillor Mike Evey, seconded by Councillor Tristan Wilkinson and subsequently put to the vote.

Voting record:

7 For, 0 Against, 0 Abstentions.

To agree and adopt the updated Safeguarding Policy and Procedures. (Resolution)		
RESOLVED that cabinet agreed and adopted the updated Safeguarding Policy and Procedures.		
For	Patrick Coleman, Mike Evey, Paul Hodgkinson, Juliet Layton, Mike McKeown, Andrea Pellegram and Tristan Wilkinson	7
Against	None	0
Conflict Of Interests	None	0
Abstain	None	0
Carried		

142 Council Tax Support Scheme 2026/2027

The purpose of the report was to ask Cabinet to consider and recommend to Full Council the revised Council Tax Support Scheme for the financial year 2026/2027.

Councillor Patrick Coleman, Cabinet Member for Finance, introduced the report and noted that the scheme continued the principles established under the current administration over six years ago. He highlighted that, unlike previous approaches which sought to reduce support, the Council now operated one of the most generous and equitable schemes in the country. He emphasised the particular challenges faced by low-income households in rural areas, such as limited public transport and distance from key services, and thanked officers for their detailed work in developing the proposals.

Strong support was expressed by members, who stated that maintaining such support schemes during difficult financial times was essential to protecting vulnerable residents and addressing hidden hardship within the district.

Councillor Evey commended the Council for sustaining full relief for residents on the lowest incomes and avoiding the pursuit of small arrears. He also noted the scheme's recognition of larger families through higher levels of support, aligning with the Council's commitment to tackling child poverty.

Councillor Coleman suggested that the recommendation for delegation be a separate point, the original two recommendations were split into three, no further amendments were made.

The resulting three recommendations were proposed by Councillor Patrick Coleman, seconded by Councillor Mike Evely and subsequently put to the vote.

Voting Record:

7 For, 0 Against, 0 Abstentions.

To consider and recommend to Full Council the revised Council Tax Support Scheme for the financial year 2026/27 (Resolution)		
RESOLVED that Cabinet recommended that Council:		
<ol style="list-style-type: none"> 1. Agree the increase to income bands as detailed within paragraphs 3.2, 3.3 and Annex A of this report from 1 April 2026. 2. Delegate authority to the Deputy Chief Executive and Section 151 Officer, in Consultation with the Cabinet Member for Finance, to amend the income bands by the September 2025 CPI rate due to be published on 22 October 2025, should this be different to the assumed increase set out in the report and annex A. 3. Agree that any balance remaining in the earmarked reserve 'Hardship Fund' be made available in 2026/27 financial year for reasons detailed in paragraphs 3.6 and 3.7 of the report. 		
For	Patrick Coleman, Mike Evely, Paul Hodgkinson, Juliet Layton, Mike McKeown, Andrea Pellegram and Tristan Wilkinson	7
Against	None	0
Conflict Of Interests	None	0
Abstain	None	0
Carried		

143 Cotswold District Local Plan (2011-31) Regulation 18 Consultation

The purpose of the report was to seek approval to consult on the Preferred Options for development in the Cotswold District for the Regulation 18 consultation, and further technical documents as and when necessary; and to approve the updated Local Development Scheme to progress the Plan to submission in winter 2026 and adoption in winter 2027.

Councillor Mike Evely, Leader of the Council introduced the item. It was noted that, following changes to the National Planning Policy Framework, the government's

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housing requirement for the district had more than doubled, with a target of 18,650 homes over 18 years (1,036 per year), up from fewer than 500 in the previous plan.

The district's constraints were highlighted, including over 80% protected national landscape and significant infrastructure limitations, which restricted suitable locations for development. The Council was reported to be at risk of speculative development due to the absence of a five-year housing land supply, with potential impacts on infrastructure, services, the local economy, and the natural environment.

The consultation document was presented as a means to gather residents' views on options for meeting housing targets, including existing permissions and potential sites. It was emphasised that the consultation was indicative, high-level, and designed to inform locally-led decisions rather than being imposed externally by government. While proposals could be challenging, particularly for smaller settlements, public engagement was encouraged to help shape the future provision of social and affordable housing alongside necessary infrastructure.

The consultation was scheduled to open on 5 November 2025, with details provided via the Council's planning portal. Four public exhibitions and two town and parish council forums were planned, with officers attending formal public meetings where invited. Young people would be engaged through visits to local sixth forms and further education centres. Information would also be communicated via newsletters, social media, and the Council website.

The Cabinet noted that the consultation presented a preferred scenario (Option 5) and other development options, with indicative housing figures. Officers confirmed that site assessments were ongoing, with final figures dependent on infrastructure, feasibility, landscape sensitivity, and flood risk, alongside consultation feedback. New sites could also be submitted during the consultation. Members stressed the importance of commercial viability, cumulative impacts on transport, schools, services, and the environment, and the need to plan strategically to secure infrastructure ahead of development.

Councillor Juliet Layton, reaffirmed the importance of public engagement and encouraged residents to submit considered responses online. She emphasised that robust consultation feedback would strengthen the Council's position during the inspection process and noted that all residents, not just those living near proposed sites, would be affected by development.

Councillor Blomefield, in her position as Chair of the Overview and Scrutiny Committee, was then asked to comment or ask any questions. The planned local consultations were welcomed and councillors and town/parish representatives were encouraged to attend the forums to better inform residents and promote constructive responses. The

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importance of working within current government housing requirements was emphasised and support for the officers' work in preparing the consultation expressed.

Councillor Blomefield raised a concern regarding the risk that speculative development could occur on land intended for infrastructure, such as bypasses, schools, or GP surgeries, potentially hindering future planning. Officers confirmed that development ahead of a local plan posed such risks. While the planning process could seek contributions towards infrastructure, large projects not identified in the plan remained vulnerable until formally allocated.

Councillor Blomefield acknowledged the Council's efforts and reiterated Overview and Scrutiny's view that new housing must be supported by appropriate infrastructure.

Councillor Layton confirmed that climate-resilient and sustainable housing policies were in place and would be strengthened under Regulation 19, while Councillor Evely stressed that strong consultation responses were essential for the Council to manage development and justify site decisions.

It was noted that a final version of the consultation document had been published as a supplement. The supplement contained some changes, mainly between paragraphs 2.9 to 2.16 which further explained the issue of development density. The figures in Table 1 had also been updated to exclude sites where there was no reasonable prospect of the density of development being increased.

In addition, further to the feedback from the Overview and Scrutiny Committee, the following changes had been made:

- The name of the strategic site in Moreton-in-Marsh had been updated to Strategic extension north, south and east of Moreton-in-Marsh; and
- For clarity, two footnotes had been added to Table 2 for explain how the 'current dwellings' and 'new dwellings' figures were calculated.

The recommendations were proposed by Councillor Mike Evely, seconded by Councillor Juliet Layton and subsequently put to the vote.

Voting Record:

7 For, 0 Against, 0 Abstentions.

To approve consultation on Cotswold District’s Preferred Development Options (Regulation 18) and related technical documents, and to approve the updated Local Development Scheme to enable Plan submission in winter 2026 and adoption in winter 2027. (Resolution)

RESOLVED that Cabinet

1. Approved the Cotswold District Council Local Plan Review Regulation 18 Consultation Preferred Options (November 2025) document and the commencement of a six-week public consultation on this, together with a call for sites from 5 November 2025 to 18 December 2025.
2. Delegated authority to the Director of Communities and Place, the Accountable Officer and the Cabinet Member for Housing and Planning to agree any minor amendments or additions to the Consultation Document prior to the Regulation 18 Consultation.
3. Delegated authority to the Director of Communities and Place and the Cabinet Member for Housing and Planning to approve for consultation any supporting technical documents for the Regulation 18 consultation.
4. Delegated authority to the Director of Communities and Place and the Cabinet Member for Housing and Planning to approve additional technical documents for further Regulation 18 consultation as and when necessary.
5. Approved the Local Development Scheme.

For	Patrick Coleman, Mike Evely, Paul Hodgkinson, Juliet Layton, Mike McKeown, Andrea Pellegram and Tristan Wilkinson	7
Against	None	0
Conflict Of Interests	None	0
Abstain	None	0
Carried		

144 Budget Strategy and Medium Term Financial Strategy Update

The purpose of the report was to set out the Budget Strategy to support the preparation of the 2026/27 revenue and capital budgets and present an updated Medium Term Financial Strategy forecast.

Councillor Coleman introduced the 2026–27 Budget Strategy and Medium-Term Financial Strategy, acknowledging the work of officers, particularly the Deputy Chief Executive and S151 Officer and his team. It was noted that while the report contained challenges, it also highlighted positive progress. Attention was drawn to the capital programme, particularly the significant funding allocated for new Ubico waste vehicles, emphasising the detailed planning underway to determine vehicle type, fuel source, and maintenance schedules.

Annex D was referenced, noting that red in the report indicated savings, while the budget cap at the bottom highlighted the potential scale of the budget gap if worst-case scenarios materialised. It was further emphasised that professional advice, including that from consultants PIXEL, underpinned the Council's planning.

Councillor Patrick Coleman highlighted Annex C, showing that Cotswold was among the worst-affected councils under Fair Funding 2.0, reflecting the area's relatively prosperous status. He also drew attention to Annex B, detailing financial support to struggling authorities, demonstrating the importance of careful financial management. It was also reported that the Council had made good progress on capital receipts and revenue management, and confirmed there was no immediate risk of applying for exceptional financial support. It was emphasised that the primary focus remained resident-focused transformation and smarter internal working projects, including digitalisation and AI efficiencies, to address the budget gap.

The Deputy Chief Executive and S151 Officer was invited to comment on the business rates pool. It was explained that the pool had retained approximately £40–50 million locally since its establishment in 2013–14, but this would likely be its final year. Cabinet noted that government guidance on Fair Funding 2.0 was still awaited, with PIXEL's current interpretation suggesting a flatter funding position in 2027–28 and 2028–29 than the Council had previously assumed. It was stressed that further work was required to identify budget and efficiency savings, income generation, and potential funding gains to close the budget gap.

It was confirmed that the Council anticipated receiving a three-year provisional settlement before Christmas, which would allow more robust forward planning despite uncertainty from potential local government reorganisation. It was highlighted that the Council expected to generate a budget surplus of over £500,000 this year, adding to last year's similar surplus, providing additional financial resilience.

Councillor Gina Blomefield observed that the Overview and Scrutiny Committee had rigorously reviewed the Council's finances. She highlighted concerns over the funding gap, uncertainty in interest rates, inflation, and broader national and global factors, but expressed support for the approach led by Councillor Patrick Coleman and the Deputy Chief Executive and S151 Officer.

The recommendations were proposed by Councillor Patrick Coleman and seconded by Councillor Mike Evely and subsequently put to the vote.

Voting Record:

7 For, 0 Against, 0 Abstentions.

To approve the 2026/27 Budget Strategy and Medium-Term Financial Strategy update. (Resolution)		
RESOLVED that Cabinet approved the 2026/27 Budget Strategy as outlined in the report.		
For	Patrick Coleman, Mike Evemy, Paul Hodgkinson, Juliet Layton, Mike McKeown, Andrea Pellegram and Tristan Wilkinson	7
Against	None	0
Conflict Of Interests	None	0
Abstain	None	0
Carried		

145 Next Meeting Date

It was noted that the next meeting of Cabinet was scheduled for 20 November starting at 6.00 pm.

The Meeting commenced at 6.00 pm and closed at 7.30 pm

(END)

Cabinet Response to Member Question – Cabinet 16 October 2025.

Question	Response
<p>Question 1 from Councillor Daryl Corps to Deputy Leader and Cabinet Member for Housing and Planning</p> <p>Moreton-In-Marsh Working Group</p> <p>In light of the staggering number of houses being earmarked for Moreton-in-Marsh in the Updated Cotswold District Council Local Plan Review, can the cabinet member for Housing and Planning please provide a date when the Moreton Working Group will next meet? This grave situation surely triggers a meeting due to the urgency of the challenges now facing the town and the surrounding Villages. I'm sure local stakeholders selected to join this group will be urgently anticipating a meeting.</p>	<p>A date for this meeting has been set and invites will be sent in the next few days. It is important to reiterate at this point that since the Moreton Working Group was instigated, the game has changed. The government's new housing targets mean we are having to plan for thousands more homes in locations <i>across</i> the district. As members will have noted from the draft consultation document published in advance of this Cabinet meeting, the options we've been forced to develop for meeting those targets propose, indicatively at this stage, thousands of homes in the north, south and east of the district.</p> <p>Moreton-in-Marsh is still significantly impact, that is well noted and understood. But given the challenge before us now supersedes the previous development proposals for Moreton-in-Marsh, the meeting will be to discuss how the council best engages with stakeholders in Moreton moving forward. It will be a chance to discuss how that group can most effectively represent its communities on the matter, given we are going to be unable – out of fairness – to replicate a Working Group model in all of the areas impacted by the government's new housing targets.</p>

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Cabinet
06/November2025

Minutes of a meeting of Cabinet held on Thursday, 6 November 2025

Councillors present:

Mike Evely	Juliet Layton
Patrick Coleman	Mike McKeown
Andrea Pellegram	Tristan Wilkinson

Officers present:

Tyler Jardine, Trainee Democratic Services Officer	Helen Martin, Director of Communities and Place
Geraldine LeCointe, Assistant Director - Planning Services	David Stanley, Deputy Chief Executive and Chief Finance Officer
Nickie Mackenzie-Daste, Senior Democratic Services Officer	Jo Symons, Head of Planning Policy and Infrastructure
Andrew Brown Head of Democratic and Electoral Services	

Observers:

Councillors Angus Jenkinson and Nikki Ind

146 Apologies

Apologies were received from Councillor Clare Bloomer and Councillor Paul Hodgkinson.

147 Declarations of Interest

There were no declarations of interest from Members.

148 Public Questions

There were no public questions.

149 Member Questions

There were no member questions.

150 Issue(s) Arising from Overview and Scrutiny and/or Audit and Governance

The Leader welcomed Councillor Angus Jenkinson, Vice-Chair of the Overview and Scrutiny Committee, who introduced the recommendation of the Committee held on 5 November 2025.

The Leader proceeded to read the recommendation made by the Overview and Scrutiny Committee which arose from a discussion on item 6 on the Cabinet agenda: Cotswold District Local Plan Regulation 18 – Preferred Options November 2025.

The recommendation was that the Council clearly communicates to town and parish councils and the wider public regarding:

- a) The importance of getting a local plan in place at the earliest opportunity in order to manage development appropriately and to prevent piecemeal speculative development (which would not provide supporting infrastructure);
- b) Why the local plan timeline is fixed and the Regulation 18 consultation could not be extended;
- c) How respondents could make valid contributions and what the material planning considerations are in relation to the Local Plan.

It was reported that eight news releases had been issued since July in relation to the Council's Local Plan. These had been published on the Council's website, social media channels, newsletters, and through media outlets, all of which highlighted the urgency of putting a Local Plan in place and the work being undertaken.

A comprehensive communications and engagement plan was being implemented to reach diverse audiences through paid, owned, and earned channels. This included presentations to town and parish councillors, public exhibitions, parish-organised meetings, member briefings, Q&A updates on the Council's webpages, social media activity, newsletters, and the distribution of "Community Comms Packs" to encourage public participation and provide guidance on material planning feedback.

Further messaging was planned in the coming weeks, including a printed newsletter to all households, bus advertising, and posters and leaflets in council-owned facilities.

The Leader thanked Councillor Jenkinson and the Overview and Scrutiny Committee for their diligence and question, before moving to the substantive item on the Extraordinary Cabinet agenda.

Full details were noted as being available on the published responses sheet.

151 Cotswold District Local Plan Regulation 18 - Preferred Options November 2025.

Councillor Mike Every, Leader of the Council introduced the item. Councillor Layton, Deputy Leader and Cabinet Member for Housing and Planning outlined the purpose of reviewing and approving an updated version of the Local Plan Regulation 18 Consultation document on preferred options for development, together with amended consultation dates. Councillor Layton commended officers for their rapid response to valuable feedback received from town and parish councils at recent engagement sessions, including the event in Moreton-in-Marsh the previous evening. The updates reflected suggestions from members, partners, and residents, as well as input from the Overview and Scrutiny Committee, to ensure the document was as robust and transparent as possible prior to publication.

Councillor Layton explained that the revised consultation document now set out not only the preferred development strategy and housing distribution up to 2043, but also the potential for further growth beyond that date. This change aimed to give residents full visibility of the long-term development potential of strategic sites and to enable early dialogue on the infrastructure, transport, education, and healthcare needs that such development would generate.

It was confirmed that, to allow time for these amendments, the start date for the consultation had been moved from 5 November to Friday 14 November, with the consultation period extended to seven weeks. While this adjustment might require some town and parish councils to meet during December, it was noted that further extensions were not possible due to the government's fixed submission deadline of December 2026. The Local Plan timetable remained extremely tight to allow full consideration of consultation feedback before submission to the Planning Inspectorate.

Officers advised that the updated document incorporated a series of refinements and clarifications. These included:

- Updated terminology explaining the meaning of the Regulation 18 consultation stage;
- Adjusted consultation dates and narrative references throughout;
- Clarification of how housing figures had been calculated, with new tables separating existing planning permissions, current plan allocations, and windfall assumptions for each settlement;
- Revised presentation of strategic site data to distinguish development expected up to 2043 and potential delivery beyond;
- Clarifications within the text and maps to make clear that figures and scenarios were indicative and subject to change;
- Corrections to formatting, cross-referencing, and terminology for consistency and accuracy.

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Officers further noted that visual materials had been improved, including maps and tables, to aid public understanding, and that Frequently Asked Questions (FAQs) would be published alongside the consultation document. The updated draft was scheduled for publishing on 7 November 2025, with all feedback from members, scrutiny committees, and engagement events incorporated.

The Leader thanked Councillor Layton, officers, and the planning team for their diligence and responsiveness in preparing the updated consultation materials. It was noted that delegated authority had previously been given to the Director of Communities and Place, in consultation with Councillor Layton, to make any minor amendments arising from members' feedback.

Councillor Angus Jenkinson, Vice-Chair of Overview and Scrutiny Committee was invited to comment.

Councillor Jenkinson, addressed the Cabinet and planning officers. He thanked officers for responding seriously to the issues raised by the Committee and highlighted four points.

The use of clear terminology to describe the Regulation 18 stage, was commended and it was noted that such language could help the public better understand the process. It was also emphasised that the Overview and Scrutiny Committee remained strongly of the view that the government's housing targets were inappropriate and that this concern should continue to be communicated. Concerns about the consultation period coinciding with the Christmas period and its potential impact on parish and town council engagement were also acknowledged. Despite this, satisfaction with the proposed consultation timeline, was expressed and the importance of progressing the Local Plan without undue delay was recognised. The need for clear communication was also stressed.

The Leader confirmed that the consultation would be presented in clear, accessible language to help the public provide informed feedback about their local areas. He confirmed that the Council remained mindful of the Committee's concerns regarding the government's housing targets. He acknowledged the Committee's effective scrutiny of the consultation timeline, noting that while the formal consultation period began the following week, engagement with town and parish councils had already started, including a session in Moreton-in-Marsh and an upcoming session in Cirencester. He highlighted that a comprehensive communications plan was in place to ensure the public were well informed about potential housing locations and thanked the Committee for their contributions

Councillor Wilkinson noted that Lechlade and Fairford parish councils would not meet again during the consultation period and asked why the consultation could not be extended into mid-January to allow them more time.

Officers explained that the consultation had to run for a minimum of six weeks. Extending beyond 2 January would create delays in the programme, affecting

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subsequent stages such as reviewing representations, assessing site feasibility, and submitting the Local Plan to the Planning Inspectorate by the statutory deadline.

Councillor Layton added that the draft consultation document had already been in the public domain for nearly a month, enabling parish councils to review it in advance, and emphasised that the updated document included only a few additions reflecting long-term infrastructure considerations.

Councillor McKeown acknowledged the scale of housing proposed, particularly in Kemble, and highlighted concerns regarding infrastructure and the character of the village. He encouraged residents to participate in the consultation to provide feedback on potential impacts.

Councillor Coleman asked for clarification on how windfall housing figures were calculated.

Officers responded that windfall estimates were based on historical data from the previous five to ten years, excluding certain types of development, and accounting for build-out rates and permissions granted.

The Leader reiterated the importance of community engagement, acknowledging the significant changes proposed for some villages and the pressures created by national housing targets. He encouraged residents to respond to the consultation and noted that feedback should focus on material planning considerations such as amenity, highways, environment, economy, housing need, and community facilities.

Deputy Leader and Cabinet Member for Housing and Planning summed up and it was noted that responses needed to be valid planning representations and highlighted the supporting footnotes and guidance included in the consultation document to assist respondents.

It was confirmed that minor amendments to the document could be made prior to publication under delegated authority granted at Cabinet on 16 October 2025.

The recommendations were proposed by Councillor Mike Evemy and seconded by Councillor Juliet Layton.

Voting Record:

6 For, 0 Against, 0 Abstentions.

To approve an addition to the consultation document for the Cotswold District Council Local Plan Review Regulation18 Consultation Preferred Options (November 2025) and to commence a seven-week public consultation on this starting on 14 November 2025 and finishing on 2 January 2026. (Resolution)

Cabinet resolved to APPROVE

1. an addition to the consultation document for the Cotswold District Council Local Plan Review Regulation18 Consultation Preferred Options (November 2025) and;
2. to commence a seven-week public consultation on this starting on 14 November 2025 and finishing on 2 January 2026

For	Patrick Coleman, Mike Evemy, Juliet Layton, Mike McKeown, Andrea Pellegram and Tristan Wilkinson	6
Against	None	0
Conflict Of Interests	None	0
Abstain	None	0
Carried		

The Meeting commenced at 6.00 pm and closed at 6.55 pm

(END)



Cabinet – 20 November 2025

SCHEDULE OF DECISION(S) TAKEN BY THE LEADER OF THE COUNCIL AND/OR INDIVIDUAL CABINET MEMBERS

Note:

- Any decision that is still subject to call-in by the Overview and Scrutiny Committee is marked with the expiry date of call-in at the standard close of business time of 5pm.
- Further information on the decision taken and the webcast link can be found within the hyperlink for each 'subject'.

Cabinet Member	Meeting date	Subject	Decision(s)
Deputy Leader and Cabinet Member for Housing and Planning	08/10/2025	To agree the Cotswold District Council response to Gloucestershire County Council on the draft Gloucestershire Local Nature Recovery Strategy consultation (LNRS).	The Cabinet Member for Communities considered the recommendations within the report, noted that the consultation had followed due process and resolved that it would be appropriate to agree the recommendations. The Cabinet Member resolved to: 1. Submit the response attached at annex A; https://meetings.cotswold.gov.uk/documents/s13837/LNRS.pdf



Deputy Leader and Cabinet Member for Housing and Planning	08/10/2025	To agree a response to Moreton-in-Marsh Town Council regarding their Reg. 14 Neighbourhood Plan.	<p>The Cabinet Member for Communities considered the recommendations within the report, noted that the consultation had followed due process and resolved that it would be appropriate to agree the recommendations.</p> <ol style="list-style-type: none">1. Approve, with amendments on 9 October 2025, the submission of the Council's response (Annex A Updated Response to M-I-M NP Reg 14) to Moreton-in-Marsh Town Council; and2. Authorise officers to continue providing support to Moreton-in-Marsh Town Council in the preparation of their Neighbourhood Plan outside of the formal consultation response. <p>https://meetings.cotswold.gov.uk/documents/s13838/Report%20Moreton%20NP%20Reg%2014</p>
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Agenda Item 9



COTSWOLD
District Council

Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET – 20 NOVEMBER 2025
Subject	CAR PARKING STRATEGY 2025 – 2028
Wards affected	All
Accountable member	Paul Hodgkinson, Cabinet Member for Health, Culture and Visitor Experience Email: paul.hodgkinson@cotswold.gov.uk
Accountable officer	Claire Locke – Executive Director Corporate Services Email: Claire.Locke@publicagroup.uk
Report author	Susan Hughes – Business Manager for Support and Advice and Designated Safeguarding Lead Email: Susan.Hughes@publicagroup.uk
Summary/Purpose	To present Cotswold District Council’s Parking Strategy for 2025–2028 which outlines the approach to managing and delivering off-street parking services over the next three years. It is designed to meet user needs while supporting the council’s strategic objectives through to 2028.
Annexes	Annex A– Cotswold District Council Car Parking Strategy 2025- 2028 Annex B –Equality impact assessment
Recommendation(s)	That Cabinet resolves to: <ol style="list-style-type: none">1. Approve and adopt the Cotswold District Council Car Parking Strategy 2025 -2028 at Annex A.2. Approve and adopt the Car Parking Action Plan in Annex A of the strategy.3. Instruct Officers to draft and consult on a variation to the Parking Order and subject to responses make the variation in consultation with the Cabinet Member for Health, Culture and Visitor Experience to change stay time restrictions in



	<p>Rissington Road Car Park to support residents and meet demand. And approve the costs of £2,000 for the necessary changes.</p> <ol style="list-style-type: none"> 4. Delegate authority to Publica Executive Director of Corporate Services in consultation with the Cabinet Member for Health, Culture and Visitor Experience to consider consultation feedback on the variations to the Parking Order and decide whether to make the variation to the Order in whole or to abandon the proposal and to agree any further minor amendments to the parking order. 5. Note the additional capital budget (£40,000) identified in this report to upgrade and replace existing parking machines with modern technology. 6. Approve the introduction of a tourism levy in Mangersbury Road car park Stow-on-the-Wold to generate funds specifically dedicated to dealing with the impact of tourism on the town subject to the statutory parking order process.
Corporate priorities	<ul style="list-style-type: none"> • Delivering Good Services • Responding to the Climate Emergency • Supporting Communities • Supporting the Economy
Key Decision	NO
Exempt	NO
Consultees/ Consultation	<p>Consultation with customers, residents, businesses and town and parish Councils has been undertaken. Feedback obtained has contributed to the strategy.</p> <p>Interim Chief Executive, Deputy Chief Executive and S.151 Officer, Monitoring Officer, Head of Legal Services, Finance Business Partner, Executive Director Corporate Services, Director of Finance (Publica), Cabinet Member for Health, Culture and Visitors.</p>



1. EXECUTIVE SUMMARY

- 1.1** The Cotswold District Council (CDC) Parking Strategy 2025–2028 (Annex A) outlines a comprehensive framework for managing off-street parking across the district. It builds on the good service currently provided and aims to enhance customer experience, support economic vitality, promote sustainable transport, and prepare for future governance changes.
- 1.2** Developed through extensive consultation and data analysis, the strategy sets out ten strategic options and a detailed action plan to guide parking provision and policy over the next three years.

2. BACKGROUND

- 2.1** Cotswold District Council (CDC) manages 20 off-street car parks, providing 2279 car parking spaces, and currently has 24 Electric vehicle charging points to support net zero goals.
- 2.2** The strategy excludes on-street parking, which is managed by Gloucestershire County Council.
- 2.3** The Council has no statutory duty to provide parking but is committed to do so to support the vitality of its towns and provide a service for residents, tourists, and businesses.

3. MAIN POINTS

- 3.1** Car parking governance is managed under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984.
- 3.2** The council's car parking services are income generating, in the budget year of 2024/25 £3.5million in revenue (£2.186m net) was generated.
- 3.3** The Council's income raised from the parking service is used to fund the cost of the car parking service and the cost of other services that also support the vitality and viability of the District's Towns, in line with permitted expenditure set out in the Road Traffic Act 1984.
- 3.4** Parking needs are shaped by National and Local Planning and Transport Policy and local housing and economic growth. The COVID19 pandemic shaped behaviours and parking demands with more home or hybrid working and customers becoming more environmentally conscious.



- 3.5** The strategy is based on up-to-date data and provides confirmation that some parking services continue to meet needs well, but it also recognises there are some areas where there is room for improvement. Extensive public engagement and consultation has taken place across the district, including surveying the Councils customers and businesses. Engagement with Town and Parish Councils has provided a better understanding of the individual challenges each settlement faces. Thorough analysis of parking data has provided an understanding of the customer experience, occupancy, and usage data to develop a strategic framework for delivering council parking services through to 2028. There is too much data to provide with this report but it will be published on the Councils website.
- 3.6** The council sets out the strategic aims below to be delivered through the strategy framework.
- Improve customer experience in off-street car parks.
 - Balance needs of residents, visitors, and businesses.
 - Support community-led parking initiatives.
 - Promote active travel and green transport.
 - Collaborate with partners to improve traffic flow and relieve or prevent congestion of traffic.
 - Invest in inclusive and modern parking technology.
- 3.7** Research and, engagement with Town and Parish Councils, residents, and local businesses shows that in general the service continues to meet the needs of users well. However, there are some key areas for improvement which can be delivered through the Strategy Action Plan they include:
- Improvements to aging Payment Machines are needed: Connectivity issues and usability challenges are causing frustration and impacting on customer experience. Funding of £125,000 has already been set aside but further funding will need to be identified to meet the full costs of Pay and Display Machine replacement
 - Residents in Bourton on the Water struggle to access parking, with some conflict between the needs of residents and the needs of visitors. Changes to the charging periods in Rissington Road car park, currently 8am – 6pm, could provide free parking for residents, 7 days a week, early morning (until 10 am)



and extend the charging period into the evening for visitors (until 8pm). This would balance demands whilst managing impacts on income.

- Stow-on-the-Wold market town is a popular tourist destination. The council in partnership with Stow Town Council seek to introduce a tourism levy charge at the Maugersbury Road car park which can be allocated by the Council to alleviate and better manage the impacts of tourism on the town.
- The use and flexibility of Season Tickets can be maximised to better meet the needs of Residents and businesses in certain areas.
- Building on the successful roll out of EV Charging Points in a number of car parks, the Council can seek to expand EVCP provision whilst noting feedback that care is needed regarding the placement and visual impact of future EVCPs.
- Signage: Improvements are needed to help customers better identify long-stay parking options.
- The Council can support and advise Town and Parish Councils who are exploring land options to create or enhance parking provision at a local level.

4. ALTERNATIVE OPTIONS

- 4.1** The Council could choose not to adopt the Car parking strategy 2025-2028 and subsequent action plan. This would primarily be a missed opportunity to make improvements to the service as set out above.
- 4.2** The Council could choose not to make changes to the stay times at Rissington Road car park. This would result in stay times restrictions remaining as they are currently operating and risk an ongoing negative impact on local residents who struggle to park during periods of high tourist demand.
- 4.3** The Council could choose not to delegate authority for further minor amendments to the parking order to the Public Executive Director of Corporate Services in conjunction with the Cabinet member for Health, Culture and Visitors which would result in a further report to cabinet therefore lengthening the period for implementation of any changes.
- 4.4** The Council could choose not to allocate any further resources to support the rollout of new car parking ticket machines and other new technology. This could result in some car parks not being modernised and



inconsistency with system and the customer experience. This may also mean there are two separate companies providing maintenance and back-office services for both old and new machines, which may increase overall revenue cost and workload for the parking service.

- 4.5** The Council could choose not to support the introduction of a tourism levy in its Stow-on-the-Wold car park. This would mean there would not be funding available to help mitigate the negative impacts of tourism in the village.

5. CONCLUSIONS

- 5.1** The Council has no statutory duty to provide parking but is committed to do so to support the vitality of its towns and provide a service for residents, tourists, and businesses. Future enhancements to parking provision may be delivered directly by the Council but may also be provided at the local level by Town or Parish Councils or by developers and other third parties.
- 5.2** The CDC Parking Strategy 2025–2028 is a forward-looking, evidence-based plan that balances infrastructure needs, environmental goals, and community priorities.
- 5.3** It integrates national and local policies, responds to demographic and economic changes, and sets out actionable steps to improve parking services over the next three years.
- 5.4** The strategy positions CDC to manage parking effectively while supporting sustainable development and enhancing the quality of life across the district.

6. FINANCIAL IMPLICATIONS

- 6.1** The report includes actions to support the Strategy including the modernisation of car park ticket machines and other improvements. Council approved a capital budget of £125,000 as part of the wider Capital Programme approved in February 2025.
- 6.2** It is likely that a further budget allocation will be needed to support the modernisation programme which will incorporate wider actions around lighting and other environmental improvements and further reports will be presented for any budget growth associated with these actions.
- 6.3** At the time of writing this report, it is anticipated that a further £40,000 of capital budget will be required to purchase and install the 31 car park ticket machines that are needed.



- 6.4** The capital financing implications will be considered as part of the 2026/27 Budget and Medium-Term Financial Strategy by Council in February 2026. Whilst it is outside the remit of this report, the intention is to finance the replacement of the car park ticket machines and any actions arising from the Strategy from the additional car park fee income forecast for 2025/26. An update on the financial performance of the car parks will be included in the Q2 Financial Performance Report 2025/26 by Cabinet in January 2026.
- 6.5** There are associated costs with changes to the Parking Order to cover the public notices in the press and amendments to signs. The estimated cost will be in the region of £2,000 to be covered by the parking revenue fund.
- 6.6** Actions within the Strategy action plan that have financial implications will need to be considered in the context of the availability of funding. This will ensure any financial risks are fully explored before any changes are implemented.

7. LEGAL IMPLICATIONS

- 7.1** The council has no statutory duty to provide parking. Off-Street parking is provided pursuant to Road Traffic Regulations Act 1984, Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the Traffic Management Act 2004 and the Orders made under the same.
- 7.2** The Council may charge for parking and can set unrestricted charges for this service. However, spending of revenue generated from parking is restricted with expenditure limited by the Traffic Management Act to certain prescribed services.
- 7.3** A tourism levy can be introduced where there is a specific impact on a place due to intensive tourism. The council consults with the relevant town or parish council on the use of the funding for specifically tackling negative impacts from that tourism i.e. litter and then decides on how the levy funding should be spent. It is not for general expenditure incurred by that Town or Parish.

8. EQUALITIES IMPACT

- 8.1** There are no unacceptable adverse effects on the protected characteristics covered by the Equalities Act 2010. There are no changes proposed to the provision of disabled parking bays in the car parks.



8.2 An Equalities Impact Assessment has been completed and shared with the Council's Director of Governance and Development. (Annex B).

9. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

9.1 The strategy supports climate goals by expanding the EV charging infrastructure, ensuring provision of secure cycle racks promoting active and sustainable transport, and reducing emissions through improved traffic flow.

9.2 The council will seek to increase the use of solar-powered parking technology where conditions allow. An option for hybrid machines will form part of the procurement process.

10. BACKGROUND PAPERS

None
(END)

Our Cotswolds Our Parking Strategy

2025-2028



COTSWOLD
District Council

Introduction from Councillor Paul Hodgkinson

As a council we know that parking is an issue that touches the daily lives of residents, businesses, and visitors across the Cotswolds. Whether people are coming into our market towns and villages to shop, head to work, or enjoy all that our unique district has to offer, the way we provide and manage parking makes a real difference to local experiences and the strength of our economy.

Over the past 18 months, we have listened carefully to a wide range of voices. Hundreds of people have taken the time to complete surveys, share comments, and join us at meetings. We have also worked closely with parish and town councils to understand the particular challenges and opportunities faced in different parts of the district. I want to thank everyone who has contributed their views—your feedback has shaped the priorities set out in this updated Parking Strategy.

This strategy focuses on what Cotswold District Council is directly responsible for: our off-street car parks. It does not cover on-street parking, which is managed by Gloucestershire County Council. By concentrating on the areas where we have the most influence, we can make practical improvements that are both realistic and deliverable.

We are bringing this strategy forward at an important moment. With the likely move to a unitary council in the years ahead, we have a window of opportunity now to take forward actions that will make a tangible difference for our communities. Our goal is to set clear, achievable steps for improving off-street parking provision in the Cotswolds—supporting local residents and businesses, encouraging sustainable travel, and ensuring that our car parks are safe, accessible, and fit for the future.

I hope you will see in this document a reflection of the issues you have raised with us and a set of recommendations that can deliver real benefits ahead of Local Government Reorganisation. Together we can ensure that parking continues to support the vitality of our towns and villages and the well-being of all who live, work, and visit here.

Councillor Paul Hodgkinson
Cabinet Member for
Health, Culture and Visitor Experience



Note to Communication Team – Cllr Hodgkinson’s image in a lozenge shape (see Green Economic Growth Strategy layout as example)

Report Control Cotswold District Car Parking Strategy (2025-2028)

Document Checking:

Primary Author 2025	M Wheatley / S Hughes	Initial led:	MW / SH
Reviewed 2025	Publica Group Car Parking Team for Cotswold District Council	Initial led:	MW / SH / HJ

Issue	Date	Status
2	14.10.25	Final Version: Annex A – Cotswold District Council Car Parking Strategy (2025-2028)
1	30.06.25	Revised / updated version VI

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Cotswold District Council’s Green Economic Growth Strategy 2025	
The Road Traffic Act 1984, sections 45,46 & 55	
Gloucestershire County Council - Local Transport Plan (LTP) 2020- 2041	
Documented searches on CDC settlements referenced in CDC Parking Strategy 2025-2028 to indicate search areas for population using ONS data. (Maps included) ONS population figures check CDC settlements.docx	
Cotswold District Local Plan (2011-2031 – Adopted August 2018)	
Cirencester Neighbourhood Development Plan - Submission Version / Reg 16	
Cotswold District Housing Trajectory as of 1 April 2024 for 0-5 years (2024/5 - 2028/9 & Remainder of the Local Plan period 2029/30-2030/31)	
Chipping Campden – A Neighbourhood Development Plan 2023-2031)	
Moreton-in-Marsh - Extracts from the Designation of Neighbourhood Area Submission document September 2018	
Stow-on-the-Wold and The Swells Neighbourhood Plan 2023-2031	
Tetbury and Tetbury Upton Neighbourhood Plan 2015-2030 (Made version December 2017)	
Fairford Neighbourhood Plan, Plan Period 2020-2031 Reference Version 1.3 / 5_June_2023	
Northleach with Eastington Neighbourhood Plan 2011-2031 (Adopted April 2019)	
Lechlade on Thames Neighbourhood Plan 2011-2031 (final document July 2016)	
National Planning Policy Framework (NPPF) Last updated 7 February 2025	
British Parking Association - Parking Strategies and Management	
The Institute of Highways & Transportation – Paper ‘Parking Strategies and Management’	

Executive Summary

Cotswold District Council (CDC) owns and manages 20 car parks in the district. The Cotswolds covers 450 square miles made up of market towns, breathtaking landscapes, and many historic and exciting places to visit.

The Cotswold District Council's (CDC) Car Parking Strategy 2025 – 2028 aims to meet the needs of users and support the objectives of the council up to 2028.

Over the previous years, several influencing factors had been identified which inform the direction of the strategy influencing how we deliver our parking services.

Factors such as.

- The Covid-19 Pandemic and the perception of changing parking behaviours.
- The Gloucestershire County Council Local Transport Plan 2020-2041 (adopted March 2021).
- New Local Neighbourhood Plans for the key settlements of: Stow-on-the-Wold, Tetbury, Fairford, Lechlade and Northleach were adopted.
- Gloucestershire County Council taking responsibility for the enforcement of on-street parking.

The car parking strategy considers the needs of parking users up to 2028 having undertaken extensive customer engagement activity, data gathering on occupancy levels and benchmarking activities resulting in a set of new strategic aims and objectives for its parking provision. These are:

- To provide a positive customer experience in our off-street car parks.
- To balance of the needs of residents, visitors, and local businesses by providing a range of parking options.
- To support local communities to seek and develop off street parking opportunities to meet their needs.
- To provide a range of parking options which support active travel and greener modes of transport.
- To continue work with partnership agencies and councils to provide holistic parking solutions which aid the flow of traffic in the district.
- To invest in and improve our technology in our car parks, making access to our services more inclusive and simpler to use.

This strategy sets out the framework for how we will deliver our parking services; the action plan is a live document which will be updated and focus on the delivery objectives up to 2028.

Parking as a service provides 2,279 spaces daily across the Cotswold District. Based on actual ticket sales data, this equates to approximately **1,150,577 parking events per year**.

Council owned and managed car parks are self-funded, therefore fees to park are used to maintain and manage our car parks, ensuring motorists experience clean, tidy, accessible places to park with fair and transparent terms and conditions.

Our parking provision aids the district in balancing the volumes of traffic on the roads and streets by providing additional parking away from the street. The aim being motorists can drive directly to a suitably located car park and do not spend time circling town centres in search of a parking space.

What will success look like? For parking, this will be:

- General public satisfaction with parking service delivery, within the confines of our current assets
- Careful management of parking income and expenditure
- Protecting and effectively managing our assets
- Promoting active and greener modes of transport.

Responding to the Climate Emergency

Our Cotswold District car parks allow motorists to get to key settlements, leave their car and continue on foot to their destination, in most cases without searching for a space.

Whilst the Council is encouraging more sustainable forms of transport and a modal shift with a move away from petrol and diesel vehicles, we do understand that many of our rural communities still rely heavily on private cars to access employment and vital services.

Electric Vehicle Charging Points (EVCPs) are being installed into our Cotswold car parks (where the site is suitable) through an implementation programme with third party providers. We provide 24 charging points in our car parks across the district to support 'Towards Net Zero' aims.

Careful tailoring of parking stay times according to car park location, also responds to the climate emergency. Longer stay customers are encouraged to use car parks on the periphery of settlements, using the levers we have around terms and conditions and fee structures. Park and Stride for those needing all day parking, frees up locations for shorter stays and rapid turnover of spaces for others.

We are also mindful of the plans to improve walking, cycling and other forms of lower emission transport and will seek to work in partnership with other organisations to promote active travel.

What will success look like? For parking, this will be:

- Providing a comprehensive network of Electric Vehicle Charging Points
- Supporting the increase of electric vehicles, where continued government funding allows
- Encouraging and supporting residents, businesses, and visitors to adopt greater and sustainable transport alternatives.

Delivering Housing

All areas of England are expected to respond through action to the new Housing Delivery Targets set out in the revised National Planning Policy Framework introduced in December 2024. The changes were made by government to boost the supply of new housing to better meet community needs.

Cotswold District will see, along with all areas in England, an upward trajectory of housing delivery targets. This is in an area where approximately 80% of the district is defined as AONB (the largest proportion of AONB land in any district in England).

New Housing Trajectory figures are included in this Parking Strategy and can be found under Section 3 - By Settlement and Annex G – Housing Trajectory Information by Settlement. The figures cover 2024/5 to 2030/31 and are for each settlement with a Cotswold District car park.

This parking strategy is reflective of changes taking place in settlements and how an increase in homes will affect parking needs. This is also against the backdrop of policies to: increase active travel, improve air quality through healthy place shaping and future plans for settlements e.g. Cirencester Town Master Plan.

A response to new housing is not always to increase parking spaces exponentially; management of parking assets is part of the response to new development.

Supporting Communities

Cotswold District Council is mindful of its commitment to provide access to parking to all customers. Parking spaces in the 20 Cotswold District car parks are, in the main, organised into:

- Standard.
- Specialist parking e.g. disabled or parent & child.

There are several locations where motorcycles can park, and some car parks have cycle racks. Motorcycles can park free of charge within CDC car parks. If there is a designated bay, this should be used. If not, then motorcycles can park in any other bay except bays designated for Blue Badge Holders.

Several Cotswold District car parks offer further amenities such as public toilets, information points, and maps. There are also a small number of car parking bays that offer free parking for 20 minutes available across the district.

Payment for parking is made either via a mobile phone or by using contactless payment at the pay and display machines.

To support regular users of the car parks the council provides a range of season tickets providing significant savings. The season tickets support residents, employers, and employees.

Cotswold District off road parking enables communities to take part in a wide range of day-to-day activities and supports the rich annual calendar of events in the Cotswolds.

What will success look like? For parking, this will be:

- Providing a mix of parking for motorists with different needs.

Supporting the Economy

'Tourism and the visitor economy are an important part of the economic landscape of the Cotswold District, accounting for 13% of jobs and over £380 million of business turnover.'

Cotswold District Council's Green Economic Growth Strategy 2025.

While tourism is not the only contributor to the economic vitality of Cotswold District, it is an important factor, and parking plays a vital role in supporting businesses in the tourism sector. Providing convenient and accessible parking in settlements attracts visitors, shoppers, and those seeking places to eat and stay.

The Cotswolds are poorly serviced by rail, therefore most visitors come by road.

What will success look like? For parking, this will be:

- Providing a range of parking solutions to meet the needs of visitors, residents, workers and businesses.

Why is a Parking Strategy important?

The Department for Transport concludes that; effective parking management is very important to the economy, environment, and social wellbeing of an area.

Settlements would be impacted negatively without parking due to:

- Congestion pressure.
- Changes in customer behaviours; opting to visit out of district areas for services.
- Increased pollution, from stationary traffic in settlements waiting for on-street spaces.

Income that is generated from parking is reinvested in providing essential local services. There are specific government guidelines outlined in the Road Traffic Act 1984 which state how car park revenues must be used. Maintenance and management of the car parks is priority for the allocation of revenues. After which, it is permissible for local authorities to use parking revenues for the following:

- Street cleaning
- Public conveniences
- Community safety
- Climate change
- Land drainage
- Sustainable transport
- Environmental strategy
- Pollution control
- Abandoned vehicles

Methodology - Forming a Parking Strategy

The Cotswold District Council off-street Car Parking Strategy has been developed for the period 2025 – 2028. It uses fact-based evidence to understand how car parks are used by our customers, and their feedback on what they value and what could be improved.

Local councillors and other representatives from the communities have contributed to the picture of parking in the Cotswolds and an understanding of what is needed. A careful review of neighbourhood plans for each settlement with a car park (and a few settlements without a car park) and The Local Plan, have helped to give a rounded picture.

We have carried out customer surveys, met with town and parish council representatives on walkabout visits, carried out benchmarking activities and engaged with Special Interest Groups (SIGS) in the community to understand

parking needs. We have further met with the Chambers of Commerce, to understand how our car parks can support local businesses and employees and support the local economy.

The Parking Strategy reflects the context of National, County, District and Local plans and policies.

The Cotswold Parking Strategy is presented in four sections:

Section 1 - Understanding Cotswold District Parking Needs

Section 2 - Understanding Customer Needs

Section 3 - Preparing for Future Demand

Section 4 - Options and Actions

The findings conclude with a series of recommendations for the needs of the district up to 2028. These are presented in Section 4. It should be recognised that there may be competing demands for parking and no individual user group is given priority. Instead, the Strategy seeks to provide a balance trying to address the broader needs of all users.

Data was gathered from payment systems at CDC car parks and a consultation exercise carried out to inform the development of the parking strategy. All data was correct at the time of collection, but it is recognised that circumstances may change over time. Background documents and policy statements may also be superseded.

To analyse occupancy, the parking sector standard of 85% of the full car parks' capacity is used. This is an industry indicator used to identify the point at which users begin to circle the car park looking for spaces. This measure is the indicator used to identify where a car park is operating with space (under 85%) reaching full occupancy (85%) or operating at over occupancy levels (85% plus).

Most recommendations are directed at CDC, although several of them require a commitment from other groups, and as such, the recommendations identify responsibility for implementation.

This strategy has been prepared in line with Cotswold District Council objectives:

- To provide a positive parking experience in the use of council owned car parks in the district.
- To enable the provision of parking options which support the local economy, changing demographic and meet the needs of workers and residents, and supports planned economic development.
- To provide sustainable parking service provision.
- Continue to work in partnership with the wider County Council, supporting them in the delivery of Gloucestershire County Council Local Transport Plan 2022 -2041.

STUDY AREA

The study included all CDC owned and/or managed car parks. (Other car parks exist in the district that are used by the public, principally at supermarkets in the town centres but these were not included in the scope of the study):

Bourton-on-the-Water – Rissington Road car park

Chipping Campden – Market Square car park

Cirencester – Abbey Grounds, Beeches, Brewery, Forum, Leisure Centre, Old Station, Queen Street, Sheep Street, Trinity Road, Waterloo, and Whiteway car parks

Moreton in Marsh – Old Market Way car park

Stow-on-the-Wold – Fosseway and Mangersbury Road car parks

Tetbury - Church Street, Old Railyard, The Chipping and West Street car parks

Section 1 - Understanding Cotswold District Parking Needs

We met with district councillors, town and parish councillors and Chambers of Commerce and captured local parking issues by settlement, taking the time to visit locations and hold discussions about local parking.

Each settlement and each car park have been analysed, and information grouped under the location where Cotswold District Council owns (or leases) and manages a car park.

Three further settlements, Fairford, Northleach and Lechlade, which do not have a CDC car park, are also included as they were identified as having a potential need. Stratton was also included in discussions.

Section 2 - Understanding Customer Needs

In this section, we have analysed a range of data from our payment mechanisms to understand peak occupancy times, occupancy rates, how long people stay, the reasons why penalty charge notices (PCNs) are issued and tickets purchased.

To understand usage in our car parks, standard measures were used. This is a recognised British standard where an occupancy level of over 85% is an indicator of when drivers start to circle a car park looking for a space. This indicates a car park is reaching or at capacity during a time of the day.

By Settlement

Each of the settlements listed above are examined in more detail to understand car parking matters. The subsections are:

- Existing CDC owned or managed car parks, with a map (Annex K)
- Ticket sales and count data (Annexes C to F)
- Customer feedback data (Annexes C, D)
- Consultation comments from settlement visits
- Neighbourhood Plan extracts (where made, or in development) (Annex I)
- Local Plan references to parking (Annex J)
- Housing Trajectory Information (Annex G)
- A summary for each settlement

The following settlements are also referenced and were visited by The Parking team in a consultative exercise with Town or Parish Council representatives:

Fairford, Northleach, Lechlade and Stratton.

While three of these settlements do not have a council operated car park, each settlement has some parking. Three settlements (Fairford, Northleach and Lechlade) have Neighbourhood Plans which reflect parking matters.

BOURTON-ON-THE-WATER

Bourton-on-the-Water is a picturesque village in the north Cotswolds with a resident population of around 4,200 and a thriving tourist industry. Due to its popularity with tourists, the demand for parking peaks during bank holidays and the summer season. Visitor numbers to Bourton-on-the-Water have grown in the last 15 years and the centre of the settlement is impacted in a substantial way by visitor numbers.

Cotswold District Council introduced a tourism levy on parking charges in April 2021, which is used to fund projects to mitigate the impact of tourism on the village. A few examples of actions taken by the Parish Council are:

- Provision of a village warden to provide support to residents, businesses, and visitors.
- Provision of additional parking enforcement resources on-street, during Summer, Easter, and Christmas periods.
- Providing additional litter/waste receptacles and additional waste collections.
- Improving access for pedestrians by funding the installation of dropped kerbs.

Parking

Existing Off-Street Car Parking Provision Bourton-on-the-Water

Table 1 Car Park	Standard	Disabled	Parent and Child	EVCP	Total
Rissington Road	192	9	0	8	209
Total spaces					209

Table 2 Cycle racks / Motorcycle parking	Cycle Racks	Motorcycle bays
Rissington Road	Yes	Yes

Table 3 Charging times apply	Days	From and to
Rissington Road	Monday to Saturday	8am and 6pm
	Sunday	10am and 6pm

Payment Options and Income

Table 4 Payment Options and Income			
Bourton-on-the-Water	Card Payment Option	Phone Payment Option	Income 2024/5 (ticket sales)
Rissington Road	Yes	Yes	£492,635.07*

* Rissington Road parking charges include a Tourist Levy. For the period 2024/5 the total is £59,052.50.

Survey Results – Occupancy

- Detailed data for each month and day for the period April 2024 to March 2025 are available. Heat maps, using green / amber / red display the times where occupancy is high, average, or low (Annex C)

- Typically, in Rissington Road car park, the car park is busiest between 11- 4pm There is space to park between 8am - 11am on most days of the week and late afternoon.
- The months of January to February have space to park during the week but are busy at weekends and holiday periods (February half term).
- March and April indicate a substantial increase in usage through the Easter period. From May through to mid-September the car park is reaching full occupancy between 11-4pm with space to park during early and late periods over several days of the week.
- Spaces become more readily available, during midweek days from mid-September to mid-October. During October half term, the car park usage increases.
- November to mid-December is the quietest period in the year, with space to park on most days of the week except Friday and Saturday. The final weeks of December show occupancy levels increase over the festive period.

Survey Results – Customer Feedback

(Note: the surveys were carried out in Spring and Autumn months, to capture comments from residents, and businesses rather than the typical tourist visitors)

- Detailed customer feedback results are available. (Annex C).
- The majority of customers park for 1-3 hours and visit once a week. Travelling less than 2 miles.
- Penalty Charge Notices (PCNs) are issued mainly for not paying to park, not parking within the bay markings and parking in a disabled space without showing a valid badge.
- Customers indicated they park in Rissington Road car park as they are residents who park for shopping.
- Customer suggestion on how Cotswold District Council could improve this car park was to increase the number of spaces available.
- Feedback received was that many of our customers do not research car parking online or have never tried. When asked if they would consider using alternative forms of transport, the results were even between people saying no or do not know against those in favour of using alternative forms of transport.

Usage of Blue Badge Spaces and Cycle Racks (spot checks August 2024-February 2025)

- Blue badge bays were two thirds full in August and then an average of one third over the Autumn and Winter.
- Cycle racks were under 10% in use in August, falling to 0-4% in the Autumn/Winter.

Consultations

In July 2024, council officers met with representatives from the Village and the Parish Council and carried out a walkabout visit to get feedback and comments on the car park, during this process, other comments and feedback was shared from residents that do not directly impact the car park but do impact the wider transport and travel issues at Bourton-on-the-Water.

Table 5	Comment from representatives
Feedback on Rissington Road	<ul style="list-style-type: none"> • Good disabled parking and prime location - needs to stay. • Visitor information maps are located near the toilet block. • Queues at payment machine due to poor connectivity/reliability of payment machine. • Improvements to car park entrance needed, suggestion to widen the entrance. • Local residents and businesses would like to have season tickets. • It would be good to have 1-hour free parking for residents. • Consider extending opening times to 6-8pm and / or potentially move opening times from 8am to 10am to assist residents. (Impact on revenues to be assessed).
Feedback for Cotswold District Council	<ul style="list-style-type: none"> • Request to open Rissington Road toilets from 10am - 9pm to reflect the seasonal use for tourists. (Now open to 8pm) • Better signage on toilet opening times.
Feedback for Gloucestershire County Council	<p>When consulting with residents and local businesses they highlighted that they, and the Parish Council have been in liaison with Gloucestershire County on a number of on street issues such as.</p> <ul style="list-style-type: none"> • No directional parking sign on Post Office corner (High Street meets Station Road). • Village centre parking on road, 90 mins max. • Transport bid to move disabled spaces for bus shelter (x3). • A need for improved paving in the centre of the village. • Flow of traffic through village is concerning for residents. • Residents struggle to get parked in village centre. • Discussions on a free start to on street parking, to assist residents to access the village. • Motorcycle parking in village centre is not big enough and often park elsewhere that is unsuitable. • Traffic regulation orders changes are under discussion for the introduction of designated loading bays for commercial vehicle deliveries. • Large problem with buses dropping off in village centre but with no pedestrian crossing. • The Ford has large pothole and requires maintenance. • Proposed addition of cycle hoops at bus stop (GCC) • Residents and Business would like to see more enforcement of on street restrictions. • Some discussions already held on resident parking permits with GCC. These are charged for.

Other comments	<ul style="list-style-type: none"> • Alternative parking is provided by third parties at sites during busy times. School Green Field, Cricket Club. Manor Field. • Lack of bicycle parking in village centre- there is some in Rissington Road Car Park but rarely used. • The 'ideal' is that visitors park on the outskirts to allow residents in the village centre • The Steeps - No pavements along the road and coaches tend to park - TRO requested. • Flyposting issue. • Church rooms toilets to be considered for a later closing time of 8pm. Will need manual closing / may need an extra clean, so budget impacts to be assessed. To be raised by CDC at the Public Convenience Contract meeting.
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Neighbourhood plan – Bourton-on-the-Water does not currently have a neighbourhood plan made or in development.

Cotswold District Local Plan (2011-2031) (Annex J for details)

Housing Trajectory Information – Bourton-on-the-Water (Annex G for details)

BOURTON-ON-THE-WATER - SUMMARY (Table 6)

BOURTON-ON-THE-WATER (1 CAR PARK / 209 SPACES)

Usage

High tourist demand with charges applying during 8am – 6pm Monday – Saturday and 10am – 6pm on Sundays. Also demand from residents who live near the car park and have limited alternative parking to park outside of charging periods and from residents who drive into the village to shop and want to access affordable parking.

Occupancy Data (January 2024 to December 2024)

There are very high occupancy rates for the Spring and Summer months, with quieter periods from mid-September to Easter. Holiday periods during this time also show peaks in usage. Early morning from 8-11am and after 4pm tend to be less busy and weekdays during the Autumn, Winter, and early Spring.

Customer Survey information Survey 1 (15 Jan – 26 Feb) and Survey 2 (18 Sep – 16 Oct)

Surveys were conducted outside of peak tourism periods. Customers responded informing us that they tend to park between 1-3 hours, travelling under 2 miles using the car park as they live nearby and park for shopping purposes. However, we recognise that during the tourist season, this changes, from Bourton-on-the-Water village feedback.

An increase in available parking space is the most frequently suggested improvement. Customers were evenly split on the question of researching car parks online and whether they would use alternative forms of transport if available.

Parish Council Comments

Many positive comments on the car park were received. Suggestions to change the opening times for toilets were made together with a request for season tickets for residents. Customers also wished to see better signs for toilet opening times. Some discussion on changes to parking charging times.

Comments relating to on-street and traffic management issues which related to Gloucestershire County Council were also noted. Comments such as would like to see an increase in enforcement action for on street traffic restrictions, and residents would like to see an improvement in the traffic flow and access to the village. They would also like greater parking for two wheeled vehicles.

Neighbourhood Plan

No neighbourhood plan made or in development.

Local Plan

A focus on maintaining a balanced economy for local jobs, retail and maintaining Bourton-on-the-Water's service centre position for the local community.

Housing Trajectory Information

Identifies sites with planning permission which may or may not be developed, and potential applications relating to Bourton-on-the-Water for the period 2024-2031.

CIRENCESTER

Often referred to as the capital of the Cotswolds, the compact market town of Cirencester lies in Gloucestershire, just over three miles from the Wiltshire border. To the south and east are the 180 lakes of the Cotswold Water Park, now known as the Cotswold Lakes, whilst immediately north and west is the Cotswolds National Landscape (AONB).

It is the largest town in the Cotswold district, comprising around a quarter of its population and providing almost a third of the jobs. In the latest census information (2022), the population of Cirencester stands at 20,300. There are 9,200 households. It is an important centre of business, finance, retail, and public services both for the district and surrounding area.

Parking

Table 7 – Existing Off-street Car Parking Provision Cirencester

Car Park	Standard	Disabled	Parent and Child	EVCP	Total
Abbey Grounds	95	2	0	0	97
Beeches	144	3	0	2	147
Brewery	281	6	6	10	297
Forum	175	12	0	0	187
Leisure Centre	100	4	2	0	106
Old Station	149	2	0	0	151
Queen Street	16	0	0	0	16
Sheep Street	102	6	0	0	108
Trinity Road*	118	6	0	8	124
Waterloo	237	2	0	0	239
Whiteway (season ticket holders only)	145	3	0	4	148
Total spaces					1620

*Available at weekends and bank holidays only.

Cycle racks / Motorcycle parking (Table 8)	Cycle Racks	Motorcycle bays
Abbey Grounds	No	No
Beeches	Yes	No
Brewery	Yes	Yes
Forum	Yes	Yes
Leisure Centre	Yes	Yes
Old Station	Yes	Yes
Queen Street	No	No
Sheep Street	No	No
Trinity Road	No	No
Waterloo	No	No
Whiteway	No	No

Payment Options and Income (Table 9)			
Cirencester	Card Payment Option	Phone Payment Option	Income 2024/5 (ticket sales)
Abbey Grounds	Yes	Yes	£163,611.99
Beeches	Yes	Yes	£122,706.87
Brewery	Yes	Yes	£573,671.75
Forum	Yes	Yes	£438,931.67
Leisure Centre	Yes	Yes	£49,628.28
Old Station	Yes	Yes	£217,382.88
Queen Street	n/a	n/a	free
Sheep Street	Yes	Yes	£148,852.59
Trinity Road	n/a	n/a	free
Waterloo	Yes	Yes	£315,306.99
Whiteway	n/a	n/a	Season ticket holders only

Car Park	Days	Charges apply between (Table 10)
Abbey Grounds	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		12 noon and 6pm on Sunday
Beeches	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm on Sunday
Brewery	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm on Sunday
Forum	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm on Sunday
Leisure Centre	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm on Sunday
Old Station	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm on Sunday
Queen Street	Seven days a week, including overnight	No charges apply – this is a free car park
Sheep Street	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		12 noon and 6pm on Sunday
Trinity Road	7- 7pm weekends and bank holidays only	No charges apply – this is a free car park other than charges for electric vehicle charging
Waterloo	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm on Sunday
Whiteway	Monday – Friday 7:30am - 7:30pm	Season ticket holders only

Survey Results – Occupancy

- Detailed data for each month and day for the period April 2024 to March 2025 is available. Heat maps, using green / amber / red, display the times where occupancy is high, average, or low (Annex D)

- **Abbey Grounds car park** in Autumn / Winter shows space to park during weekdays. On Fridays and Saturdays between 11am - 4pm, usage increases. Abbey Grounds car park is significantly affected during holiday periods reaching full occupancy during half term holidays, Easter, and around bank holidays. July and August are also very busy months, and space becomes more available on weekdays from September.
- **Beeches** car park has spaces to park throughout the year on weekdays. The busiest day of the week is Saturday however this remains operating well below the 85% marker with occupancy levels ranging between 60 – 70%.
- **Brewery** car park has high usage through the year. There is some space to park from 8am until 11am on most days and then from 4pm –5pm. Fridays and Saturdays tend to be busy from 10am. The only day of the week with more spaces to park is Sundays. The Tesco store closed in April 2023, and this has contributed to a reduction in ticket sales for this period.
- **Forum** car park is well used for most of the year reaching full occupancy most days of the week between the period of 11am-4pm. Hours with more space to park tend to be from 8am-11am and after 4pm. Throughout the year between 11am-4pm the Forum car park operates between 101- 160%. (please note this is based on ticket sales, and customers tend to overestimate stay times). An exception is the 12 weeks from Mid-March to early June which is the quieter part of the year. Monday to Thursdays shows available space to park between 11am-4pm when the car park is operating between 49-80%. From mid-June to the end of December the busiest hours of 11am-4pm are consistently showing high occupancy over 90% on all days. 40 weeks of the year this car park has high usage, with little space to park.
- **Leisure Centre** car park is noticeably at its busiest on Saturdays with the rest of the week demonstrating that there is space to park. There is also an increase in usage around holiday periods: at half term holidays, Easter, and the summer holidays. Spaces to park become more available on weekdays from September. Note: Members of the Leisure Centre can park free for three hours, subject to their membership. There is therefore no data available on when they have parked or for how long. This should be taken into consideration when reviewing the ticket sales data.
- **Old Station** car park is normally busiest on Fridays and Sundays with the hours between 10am – 4pm showing occupancy figures of between 70-153%. Space to park is better Monday to Thursdays between 8am-10am and after 3pm. During the end of July to end of August, Easter and other holiday periods usage increases.
- **Queen Street** car park is free to park and used by residents and occupants of adjacent properties. It is one of the smallest car parks in the district with space for approximately 17 vehicles in unmarked spaces, therefore there is no data on occupancy.
- **Sheep Street** car park has space to park during the winter months on weekdays, with the car park at its busiest on Saturdays between 11am and 3pm, when it is usually full. On all other days of the week the car park occupancy level is below 85%. From mid-March to mid-October the car park is operating over the 85% threshold for all days except Sundays, with the hours between 10am-4pm, the busiest.
- **Trinity Road** car park provides staff parking for the Cotswold District Council and DWP offices as well as tenants of the serviced office accommodation offered by Watermoor Point. It is free and accessible to the public to park at weekends and bank holidays between 7am and 7pm.
- **Waterloo** car park has space to park from 8am-10am on most days of the week and then after 3pm. The car park is busiest between 11am-3pm on all days, seeing further increases in usage on Wednesdays, Thursdays, Fridays and Saturdays, when occupancy rates are 95% and above.
- **Whiteway** car park is for season ticket holders only. Drivers who need to park in Cirencester five days a week, Mon to Friday should opt to use this car park as the season tickets provide a significant reduction in daily parking fees. The walk into the centre of town will take you through the historic Norman Arch through the Abbey Grounds leading to the Parish Church in the Market Place.

Survey Results – Customer Feedback

- Detailed customer feedback results are available. (Annex D).
- In Cirencester car parks, those surveyed said they mostly park for 2-3 hours, visit more than once a week and most people have travelled less than 2 miles. This correlates to ticket sales with the most frequent purchases being for 2 hours or 3 hours.
- Most PCNs are issued in the morning between 8am and 11am. The most frequent reason is for ‘not paying to park’ by a substantial majority.
- The reasons why people park in Cirencester car parks is, most frequently for shopping purposes, followed by ‘other’ reasons and then the third most frequent reason was for medical/dental visits.
- Customers suggested improvements on the following:
 - Cost of parking – stating it was too expensive
 - Want the ‘free after 3pm’ and free on Sunday's arrangement reinstated
 - Cash taken in payment as a third option (as parking apps and machines seen as unreliable)
 - Wanted more spaces for cars and cycles
 - Promotion of active travel options.
- Of those surveyed for Cirencester car parks, on being asked if they research car parking online, 17% said they had never tried, 46% answered no and 36% answered Yes.
- Of those surveyed in for Cirencester car parks, on being asked if they would consider using alternate forms of transport if available, the results were fairly even between people saying no, compared to those in favour of using alternative forms of transport. There was a marginal result in favour.

Usage of Blue Badge, Parent and Child Spaces and Cycle Racks (August 2024-February 2025)

- Blue badge bays showed between 32-63% usage indicating that the spaces for customers with blue badges were in use with spaces available.
- Cycle racks showed between 2-26% usage, indicating that the spaces for customers with cycles were not fully utilised.
- Parent and Child spaces showed between 24-87% occupancy indicating that the spaces for parents with a child were in use, but with some space. However, the results for parent and child spaces at the Leisure Centre car park indicates demand for these spaces.

Consultations

In January 2024, council officers met with representatives from the Town and Parish Councils and carried out walkabout visits to gather feedback and comment on the car parks. During this process, other comments and feedback was shared from residents that do not directly impact the car parks but do impact the wider transport and travel issues at Cirencester.

Table 11	Comment
Feedback on Abbey Grounds car park	Would not want barrier on entry/exit. Encourage local employers like St James's Place. to advertise free parking to visitors when their staff parking is underutilised

	<p>Suggested move season tickets to Whiteway to create more parking for families</p> <p>Not to increase Powells School permits</p> <p>Increase Parent and Child spaces</p> <p>Increase disabled spaces to above average</p> <p>Remove all season tickets holders excluding residents and Powells School</p>
Feedback on Beeches car park	<p>Shorten charging period on a Sunday after 3pm to encourage visitors to visit The Barn Cinema</p> <p>Increase Parent and Child spaces</p> <p>Increase disabled parking</p> <p>Concerns over 3G being turned off and impact on phone payments</p>
Feedback on Waterloo car park	<p>A proposed multistorey in the past (no current plans to bring this forward)</p> <p>Would like an active transport car park</p>
Feedback on Forum car park	<p>Traffic conflict on exit and entry with bus station</p> <p>Safe crossing from forum towards town centre</p>
Feedback on Brewery car park	<p>Slow card machines</p> <p>Roundabout needs fixing</p> <p>Redesign of entry and exit as large vehicles struggle with manoeuvring</p> <p>Lots of changes coming which could change the use and become more of a nighttime economy opportunity</p> <p>More parent and child spaces</p>
Feedback on Sheep Street car park	<p>Largely used by residents and popular with shoppers</p>
Feedback on Old Station car park	<p>Would be nice to have a wall mural to show history of railway</p> <p>Not as busy as used to be</p> <p>Noted that private parking now available in hospital car park owned by Bathurst</p>
Feedback on Leisure Centre car park	<p>Stop membership offer with limited free parking (3hr)</p> <p>Hard to pay as signal not great in car park</p> <p>Increase parent and child spaces</p> <p>2-hour free stay for using leisure centre but must be verified</p> <p>IT was discussed that a validation system could be used in leisure centre to prevent abuse of 3 free parking with memberships.</p>

Neighbourhood plan – parking points (Annex I)

Cotswold District Local Plan (2011-2031) (Annex J)

Cotswold District Housing Trajectory Information – Cirencester (Annex G)

<p>CIRENCESTER - SUMMARY (Table 12)</p> <p>CIRENCESTER (11 CAR PARKS / 1620 SPACES)</p> <p>Occupancy Data (January 2024 to December 2024)</p> <p>The central car parks in Cirencester are a well-used asset. The Brewery, Forum, Old Station, Abbey Grounds, Waterloo, and Sheep Street are all very popular with our customers.</p> <p>Conversely, Beeches offers good level of space to park through the year, Whiteway has availability for season tickets and Trinity Road is free to the public to park at weekends.</p> <p>Cycle racks and blue badge spaces are used but are not full. Parent and Child spaces are in demand at the Leisure Centre car park</p>

Customer Survey information (Survey 1) 15 Jan – 26 Feb and (Survey 2) 18 Sep – 16 Oct.

Customers parking in Cirencester are staying 2-3 hours, travelling less than 2 miles, and mainly parking for shopping purposes. Those who responded to the survey stated that they tend not to research car parking spaces but are slightly more in favour of using alternative forms of transport if they were available.

Those who responded to the survey gave a wide range of suggestions for improvements but are mainly: wanting more spaces for cars to park, want to pay less and be able to use cash to pay, want times when parking is free. Respondents indicated that they are open to active travel options.

Town / Parish Comment

Comments were made on the need to make town centre car parks more accessible for short stay visits and to move season tickets to longer stay to the car parks further from the town centre. Therefore a 'tailoring' of fees and stay times. A request to remove some charging at times to encourage uptake of centre-based attractions. Also, a desire to improve number of spaces for disabled motorists and parents with children. Some comments on the major changes coming to the town over the next decade including town centre master plan themes and the increase in number of homes in Cirencester.

Neighbourhood Plan

Comments about the transport connections for the town related to a lack of rail and bus options, a need for safe walking and cycling routes, levels of congestion and the high reliance on cars excess noise and air pollution, cutting off parts of Cirencester with the 'ring road effect.' There is a desire to maximise the tourist potential of Cirencester's offering in a manageable way. 25% of the total of CDC's new homes will be via The Steadings development in next decade.

Further comments were a need for 'spokes' of safe walking and cycling routes to and from the town from new and existing developments seeking to support an integrated mobility hub development (likely to be on an existing car park location). A call for a decked car park solution to west and or east of town, a redesign of streets and spaces to promote pedestrians first, then cyclists over vehicles with a reduced volume of cars in Cirencester town centre.

Local Plan

In summary, The CDC Local Plan comments that for Cirencester, car parks and parking is seen as coming to a head due to the pressures of new development of homes on outskirts, need for mobility improvements, Healthy Place Shaping Policies and needed Air Quality improvements. Some of the townscape around car park areas is off putting to visitors. New car parking alternatives to be sought before any development occurs on central car parking land. Seen as an opportunity to increase provision as well as resolve some of the town centre issues. The town centre can increase the retail offer and public realm amenities where and when central car parking land is 'released.'

Housing Trajectory Information

Identifies sites with planning permission which may or may not be developed, and potential applications relating to Cirencester for the period 2024-2031. Cirencester is to be a major hub for the development of new housing in the district and the county.

CHIPPING CAMPDEN

From the latest census information (2022) for Chipping Campden, the population is 2,300. Chipping Campden lies within the Cotswold National Landscape (formerly the Cotswold Area of Outstanding Natural Beauty or AONB). There are two conservation areas within the CCNDP area, one in Chipping Campden and one in Broad Campden. Chipping Campden Parish contains 5 Grade I, 22 Grade II* and 228 Grade II 'list entries.

It is renowned for its townscape and architecture. Alongside traditional agriculture, creative industries, light industries, and tourism, Campden BRI food research centre is a key employer. Music Festivals, a Literature Festival, and sports events take place throughout the year. Chipping Campden school is also key to the vibrancy of Chipping Campden. The town is very popular as a base for long distance walks, being the start of the Cotswold Way and is on other long-distance footpaths.

Parking

Table 13 – Existing Off-Street Car Parking Provision Chipping Campden

Car Park	Standard	Disabled	Parent and Child	EVCP	Total
Market Square	32	0	0	0	32
Total spaces					32

Cycle racks / Motorcycle parking (Table 14)	Cycle Racks	Motorcycle bays
Market Square	No	No

Payment Options and Income (Table 15)			
Chipping Campden	Card Payment Option	Phone Payment Option	Income 2024/5 (ticket sales)
Market Square	Yes	Yes	n/a*

*Cotswold District Council manage this car park on behalf of Chipping Campden Town Trust and therefore revenues from ticket sales are not shown.

Charging times apply (Table 16)	Opening times	Charges apply between
Market Square	Seven days a week, including overnight	7am and 7pm every day

Survey Results – Occupancy

- Detailed data for each month and day for the period April 2024 to March 2025 are available. Heat maps, using green / amber / red display the times where occupancy is high, average, or low (Annex C)
- Typically, in Market Square car park, there is a demand for spaces from 11am-4pm with more space to park between 8am-11am on most days of the week and late afternoon. Thursday, Friday, and Saturdays tend to be the busier times but parking availability ebbs and flows, in this smaller car park throughout a typical day.

- In the months of January to February there is space to park during the week, but the car park is busier towards the end of the week and between 11am-3pm.
- In March and April, usage increases to earlier and later in the day, from 10am and to 4pm. There are some available spaces early morning and late afternoon.
- May through to August is busy from 9am-5pm.
- September and October data shows the car park is operating over 85% on a frequent basis between 10am-3pm. This is not consistent; there are more spaces available particularly on Tuesdays to Thursdays between 10am-3pm, compared to the previous period. There is space to park between 8am-10am and after 3pm.
- November and December are relatively quieter months but have high levels of occupancy at 12 noon to 2pm, and over the festive period.

Survey Results – Customer Feedback

- Detailed customer feedback results are available. (Annex C). Two parking surveys were carried out in 2024: (Survey 1) 15 January – 26 February and (Survey 2) 18 September – 16 October.
- Most people park for 30 minutes to 1 hour in Market Square and visit once a week, travelling less than 2 miles, followed by those travelling slightly more (between 2-5 miles).
- Most PCNs are issued at 11am-12 noon. The most frequent reason is for not paying to park.
- The reasons why people park in Market Square car park is predominantly for shopping followed by ‘other’ and then being a resident in the location of the car park.
- Suggested Improvements from surveys favoured number of spaces, ease of manoeuvre and EV charging points.
- Most people do not research car parking online or have never tried. When asked if they would consider using alternate forms of transport, the majority would be in favour if available.

Consultations

In February 2024, council officers met with representatives from the Town and the Parish Council and carried out a walkabout visit to get feedback and comments on the car park, during this process, other comments and feedback was shared from residents that do not directly impact the car park but do impact the wider transport and travel issues at Chipping Campden.

Table 17	Comment
Feedback on Chipping Campden parking	New application for access road and new car park on Ashton Road by GCC Current school car park is Pay and Display after school hours and managed by a contracted company The Croft – a large field with a proposal that the owners build three town houses and then further out, a larger development. The field could be given to the town

	<p>council for a car park and / or a graveyard. This went no further at the time due to conflicting opinions.</p> <p>Cutts Yard- a plot of land which has been sold. (Update: A planning application now received for a food store.)</p> <p>Concerns – too much on-street parking with no restrictions. There would be a benefit from having a 2-hour limit to encourage companies to use their rear parking rather than on-street parking spaces.</p>
Feedback on EVCP	<p>Concerns about the visual aesthetic of EV charging near listed property / residents views</p> <p>Would suit 'Back Ends' however this area is owned by Gloucestershire County Council.</p> <p>Action point – Chipping Campden Town Trust to gain views</p>

Neighbourhood plan – parking points (Annex I)

Cotswold District Local Plan (2011-2031) (Annex J)

Housing Trajectory Information - Chipping Campden (Annex G)

<p>CHIPPING CAMPDEN - SUMMARY (Table 18)</p> <p>CHIPPING CAMPDEN (1 CAR PARK / 32 SPACES)</p> <p>Occupancy Data (January 2024 to December 2024) Occupancy rates are high in the small Market Square car park particularly over the summer months, but there are ebbs and flows in the occupancy data indicating that the car park is used for short stays and motorists are moving out of spaces quickly. This is supported by the customer survey findings.</p> <p>Customer Survey information (Survey 1) 15 Jan – 26 Feb and (Survey 2) 18 Sep – 16 Oct. Most people park for 30 minutes to 1 hour once a week, with the majority travelling less than 2 miles predominantly for shopping reasons. Most people do not research car parking online or have never tried. When asked if they would consider using alternate forms of transport, the majority would be in favour if available.</p> <p>Town / Parish Comment Active representation for the town on parking matters, with views on new and potential sites to improve parking facilities in the settlement. Some concerns were expressed on unrestricted on-street car parking (GCC). Concerns about the look and positioning of future EVCP in the settlement.</p> <p>Neighbourhood Plan Surveying was undertaken in 2017 and 2023 by the parish council for the neighbourhood plan. Concerns surfaced about parking, through traffic including HGVs and public transport. It was felt strongly that the parking impacts on the village must be considered as part of future development applications. The Chipping Campden School car park is now operational (from 2023) outside term times. Pressures on the areas around the primary school, at a local development and at the local GP practice from a lack of parking. Impact from cars moving about the village searching for parking causes: congestion, vibration, and pollution in the village centre. Chipping Campden representatives are actively engaged with looking at location options for car parking.</p> <p>Local Plan</p>
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While visitors are a very key part of the local economy for Chipping Campden, the impact of cars and on parking in the settlement centre are significant, particularly from on street parking in the High Street vicinity. Off-street car parking has been seen as a potential solution, with permissions in place for development of a car park at Wolds End. However, it is understood that this location is now unavailable. It is likely further options will be considered by the settlement, the Town Council or other parties.

Housing Trajectory Information

Identifies sites with planning permission which may or may not be developed, and potential applications relating to Chipping Campden for the period 2024-2031.

MORETON-IN-MARSH

Moreton-in-Marsh is the main market town of the north Cotswolds, located in the north-east of Gloucestershire on the crossroads of the A429 (Fosse Way) and the A44, linking to Birmingham, Swindon, Bristol, Oxford, and Worcester. Moreton-in-Marsh is 30 minutes from the M40 and the M5, and an hour away from Birmingham airport. The town has excellent road connections. Moreton-in-Marsh has a direct train link between Hereford, Worcester, Oxford and London Paddington, and links onwards to Heathrow airport. In 2021 the Town Council with GWR acquired land next to the station to develop into the Moreton-in-Marsh Transport Hub. This project aims to provide 165 parking spaces with EVC points, drop off points, taxi bays, motorcycle bays, pedestrian routes, cycle paths, safe storage for over 100 cycles and a local bus service. The planning decision notice was agreed on 21 August 2025.

Census information for Moreton-in-Marsh gives a population figure of 5,000 (2022).

The main employment types in Moreton-in-Marsh are Hotels and Catering, Retail, and Education. Moreton-in-Marsh's Fire Service College is a key employer. Moreton-in-Marsh has two churches and one primary school. Secondary school-aged children often go to schools in Chipping Campden or Bourton-on-the-Water. The settlement has two GP surgeries and a community hospital.

Parking

Table 19 – Existing Off-Street Car Parking Provision Moreton-in-Marsh

Car Park	Standard	Disabled	Parent and Child	EVCP	Free Bays	Total
Old Market Way	40	3	0	6	2	45
Total spaces						45

Car Park (Table 20)	Opening Times	Charging times apply
Old Market Way	Seven days a week, including overnight	8- 6pm Monday to Saturday
		10- 6pm Sunday

Payment Options and Income

Payment Options and Income (Table 21)			
Moreton-in-Marsh	Card Payment Option	Phone Payment Option	Income 2024/5 (ticket sales)
Old Market Way	Yes	Yes	£41,388.25

Survey Results – Occupancy

- Detailed data for each month and day for the period April 2024 to March 2025 are available. Heat maps, using green / amber / red display the times where occupancy is high, average or low (Annex C)
- Typically, in Old Market Way car park, there is a demand for spaces between 12noon-3pm on Tuesdays (Market Day) and 1pm-3pm on Saturdays. There is space to park on most days of the week, mornings, and late afternoon.
- The months of February to May follow this pattern. In the months June to August, and the first two weeks of September, there is a demand for spaces most days of the week, between 12noon and 4pm.
- From mid-September there is a noticeable increase in available spaces through to December, with exception of peaks during the seasonal shopping period.

Survey Results – Customer Feedback

- Detailed customer feedback results are available. (Annex A). Two parking surveys were carried out in 2024: (Survey 1) 15 January – 26 February and (Survey 2) 18 September – 16 October.
- Most people park for 1 or 2 hours, travelling under 2 miles, followed by those travelling 2-5 miles. People tend to visit once a month, followed by those visiting once a week.
- Most PCNs are issued between 9am – 11am, the most frequent reason for issue is not paying to park.
- The reason people park in Old Market Way is predominantly to shop, followed by residents in the location of the car park.
- Customers responded that they are less likely to research car parks and less likely to use alternate transport if available.

Usage of Blue Badge spaces (spot checks between August 2024-February 2025)

- Blue badge bays are well used, particularly in September and October

Consultations

In April 2024, council officers met with representatives from the Town and the Parish Council and carried out a walkabout visit to get feedback and comments on the car park, during this process, other comments and feedback was shared from residents that do not directly impact the car park but do impact the wider transport and travel issues at Moreton-in-Marsh.

Location or group	Comment (Table 22)
Feedback on Moreton-in-Marsh parking	Great car park Used by short and long stay visitors If car parking charges were introduced in Market Place, it would encourage more long stay visitors to use the Cotswold District Council car park. Note: The old BT building adjacent to the car park is unused
Feedback on Town Council actions	A pre-application case is being prepared for a transport hub.

Feedback for Gloucestershire County Council	New linear parking on High Street to ensure there is no overhang on pavement to make this more accessible to wheelchair and pushchair users.
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Neighbourhood plan – parking points (Annex I)

Cotswold District Local Plan (Annex J)

Housing Trajectory information (Annex G)

<p>MORETON-IN-MARSH – SUMMARY (Table 23)</p>
<p>MORETON-IN-MARSH (1 CAR PARK / 45 SPACES)</p> <p>Occupancy Data (January 2024 to December 2024) Occupancy data shows usage of 2%-68% between 8am to 12noon and an average rate of 50% after 4pm. Demand for spaces increases from 12 noon until 4pm, particularly on Tuesdays and Saturdays. An increase in parking demand in summer months on most days, but available space to park for majority of the rest of year.</p> <p>Customer Survey information (Survey 1) 15 Jan – 26 Feb and (Survey 2) 18 Sep – 16 Oct. Most people use Old Market Way for shopping, then the reason is ‘being a resident in the location of the car park.’ Parking is mostly for 1-2 hours, and most people travel less than 2 miles. The second most frequent distance travelled is between 2-5 miles. A visit once a month is the most common, followed by once a week. People are less likely to research car parks and less likely to use alternate transport if available.</p> <p>Town / Parish Comment Positive comments for the Cotswold District car park and reflects that changes being made by GCC to charge in Market Place. This is anticipated to attract more motorists to Old Market Way car park. The Town Council representatives were proactively engaged with making parking safer and more accessible in the town and seeking options and alternatives. A Transport Hub preapplication is underway. (Q1 2025)</p> <p>Neighbourhood Plan Little comment on car parking matters in the Moreton-in-Marsh submission document for the designation of a Neighbourhood plan but is a subject anticipated to be included in any future neighbourhood plan. The document does reflect that Moreton-in-Marsh has been identified in The Local Plan as a key sustainable settlement for future housing and employment growth. This is reflected in the Housing Trajectory information above.</p> <p>Local Plan Identifies Moreton-in-Marsh’s position in the district as an important town centre for retail and services. The Local Plan reflects that tourism is also an important element for the town and parking is a factor constraining the town centre’s development, this is in light of substantial plans for new housing development on the settlement’s periphery.</p> <p>Housing Trajectory Information Identifies sites with planning permission which may or may not be developed, and potential applications relating to Moreton-in-Marsh for the period 2024-2031.</p>

STOW-ON-THE-WOLD

Stow-on-the-Wold is an ancient Cotswold market town, about 800 feet above sea level and was founded as a planned marketplace to take advantage of eight trackways, now eight busy roads.

Many of the houses were built in the 16th century, but those built later have blended in to become part of the town. The historic core of the town is a Conservation Area with a concentration of listed buildings. Stow and Swell lie within the Cotswold National Landscape, previously known as the Cotswolds AONB. The settlement offers a range of independent shops, cafes, restaurants, pubs, and accommodation. Census information for Stow-on-the-Wold gives a population figure of 1,900 (2022).

Parking

Table 24 – Existing Off-Street Car Parking Provision Stow-on-the-Wold

Car Park	Standard	Disabled	Parent and Child	EVCP	Coach bays	Free Bays	Total
Fosseway	98	3	0	0	0	101	101
Maugersbury Road	62	2	0	4	5	0	69
Total spaces							170

Cycle racks / Motorcycle parking (Table 25)	Cycle Racks	Motorcycle bays
Fosseway	Yes	No
Maugersbury Road	No	Yes

Car Park (Table 26)	Opening Times	Charging times apply
Fosseway	Seven days a week, including overnight	Free
Maugersbury Road	Seven days a week, including overnight	8am and 6pm Monday to Saturday
		10am and 6pm Sunday

Payment Options and Income (Table 27)

Payment Options and Income			
Stow-on-the-Wold	Card Payment Option	Phone Payment Option	Income 2024/5 (ticket sales)
Fosseway	N/A	N/A	N/A
Maugersbury Road	Yes	Yes	£138,502.88

Survey Results – Occupancy

- Detailed data for each month and day for the period April 2024 to March 2025 are available. Heat maps, using green / amber / red display the times where occupancy is high, average, or low (Annex C)
- **Fosseway** is free, therefore data (normally from ticket sales) on occupancy is unavailable.
- **Maugersbury Road** is a popular car park during the Spring and Summer months. On Saturdays during the Spring/Summer the car park is at very busy between 11am and 4pm, most days of the week.
- In Autumn and Winter there is space to park on Mondays to Wednesdays.

- Throughout the year, Thursdays to Sundays are the busiest days of the week, when the car park reaches levels over 85% occupancy between 12noon-3pm.

Survey Results – Customer Feedback

- Detailed customer feedback results are available. (Annex C). Two parking surveys were carried out in 2024: (Survey 1) 15 January – 26 February and (Survey 2) 18 September – 16 October.
- **Fosseway** – shopping and 'resident in location to the car park' were the main reasons given by customers to use Fosseway car park.
- The majority of customers travelled less than 2 miles, staying up to an hour and a large number of respondents indicated that they park all day or overnight.
- Motorists visited on one or more times per week and were open to researching car parks online. Those asked were evenly split on the question whether they would use alternative methods of transport if available.
- Customers suggested that CDC could improve this car park by providing more spaces, improving cleanliness, and resurfacing the car park.
- **Maugersbury Car park** was used predominately for shopping trips, with most people travelling less than 2 miles and staying 1-2 hours.
- The majority of customers visited one or more times a week. Customers indicated that they have never tried or do not research car parks online and are not likely to consider alternative methods of transport if available.
- Customers suggested improvements at Maugersbury Road were for better lighting, spaces, and EVC points.

Consultations

In February 2024, council officers met with representatives from the village and the Parish Council and carried out a walkabout visit to get feedback and comments on the car parks. During this process, other comments and feedback was shared from residents that do not directly impact the car parks but do impact the wider transport and travel issues at Stow-on-the-Wold.

Location or group	Comment (Table 28)
Feedback on Fosseway (next to Tesco's)	There is an issue with long stay vans and caravans Free stay means people are taking advantage No parking after 9am due to being busy Residents are using this car park
Feedback on Maugersbury Road	No parking after 9am due to being busy Elderly people struggle with the walk up hill
Feedback for Gloucestershire County Council	On street parking comments: No parking after 9am due to being busy Markets take up large amount of The Square's parking Business staff using up The Square's parking Suggested introducing parking charges Hotel guests also use The Square's parking There is a perception that there is a need for more enforcement activity to discourage parking longer than allowed

	<p>Two disabled bays which are not actually disabled bays due to a 2-hour time limit</p> <p>Big reduction in parking due to development and planning applications</p> <p>Coaches are coming into the Market place and not knowing where to go or turn</p> <p>Only 2 x 10 minutes coach parking spaces</p> <p>Diagonal spaces are large and take up lots of room in The Market Square.</p>
Other comments	<p>Would like to see occupancy figures for car parks in Stow-on-the-Wold</p> <p>Request from members to look at a Tourism levy on car parking. TC will need to make a formal request.</p> <p>Big issues at Christmas due to parking issues – people parked anywhere they could due to the lack of parking spaces.</p> <p>Neighbourhood plan – please read for Stow</p> <p>Possibility of arranging parking agreements with private car park owners (Brio was mentioned – a retirement community)</p> <p>150 car park spaces have been identified in area – local plan</p> <p>There was a survey done by the Town and Parish Council 2-3 years ago. Town council to share</p> <p>Sign on downpipe on police station with directions for coach drivers</p>

Neighbourhood Plan (Annex I)

Local Plan parking points (Annex J)

Housing Trajectory Information (Annex G)

STOW-ON-THE-WOLD - SUMMARY (Table 29)

STOW-ON-THE-WOLD (2 CAR PARKS / 170 SPACES)

Occupancy Data (April 2024 to March 2025)

Data for Mangersbury Road shows that the car park is busy in the Spring and Summer. In winter months there is availability of spaces to park on Sunday through to Thursdays. Friday, Saturday, and Sunday are the busiest days of the week. Over the summer months, the car park is over the 85% occupancy level 11am-4pm all days of the week.

Customer Survey information (Survey 1) 15 Jan – 26 Feb and (Survey 2) 18 Sep – 16 Oct

Fosseway car park is used for shopping and parking for resident in location of the car park. Customers travelled less than 2 miles and staying up to an hour. A significant number were selecting to stay all day or overnight. Motorists tend to visit the car park one or more times per week. Those surveyed were open to researching car parks online and there was an even split of respondents who indicated that they would use alternative methods of transport if available.

Mangersbury car park is used for shopping trips, with most people travelling less than 2 miles and staying 1-2 hours. Most customers visited one or more times a week. The majority have never tried or do not research car parks online and the majority are not likely to consider alternative methods of transport if available.

Town / Parish Comment

Concerns were raised on the lack of available space to park at specific times of the year. Demand increases from tourism, coaches, market day activities, local staff and hotel guests using limited on street parking. A request for more on-street enforcement activity from Gloucestershire County Council. The town council is engaged with looking into potential sites in the settlement for parking. Feedback was that a tourist parking levy is to be explored with the settlement.

Neighbourhood Plan

Parking demand comes from commuters, visitors, and homes without off-street parking. Addressing parking and congestion will resolve town centre issues and recommends moving Market Square parking (GCC managed)

outside the town centre. All new development is to conserve and enhance the settlement. The aim is to find more parking close to town centre with better public transport, a reduction in HGVs and improved walking and cycling routes. The town council is seeking land options for proposals to relocate some parking to safe convenient locations and CIL / S106 funding to be prioritised for these improvements.

Local Plan

Reflects the benefits of tourism on the town but identifies the need to address car parking and congestion matters. Supports the development of a Town Museum and underlines that all new development must account of parking, congestion, and pedestrian environment improvements. The Local Plan reflects the town’s desire to move Market Square parking to a location within easy reach of the town to improve the centre and increase parking capacity.

Housing Trajectory Information

Identifies sites with planning permission which may or may not be developed, and potential applications relating to Stow-on-the-Wold for the period 2024-2031.

TETBURY

Tetbury is a Cotswold hill-town set in farmland countryside. Much of its early prosperity was from the wool trade. Key features are St Mary the Virgin and St Mary Magdalen churches and its many listed buildings. A large part of the town is designated a Conservation Area.

The town is picturesque and its modern prosperity centres on local manufacturing and light industry at its periphery, and on shops, hotels, pubs, and restaurants at its centre providing services for residents and tourist visitors.

Tetbury has a newly modernised hospital, good schools, sports grounds and health and community facilities. The latest census data for Tetbury gives a population of 6,500 (2022)

Parking

Table 30 – Existing Off-Street Car Parking Provision Tetbury

Car Park	Standard	Disabled	Parent and Child	EVCP	Free Bays	Total
Church Street	29	2	0	0	2	33
Old Railyard	72	6	0	0	78	78
The Chipping	40	2	0	0	0	42
West Street	46	2	0	6	0	48
Total spaces						201

Cycle racks / Motorcycle parking (Table 31)	Cycle Racks	Motorcycle bays
Church Street	Yes	Yes
Old Railyard	No	No
The Chipping	No	No
West Street	No	No

Payment Options and Income (Table 32)

Tetbury	Card Payment Option	Phone Payment Option	Income 2024/5 (ticket sales)
Church Street	Yes	Yes	£53,269
Old Railyard	n/a	n/a	free
The Chipping	Yes	Yes	n/a*
West Street	Yes	Yes	£39,003

*Cotswold District Council manages 'The Chipping' Car Park on behalf of a local charity, therefore the revenues from ticket sales are not shown.

Car Park (Table 33)	Days	Charges apply between
Church Street	Seven days a week, including overnight	8am and 6pm Monday to Saturday 12 noon and 6pm on Sunday
Old Railyard	Seven days a week, including overnight	This car park is free
The Chipping	Seven days a week, including overnight	8am and 6pm Monday to Saturday This car park is free on Sunday
West Street	Seven days a week, including overnight	8am and 6pm Monday to Saturday 12 noon and 6pm on Sunday

Survey Results – Occupancy

Detailed data for each month and day for the period April 2024 to March 2025 are available for the three of the four car parks in Tetbury. Heat maps, using green / amber / red display the times where occupancy is high, average, or low (Annex C)

- **Church Street** - Occupancy is high on all days of the week, except Sunday. There is some space to park in the early hours; 8am-10am and then later from 4pm-5pm. Church Street has consistently high occupancy rates through the year during the hours 10am-4pm ranging from 89%-100% occupancy.
- **Old Railyard** - this car park is free; therefore, there is no ticket sales data to show occupancy. This car park has the most spaces of the four car parks in the settlement.
- **The Chipping** - Occupancy throughout the year is low with good levels of space to park. Highest occupancy rates are on Fridays and Saturdays around 1pm but at its highest point, is no more than 32% occupied. July and August were the busiest months but still offering over 70% or more space to park at any time
- **West Street** – Occupancy levels for this car park are good, offering spaces to park at most times. The busiest times of the week are Saturdays. Only a few Saturdays in August and October show occupancy rates over 85%. Wednesdays are a busier day during the week.

Survey Results – Customer Feedback

Detailed customer feedback results are available. (Annex C). Two parking surveys were carried out in 2024: (Survey 1) 15 January – 26 February and (Survey 2) 18 September – 16 October.

- **West Street** - Shopping and 'other' was the most frequently given response for customers using this car park, with people travelling from less than 2 miles away and tending to stay 1-2 hours, parking once a week. Most customers at this car park do not or have never tried researching car parks and were slightly more in favour of using alternative methods of transport if available.

- **Church Street** - shopping and then medical / dental are most frequently given reasons for customers using this car park, with people travelling from less than 2 miles away, and staying between 1-2 hours, parking once a week. Most customers at this car park do not or have never tried researching car parks and were slightly less in favour of using alternative methods of transport if available.
- **The Chipping** - shopping is most frequently given reasons for using this car park, with people travelling from less than 2 miles away, tending to stay up to 2 hours and parking once a week. Most customers at this car park do not or have never tried researching car parks and were slightly less in favour of using alternative methods of transport if available.
- **The Railyard** – ‘resident in location of car park’ was the reason most frequently given followed by shopping by customers using the car park. They indicated that they travel from less than 2 miles away, staying between 2- 3 hours and visit once a month. Most customers at this car park do not or have never tried researching car parks and were more in favour of using alternative methods of transport if available.
- **Feedback** from all four car parks suggested improvements, were: number of EVC points (would like to see more), number of available spaces, ease of manoeuvre and number of parent and child bays.
- Of the four car parks, the highest number of PCNs were issued in West Street car park. The most frequent reason for issuing a PCN was ‘parked without payment of the parking charge.’

Usage of Blue Badge Spaces and Cycle Racks (spot-checks between August 2024 - February 2025)

- **Blue Badge usage in West Street** car park varied through the months surveyed. August saw an average use of 33%, which decreased slightly to 30% in September. October experienced the highest average use at 50%. However, the use dropped to 16.67% in both November and December.
- The average usage of **cycle racks at Church Street** car park showed some variation based on random spot checks. August and December both had an average of 11.11%, while September saw a slight decrease to 10%. In November, the usage dropped to 0%.

Consultations

In August 2024, council officers met with representatives from the Town and the Parish Council and carried out a walkabout visit to obtain feedback and comments on the car parks, during this process, other comments and feedback was shared from residents that do not directly impact the car parks but do impact the wider transport and travel issues at Tetbury.

Location or group	Comment (Table 34)
Feedback on West Street car park	Short stay car park is full, and visitors complain. Parking meter is out of date, does not work well. Font is too small, and it cannot be read when sun is on it; cannot see the costs
Feedback on The Chippings car park	Lots of locking spaces for residents parking – any resident can apply, however there is a waiting list. Very busy
Feedback on Old Rail Yard car park	Residents and visitors find it very busy Want to keep it free Could the layout be changed to allow more parking – maybe the planters could be moved
Feedback on Church Street car park	No specific comment
Other comment	Really like the free to park after 3pm

	Signage is not clear to car parks and no long stay signs Potential parking in collaboration with The Goods Shed Potential opportunity on the fire station land Opposite Tescos there is private parking for 12 spaces, could be explored Lots of new homes being built and no additional car park being put in
Feedback from Town Council actions	Finding land for the Town Council to add into S106 regarding parking and neighbourhood plan
Feedback for Gloucestershire County Council	Gumstool Hill car park is owned by GCC and is free (21 roadside spaces)

Neighbourhood Plan parking points (Annex I)

Cotswold District Local Plan (Annex J)

Housing Trajectory Information (Annex G)

TETBURY - SUMMARY (Table 35)

TETBURY (4 CAR PARKS / 201 SPACES)

Occupancy Data (April 2024 to March 2025)

Tetbury has four car parks with varying levels of occupancy. Church Street is under pressure and well used for most of the year, however there is a good level of available space to park in the three other car parks in Tetbury. Motorists could be guided to use car parks with better space to park, with signs in Church Street car park.

Customer Survey information (Survey 1) 15 Jan – 26 Feb and (Survey 2) 18 Sep – 16 Oct

Three of the four car parks are used in a similar way by motorists, with weekly short stays for shopping being most typical and people travelling under 2 miles. The Old Rail Yard car park tends to see customers staying for longer and travelling slightly longer distances, indicative of its role as an attraction.

Town / Parish Comment

In consultation feedback, West Street and The Chipping car parks are both commented on as very busy. The occupancy survey results however, indicate that both car parks have spare capacity to park. In contrast, Church Street car park data indicates high levels of occupancy.

The town's car parks are a well-used asset and cater for residents and visitors but have available spaces, which is a priority for the town council. There are some potential land opportunities for the town council to consider, some comments on signage and improvements to payment machines, suggestions on layout changes to maximise spaces. Concerns about new housing developments and subsequent pressures on existing car parking. S106 / CIL funding to be allocated to parking by Town Council.

Neighbourhood Plan

In 2017, the plan identified that Tetbury was anticipating a growth of 34% in the town's population over a 15-year period, with an increase in traffic volumes and congestion. Residents were consulted and comments referred to car parking pressure. The Neighbourhood plan reflects that Tetbury is a service centre for a wide area with 100 shops, cafes, four hotels and a range of other businesses. A relatively high number of dwellings do

not have off street parking which increases pressure on street parking. The Town Council is seeking to improve and maximise the potential of walking and cycling routes in and outside the town.

Local Plan

No specific points for Tetbury on parking matters.

Housing Trajectory Information

Identifies sites with planning permission which may or may not be developed, and potential applications relating to Tetbury for the period 2024-2031.

Further Settlements without Car Parks owned by Cotswold District Council

Fairford, Lechlade and Northleach and Stratton do not have Cotswold District car parks but were visited by council officers to discuss car parking and have commented in their Neighbourhood Plans on parking matters. Extracts from the walkabout visits are included below:

FAIRFORD

Fairford is a small market town in the south-east corner of Gloucestershire, on the A417 between Lechlade and Cirencester (8 miles away), just south of the Cotswolds AONB and close to lakes in the eastern section of the Cotswold Water Park. Swindon is ten miles to the south, with Gloucester, Cheltenham, and Oxford within twenty-five miles.

The historic center, close to the river and surrounding green areas, has a reasonable range of small shops and services. The town has a close relationship with the RAF Fairford air base just to the south at Whelford, which is the home of the annual Royal International Air Tattoo.

The town’s shops and services also serve the needs of surrounding villages. The existing car parking is either on-street or in a small car park owned by Earnest Cook Trust. Fairford has experienced rapid growth in housing in the last 10 years. The population of Fairford was 4,300 in 2022.

Consultations

In September 2024, council officers met with representatives from the Town and the Parish Council and carried out a walkabout visit to get feedback and comments on car parking, during this process, other comments and feedback was shared from residents that do not directly impact on parking but do impact the wider transport and travel issues at Fairford.

Location or group	Comment (Table 36)
Feedback from Fairford Town Council	Town council would like more off street parking but no land Land opposite the town council would be ideal for off street car parking but owned by ECT and thought unlikely to sell. Lots of houses are without off street parking which means most free space is taken up by residents. Lots of shops are being turned into housing Would like to keep free parking and Town council would not like to charge visitors There are 4 new Electric Vehicle Charging points by the Town Council office Cricket Club proposed a new car park. Town council to enquire School traffic to be diverted to the new development to help with pick up and drop off Victory Villas, London Road – again raised as have no parking, so parking has been on the footpath, and this has been completely eroded Cycle Paths between Lechlade and Fairford with Lakes by Yoo

Feedback on the Town Council Car Park	Is owned by Ernest Cook Trust and managed by the town council
Feedback for Gloucestershire County Council	There is a perception that vehicles park in on-street spaces longer than allowed and enforcement is infrequent. All on-street parking outside The Bull Hotel is free

Neighbourhood Plan parking points (Annex I)

Cotswold District Local Plan (Annex J)

Housing Trajectory Information (Annex G)

<p>FAIRFORD - SUMMARY (Table 37)</p> <p>Town / Parish Comment Town council would like to find a location for more off-street parking but as, yet no viable location has been found. There are several housing areas with no off-street parking, and this causes residents to park on the roadsides. There has been a move towards converting shops to residential use and this also impacts on parking. Development of more walking and cycling routes is supported.</p> <p>Neighbourhood Plan Congestion at peak times, with little room for expansion. Traffic and parking constraints in Market Place, High Street and London Street. A growth of over 33% between 2013 and 2019 from housing development on the outskirts of the town has seen an infrastructure deficit. Public transport is poor encouraging more car use. Three public consultations found:</p> <ul style="list-style-type: none"> • traffic congestion and dangerous road junctions, • the impact of HGVs • decreasing public transport and parking along with other infrastructure deficits. <p>Not clear of the impacts of the expanded role of the airbase - a mixed opportunity with an increased boost for the local economy but added pressures on the public realm facilities.</p> <p>Fairford's vision is:</p> <ul style="list-style-type: none"> • Further development respect the town's character and rural setting • Infrastructure is brought up to appropriate level for expanded town • Residential schemes for 10 plus houses or commercial developments over 1000 sq. m must identify and quantify the impacts in their transport assessments. • Improve Market Place for pedestrians and any loss of parking to be compensated for within or on edge of the town centre • For the town centre to be more attractive and pedestrian friendly with improved parking, walking and cycle routes from new developments • Any CIL / S106 funds to be directed to projects as identified in The Neighbourhood Plan. <p>Local Plan The benefits of tourism to the town should be maximised through the improvement of cycle/footpath links. Infrastructure projects including the provision of land for allotments and the development of sporting facilities will take account of parking facilities and congestion issues.</p> <p>Housing Trajectory Information</p>
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Identifies sites with planning permission which may or may not be developed, and potential applications relating to Fairford for the period 2024-2031.

NORTHLEACH

The parish of Northleach with Eastington covers the market town of Northleach, situated on the junction of the A40 and A429, and the village of Eastington, approximately 1.5 miles to the south of the town centre. Northleach is the smallest market town in Cotswold District. The Parish had a population in the 2022 Census of 2,000, almost all of whom live in the town. The main thoroughfare through the town from west to east contains most of the 96 listed buildings meaning parking and passing is problematic. A survey undertaken for the State of the Parish Report reflects people would like to see an increase in parking more than anything else.

The marketplace is busy providing services to both visitors and residents. Most of the shops in Northleach are owned by independent businesses. Northleach has several establishments offering accommodation, and a variety of eating places and public houses.

Consultations

In October 2024, council officers met with representatives from the Town and the Parish Council and carried out a walkabout visit to obtain feedback and comments on the parking, during this process, other comments and feedback was shared from residents that do not directly impact parking but do impact the wider transport and travel issues at Northleach.

Location or group	Comment (Table 38)
Feedback from Town Council	There is a view that on-street parking is causing an issue. Could residents' verges be used to make off-street car parking for them. There is a plot of land on Ward Road that has space for three cars, could they tarmac and drop the kerb? Identify the owner and then contact the County Council. A much-needed extra car park due to the lack of public transport.
Feedback on Town Council Car Park	Market Place is the only available car park in the settlement No restrictions 33 spaces with 2 spaces for disabled visitors Feedback is a request for more enforcement from Gloucestershire County Council at this location.
Other comments	Town and Parish Council are seeking opportunities for land. In the event land is sourced, Parish council would like to discuss possibility of the district council leasing and managing the proposed car park.

Northleach Neighbourhood Plan parking comments (Annex I)

Cotswold District Local Plan (Annex J)

Housing Trajectory information (Annex G)

NORTHLEACH - SUMMARY (Table 39)

Town / Parish Comment

Town council is actively engaged with looking for solutions to parking needs in Northleach and have several suggestions. Would like help from Cotswold District council to manage any new parking in the event the town council is successful in securing a location.

Neighbourhood Plan

The plan seeks to ensure that future development is of high quality, evenly spread across the town, in small pockets, space for improved car parking, Survey highlighted that people would like to see an increase in parking more than anything else. Tourism initiatives support including the development of the new Discovery Centre at the Old Prison, (now operational), improvements to The Market Place, and the establishment of a small visitors' car park.

Proposals for extending educational facilities will be permitted where it can be demonstrated that: iii. additional car parking is provided.

- The Town Council will invest future CIL funding allocated: Environmental improvements to Market Place and establishment of a new visitors' car park at West End. Improvements to footpaths to connect the town with the surrounding landscape.

Local Plan

The following tourism initiatives are supported in principle:

- the development of the new discovery centre at the Old Prison;
- improvements to The Market Place;
- and the establishment of a small visitors' car park.

Housing Trajectory Information - Nil

Note: as of May 2025, in Northleach: The Old Prison visitors centre is now open and has a substantial number of spaces for free car parking and is within walking distance of the settlement centre.

LECHLADE

Lechlade lies in the south – eastern corner of the Cotswold District at the junction of the A361 (North – South) and the A417 (East – West) constrained by the River Thames to the South and River Leach to the East. It sits at a crossing point over the River Thames and within the Cotswold Water Park. It is bounded by the West Oxfordshire District Council to the Northeast and Swindon Borough Council / The Vale of White Horse District to the South. Although one of the Cotswold's larger settlements, the town has limited employment opportunities.

In 2022, the population of Lechlade was just over 3,200. Tourism is a key part of the local economy, particularly in the summer when the Thames is busy with boating, fishing, and walking activities in the area.

Consultations

In March 2024, council officers met with representatives from the Town and the Parish Council to obtain feedback and comments on the parking, during this process, other comments and feedback was shared from residents that do not directly impact parking but do impact the wider transport and travel issues at Lechlade.

Location or group	Comment (Table 40)
Feedback from Town Council	The Town Council representatives raised that there is a section on parking in the neighbourhood plan (included in the CDC Parking Strategy – see Annex G and Lechlade). Visitor parking is felt to be an issue. The preference is to get rid of centre parking. The Town council investigating two locations as potential sites for new parking areas. Parking and road safety are and issue around school drop off and pick up times.
Feedback on the Town Car Parks	Four main car parks are in use in the town, three of which are in the town centre. None of the car parks are owned / managed by CDC.

	There are only two disabled bays, and this has been raised with GCC.
Other comments	St John Road needs resurfacing and better access. There is on street parking and in busy times is causing traffic issues.

Neighbourhood Plan parking comments (Annex I)

Cotswold District Local Plan (Annex J)

Housing Trajectory information (Annex G)

LECHLADE- SUMMARY (Table 4I)
<p>Town / Parish Comment The Town council is actively engaged with seeking a potential solution to parking needs in Lechlade and is keen to move parking from the centre, with two options to investigate. There are some safety concerns for children at school drop off and pick up times. There are a lot of HGV movements through Lechlade.</p> <p>Neighbourhood Plan Projects in place in the neighbourhood plan are to focus on community services and facilities, a town centre plan and enhance parking in the centre.</p> <p>Local Plan Tourism is an important sector in the local economy and increasing the benefits it brings to Lechlade is seen as essential to the town’s long-term economic future. Opportunities to develop its tourism-related facilities will be supported.</p> <p>Housing Trajectory Information Identifies sites with planning permission which may or may not be developed, and potential applications relating to Lechlade for the period 2024-2031.</p> <p>Note: although there are no council owned and managed car park in Lechlade there are the following car park facilities:</p> <ul style="list-style-type: none"> • Riverside Park car park (A361) which is run by a private operator (Minster Baywatch) – 540 spaces and prone to flooding. • Parking at The Riverside Pub (Thames Street) has 35 spaces operated by a private operator (Premier Parking Solutions) • The Memorial Hall and Sports Complex on Oak Street offers parking for users of the centre. • Market Place, Burford Street (GCC) On-street

STRATTON

Stratton is a village and ward within the parish of Cirencester towards the western edge of the town. The last ONS survey (2022), records that the population of Stratton was 2,600 people, with 1,100 households (2021). Stratton is close to the flood zone 3 at Stratton Meadow, a significant constraint on development and is close to the River Churn and Daglingworth Stream. There are a number of businesses offering hospitality in the village, a post office and village hall. While there is no parking in the village of Stratton, the settlement is located close to Whiteway car park which is managed by CDC and is a season ticket only car park.

Consultations

In January 2024, council officers met with a representative from the Parish Council to obtain feedback and comments.

Table 42	Comment
	After discussions were held with the local councillor, he felt satisfied that Stratton could be included in the Cirencester points.

STRATTON SUMMARY (Table 43)	
Town / Parish Comment Stratton to be included in the Cirencester points	
Neighbourhood Plan / Local Plan No neighbour plan made or in development for Stratton. No parking matters referenced in The Local Plan for Stratton	
Housing Trajectory Information No comments in Housing Trajectory Information for Stratton	

Section 3 - Preparing for Future Demand

Introduction

In this section, we look forward to future requirements, using market insight and intelligence to consider options for new technology solutions or initiatives to enhance parking services in the Cotswolds.

Parking operates within the impacting factors of new town plans for Cirencester, new housing targets for the district, whilst remaining environmentally conscious.

Parking revenue streams are allocated to ensure parking locations are well maintained and offer a safe and welcoming experience.

Benchmarking of our parking service in the Cotswolds against other local authority councils enables us to compare how we measure up on the number of car parks we provide, aggregate spaces operating in the district, the quantity of designated blue badge spaces in the district and the number of EVCP spaces.

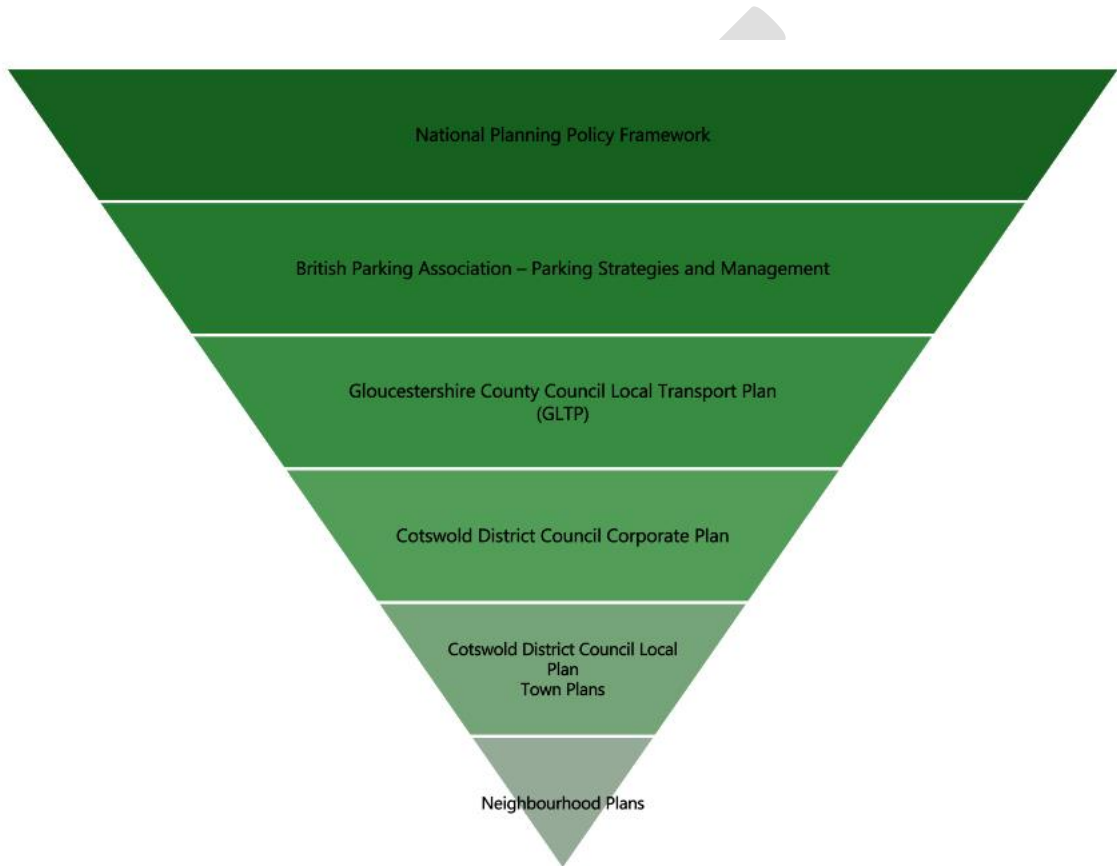
Two bench marking activities were undertaken: Study 1 (Oct 2024 – April 2025) comparing CDC parking against 10 local authorities of comparative size and demography. Study 2 (May – June 2025) compared CDC to 8 neighbouring local authorities. Summary highlights are below:

- Cotswold District Council provides 20 car parks, which is 7.5 more car parks in the district area compared to an average of 12.5 car parks offered by 10 councils we benchmarked against.
- The average total spaces offered by the 10 other councils is 1453. CDC provides 2,277 spaces. The area of the Cotswold district is greater than most other councils benchmarked (1164.5 sq. kms in CDC compared to an average of 694 sq. kms in the 10 councils)
- The percentage of blue badge spaces offered by CDC is comparative with the average of the 10 councils at 3.45% of all spaces. CDC was third out of 11 in the number of blue badge spaces offered.

- CDC car parks offer more EV charging spaces than most of the other councils, with 24 listed spaces compared to an average of 18.5. This places CDC second out of 11 for the number of EVCP spaces available.
- Parking charges were slightly higher in CDC compared to the average of the 10 other councils by 18p-68p for short stays and by £1.00 for stays of 2-3 hours. For stay times over 5 hours and all day, the increase in price was between £1.78 and £4.88, reflective of demand on Cotswold parking from tourism.

Policies and Plans

In this section, we cover policies and strategies which influence the Cotswold District Parking Strategy.



UK NATIONAL POLICY

The National Planning Policy Framework (NPPF) December 2024

This Parking Strategy has been prepared in accordance with section 8 of the NPPF which states:

‘Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport’

In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe, and secure, alongside measures to promote accessibility for pedestrians and cyclists.’

This is reflected in the set of actions outlined in the revised Action Plan.

UK Parking Strategies and Management

The Institution of Highways & Transportation, in its paper on Parking Strategies & Management 2005 identifies two important changes that have occurred in the way transport and planning issues should be addressed:

- 1 *'There has been a policy change whereby parking is no longer provided in line with unquestioned increases in demand: the 'predict and provide' approach.*
- 2 *All aspects of land use and transport should now be planned and managed in an integrated fashion in order to achieve a wide variety of objectives. Parking is now a topic and activity to be treated as part of a much larger system.*

Given there is a shift in the approach to land use planning and transport in the UK, placing the moderation of car travel and the creation of more environmentally sustainable forms of urban development at the heart of national, regional and local policy, this has meant local authorities, and their partners are now presented with the new challenge of translating the new policy objectives into action on the ground.'

As a result of the shift to the moderation of car travel and sustainable forms of development, CDC Parking Strategy will reflect these changes, increasing the emphasis on supporting sustainable and alternative modes of transport and making best use of assets.

COUNTY WIDE POLICY

Gloucestershire's Local Transport Plan 2020 – 2041 (Revised 2021)

The Gloucestershire County Council - Gloucestershire Local Transport Plan (2020-2041) (GLTP) sets out the long-term strategic transport vision for the County to 2041. Gloucestershire's vision for transport is:

'A resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit.'

The GLTP sets out the transport strategy for Gloucestershire for 2020-2041, reviewed in 2022 to reflect national policy updates and local priorities in the face of change. (The key points from The GLTP for our district's parking strategy can be found in Annex H.)

DISTRICT WIDE PLANS

The Cotswold District Council Corporate Plan 2025-2028

The CDC Corporate Plan 2025-2028, Building a lasting legacy for the Cotswolds, defines the CDC corporate strategy, and we interpret what success for Parking will look like against Delivering Good Services, Responding to the Climate Emergency, Supporting Communities and Supporting Our Economy, four of the six priorities. Section Four of this parking strategy reflects on a fifth strategic priority; Preparing for the future. The Cotswold District Plan 2025-2028 is referenced in the introduction to the CDC Car Parking Strategy (2025-2028).

The Cotswold District Council Local Plan (2011- 2031)

The Cotswold District Local Plan (2011-2031) makes references to and influences parking matters throughout the district. Where parking matters are mentioned, these points have been extracted and can be found in Annex J – Plans and Policies – parking extracts Cotswold District Local Plan (2011-2031)

LOCAL PLANS

Neighbourhood Plans

A number of settlements with CDC managed car parks have made neighbourhood plans. Some settlements are in the process of developing their neighbourhood plans. Full Neighbourhood Plans can be found on the CDC website – Planning policy / Neighbourhood planning.

Neighbourhood Plan parking matters pertinent to the CDC Parking Strategy are included under each settlement in summary form and extracts are included in Annex I – Plans and Information – Neighbourhood Plans and Town Plans Parking Points

Section summary

This Parking strategy considers relevant planning policies, housing trajectory information, neighbourhood plans and transport policies.

An understanding of the future direction of growth for the district helps to identify parking recommendations to support the district.

It is also significant to reflect the policies of sustainability and the move from 'car first' to a changing emphasis on alternative modes of transport, as reflected in national, county, and local levels.

DRAFT

Section 4 – Parking Options

Introduction

In this section, we cover delivery options for off-street car parking for the period 2025-2028.

The options set out the framework of how Cotswold District Council will deliver its off-street car parking service up to 2028.

Decisions are made based on customer feedback, engagement with Town and Parish Councils, businesses and based on car parking data.

Parking is by nature a service which generates a wide range of opinions, the options and actions reflect the majority of customers' needs.

Parking Options (Table 44)	
1.	Managing our car parks and demand 2025-2028
2.	Monitor charges
3.	Long and short stay parking – managing occupancy through stay times
4.	Sustainable transport
5.	Parking standards and new development
6.	Car parks – conditions and maintenance
7.	Enforcement
8.	Specialist parking
9.	Equipment and connectivity
10.	Future opportunities

I. Option - Managing our car parks and demand 2025-2028

Managing the demand for car parking can be challenging in some settlements. Despite feedback suggesting we need additional spaces in some settlements, finding and securing additional parking, either in the vicinity of the existing car park or in separate locations is extremely challenging in the light of:

- a. The historic significance and spatial constraints of settlements where capacity issues were identified.
- b. Lack of land or investment funds to acquire additional land for car parking purposes.
- c. Today, capacity issues, which are identified for some locations may be resolvable through other policies.

- d. The desires to advance policies supporting sustainability, healthy place making and a net zero transport system.

Therefore, the desire to increase spaces does not support the wider ambitions for active travel and healthy lifestyles. Although it is acknowledged that where there are areas of housing growth this may be required and the council will seek to support Town and Parish Councils, developers, businesses and residents to find alternative parking, and the use of more subtle mechanisms, i.e. changes to stay times to free up spaces, is in principle, more appropriate to manage local need and make best use of council assets whilst supporting the wider ambitions to promote active travel and protect the environment.

Recommendation

Continue alignment of CDC's Parking Strategy with the wider context policies.

Consider implementation of different options in relation to stay times in each car park.

Seek to support Town and Parish Councils, residents, businesses, and potential developers to seek additional parking options.

2. Option - Monitor charges 2025-2028

Cotswold District Council charges for parking in most of its car parks. Parking charges are used for the following reasons:

- as a mechanism to manage the demand on car parks
- to ensure smooth traffic flow in settlements by reducing vehicles on street
- to reduce congestion and pollution from vehicles idling in settlements
- to encourage customers to consider and use alternative and sustainable transport options
- to support popular tourist areas through levy contributions to address the impacts of tourism.

Cotswold District council considers the level of charging on an annual basis and in comparison, to the charges made in nearby local authorities.

Benchmarking of Cotswold District Council's car parking services was conducted in 2024 / 2025 full results of this are detailed in Appendix 3 Charges.

The findings of the Benchmarking exercise concludes that Cotswold district council parking charges are comparative with other similar locations. We offer more parking per square mile in comparison to other Authorities and have more Electric Vehicle Charging Points compared to the majority of other benchmarked councils. We have a similar number of blue badge spaces for disabled customers.

How revenues are used

The costs associated with providing parking are covered by revenue collected, together with operating costs, such as:

- cleaning, lighting, maintaining, signing, fencing, and surfacing car parks
- costs of enforcement
- administrative costs
- season ticket scheme administration
- cost of appeals, challenges, and questions relating to Parking Charge Notices and the broader service.

- cost of providing information and awareness to drivers about how a parking scheme operates.

Charges for parking set by Cotswold District council aim to be fair and reasonable to motorists but also considers it reasonable that the cost of providing parking in the district are recovered from charges to use, which includes a significant amount of tourists rather than local taxpayers bearing the full costs. It also provides funding to cover other costs incurred as a result of tourism, such as additional street cleaning and grounds maintenance.

The Road Traffic Act 1984 defines how parking revenues can be spent. Once car park maintenance and controls are paid for, there are several areas relating to traffic and environment, (Table 45) which can be supported:

Parking income may be used to support the following services:		
Community Safety	Climate Change	Sustainable Transport Lead
Environmental Strategy	Pollution Control	Abandoned Vehicles
Street Cleaning	Land Drainage	Public Conveniences

'Section 55 RTRA 1984 provides for the creation of a ring-fenced account (the Special Parking Area (SPA) into which the monies raised under sections 45 and 46 must be placed and for dealing with any surplus funds which includes expenditure for other transport purposes.' Road Traffic Regulations Act 1984 (RTRA 1984).

Recommendation
Continue to review the charges in Cotswold District car parks on an annual basis.

3. Option - Long and short stay parking

The length of time that customers can park in spaces is managed by imposing stay-time restrictions. Restrictions apply in some of the districts' car parks.

Long stay parking is not in every event the best use of town / settlement centre space, especially where space is limited. It does little to generate town centre footfall and economic activity, although it is convenient for business owners and commuters.

The use of town centre car parks for long stay parking is a common complaint in many of the settlements and does not create a good turnaround of available spaces. A quick turnover of parking spaces for short visits is critical in maintaining the viability of the towns. If spaces are blocked, this can prevent residents using the spaces for short trips or prevent passing trade from stopping and damage the local economy. This effect has been commented on by some surveyed for central Cirencester car parks where there are season tickets in place or the time restrictions are allowing for longer stays.

Conversely, the availability of long stay parking is also seen as important by many people who work or live in the town centres. This must be considered in the light of changes for many working people, with an increase in hybrid working since 2020. There are sectors such as retail, health care, and tourism where working people need to park. Long stay options can play a vital part in enabling local businesses to recruit and retain employees.

Providing a considered balance of both long and short stay, helps to provide car parking provisions for both local residents, visitors, and businesses.

There are car parks on the periphery of settlements which are within walking distance of town. An example is Beeches car park in Cirencester, and Trinity Road car park in Cirencester which is available at weekends and is free. However, data shows they are not used to capacity, with far greater demand for town centre parking.

This strategy does not advocate the simple replacement of long stay parking for short stay as the needs of all users' needs to be balanced. Any changes to parking restrictions require a considered evidence-based approach, balancing traffic and environmental impacts and reviewing all opportunities to promote active modes of transport.

There is also the option to offer a mix of long and short stay spaces at the same location if the size and layout of the car park can accommodate this.

An increase in the turnover of each parking space would be a benefit to businesses and the council. An increase in car park throughput may require more enforcement and management, amendments to the Off-Street Parking Orders and signage, and marking spaces to identify long and short stay spaces, but this would be a relatively manageable cost impact.

The operational implications of encouraging a greater number of vehicles to use the existing town and village centre car parks would need careful consideration to assess the potential for increased congestion and / or localised environmental degradation. The number of spaces that would be affected by implementing such a conversion would likely be quite low and the approach would be expected to reduce traffic circling a town or village centre whilst attempting to find parking spaces. It is therefore considered that any detrimental impacts to be quite marginal.

Recommendation

To continue to review the use of long and short car parking spaces in locations where needs have been identified from occupancy data, to provide optimal use. For example, Bourton-on-the-Water

If other locations experience occupancy changes, these will be reviewed as they arise and changes to stay periods considered based on evidence.

When required, carry out targeted surveys to monitor occupancy levels, and measure the impact of any changes.

4. Option – Sustainable Transport

An over provision of parking can have an adverse impact on efforts to encourage the uptake of sustainable ways to travel.

It is recognised that there is limited scope to satisfy all travel and parking needs through promotion of sustainable transport methods. Finding a balance where those who can use active transport options, can, and those that need to rely on car / van transport can access parking facilities is desirable.

It is anticipated that measures to promote walking within settlements, particularly the 20-minute walk (10 minutes there and 10 minutes back), cycling and use of motorcycles could be more successfully integrated into settlements alongside continued good use of district car parks.

While car parks are not be the only locations for parking cycles in a settlement, they do offer a place to secure two wheeled transport. Currently, there is motorcycle specific parking space in several district car parks, particularly in Cirencester.

CDC is implementing EV charging provision in the district with the programme of EV charging implemented into eight of the 20 car parks, where the location is suitable.

Recommendation

Seek to install further EV charging points into district owned car parks, with careful consideration to the impact on remaining spaces and suitability of the location, subject to further government funding.

Seek opportunities to support the Sustainable Travel Strategies with 2-wheel parking and promotion of walking routes.

5 Option – Parking standards and new development

This Parking Strategy for CDC for 2025 –2028 underpins the way parking needs to be considered in new development in the district. Planning applications require transport plans to be submitted for some types of application, and it is clearly stated that this must include consideration of the impacts on parking. (Section 3).

There are design guides in place for developers to ensure that new developments now provide sufficient off-street parking and avoid overspill of parking onto nearby streets causing road blocking and disruption.

New developments may have an impact on occupancy levels of existing car park facilities in settlements. Where appropriate, the council will seek a S106 contribution to mitigate this impact. The council also recommends town and parish councils to take parking into account when deciding on the use of their neighbourhood portion of the Community Infrastructure Levy.

Recommendation

Continue to monitor the levels of spare capacity in the district.

Liaise with our planning colleagues to ensure parking matters are considered and where required, ensure developer contributions are made to help local communities with parking pressures.

6. Option - Car Parks Conditions and Maintenance

Cotswold District car parks are surveyed regularly to ensure our assets remain in a good condition and are well maintained. The most recent condition survey was carried out in 2022 to form a schedule of planned maintenance and repairs. The current schedule runs from 2022 to 2026 and is in operation, with most actions now complete in 2025. (Appendix I – Cotswold District Council Conditions Schedule). CDC car parks maintenance will be managed going forward using a monitoring approach now that the five-year programme of improvements is complete.

Maintenance funding is covered by car park revenues generated; what customers pay is used to further support the car parks they use.

Maintenance priorities are the safety of the car parks, then; surface, lining, signs, car park boundaries, bollards / barriers, landscaping, cleanliness, drainage, and footpaths.

While some car parks have additional facilities, such as public conveniences, there must be ongoing stringent management of the maintenance schedule costs, to cover all 20 car parks.

Recommendation

Ensure that the Councils regular inspection regime identifies any hazards or defects and both planned and reactive maintenance and repairs are delivered to ensure the car parks are maintained in a safe and acceptable condition, whilst managing the cost to the Council.

7. Option – Enforcement

Parking enforcement in CDC owned and managed car parks is conducted by Publica Limited, a teckal company who provide Parking services for the Council. The purpose of enforcement is to prevent dangerous and inconsiderate

parking, prevent designated parking spaces being misused and ensure the terms and conditions in council car parks are followed for the benefit of all.

Civil Enforcement Officers are a good source of local knowledge for the community and visitors and assist with providing parking information to the Parking Team.

- Parking enforcement is not income driven
- There are no targets set for the issue of penalty charge notices (PCN)
- The grace period of 10 minutes is followed in line with legislation in permitted parking areas (some parking contraventions warrant an instant PCN to be issued)
- Enforcement Officers will give advice if the driver is present and not issue PCN unless it has been printed.
- PCNs are issued when a contravention is observed by the Enforcement Officer taking the above points into consideration.
- If a PCN has been issued, a legally set out process must be followed if challenging a PCN. Each case is considered on its own merits, including mitigating circumstances.

The primary objectives for parking enforcement are to keep traffic flowing, ensure the safety of all road users including pedestrians, make sure spaces for specific classes of vehicle or customer groups are not misused and ensure the turnover of spaces where appropriate.

Most PCNs in Cotswold District are issued to drivers for not purchasing a ticket for their parking.

Enforcement is set at a level to best use resources in balance with costs, public satisfaction, and income from Penalty Charge Notices.

Enforcement hours are in line with the car park restrictions and also provided in line with local need to manage demand.

Civil Enforcement Officers also provide secondary services of providing information to the public, reporting crime, anti-social behaviour and abandoned vehicles, they provide a presence in the community.

We will seek to review the level of enforcement in line with any changes to parking restrictions or any external impacts which may affect occupancy levels.

Recommendation

Continue to monitor any changes in PCN reasons and volumes and consider strengthening enforcement resources to match the needs of the district.

8. Option – Specialist parking

Specialist parking refers to either the type of vehicles parked: coaches, HGVs, 2 wheeled or vehicles using EV charging. or groups of customers who benefit from having spaces marked for their use.

Groups who benefit from the safest routes in and out of the car parks are those with a disability or those parents with a child. Spaces are on occasion, placed to accommodate the opening of doors and to avoid blocking of rear doors.

18 of the 20-council owned and managed car parks have spaces (69) allocated for customers with disability needs, in addition, visitors with blue badge status can park within any space in CDC car parks but will need to follow the terms and conditions of length of stay.

Parent and child parking spaces are also provided in some car parks.

Seven out of the 20 car parks offer specific motorcycle parking, and eight of the 20 car parks offer cycle rack space within car parks. There are other locations to park bicycles in the main towns.

Campervan and motorhome ownership is growing in the UK, attracting a younger demographic; more visitors are expected to come to the district in this type of leisure vehicle in future, therefore car park provision is to be considered. This would require longer and wider spaces, consideration of wider circulation space within car parks and the need to enable access to car parks without restrictions to vehicle height. This may be difficult to achieve in many existing car parks, as it would reduce the overall amount of parking that could be provided. This need would be better met by car parks on the outskirts of settlements, and the needs of these vehicles should be considered if any new car parks are developed in the future.

Recommendation

Continue to monitor the ratios of specialist parking spaces allocated to reflect the needs of the district.

Where possible, seek to improve the cycle and motorcycle spaces to support active travel policies, found in The Gloucestershire Local Transport Plan.

Where possible identify and promote parking options in market towns for larger vehicles i.e. campervans and do not have height restrictors, particularly if new parking provision is being considered.

9. Option – Technology

New technology standards for pay to park equipment are improving all the time. Feedback from customers throughout the engagement period of the strategy has evidenced customer frustration with the current technology, particularly due to delays in taking payment and processing tickets and visibility of text on screens and therefore the need for new modern technology. The current equipment has been in place for between 10-14 years. Customers can pay via an app, by card and by phone.

Cotswold District Council accepts card and phone payments; cash is not accepted in our car parks. This is because:

- Cash machines are a target for thieves
- Replacement of vandalised machines is costly
- Vandalised machines disadvantages both customers and the council
- Cost of cash collection

- Cash collection (which in busy car parks could be up to four times a week), across a large district would increase the carbon footprint of our council’s activity.

Feedback from our customers is that on occasion, customers have difficulty making payments due to poor connectivity.

Payments are heavily reliant on good connectivity for electronic payments, and poor or intermittent connectivity causes frustrations for those parking. Cotswold District Council therefore provides pay by phone in all our car parks.

As part of our strategy, we aim to provide new technology improving the customer experience. Investigations into new technologies for parking payment are underway. The Parking Team will report on findings, with costs and recommendations to Cotswold District Council. New Payment equipment is anticipated to be operational in 2026/2027 financial year.

Recommendation
<p>Consider the customer feedback to ensure that any equipment improvements are reflective of needs.</p> <p>Plan to upgrade the parking payment equipment in the Cotswold District Council owned and managed car parks, expected to be implemented in 2026/27 financial year.</p>

10. Option – Future Opportunities

New Technology for car parking payment machines can be powered by solar energy, working in overcast weather as well as bright days. This has potential to further reduce the utility costs to run our car parks and contribute to the council aim of reducing our carbon footprint.

Cotswold District Council faces some limitations and constraints given the unique historic built environment of the Cotswolds.

Currently, Cotswold District Council has 24 EV charging points in its car parks. There is the future possibility to allow electric taxis to use EV points at quieter times to park, thereby encouraging the uptake of new vehicles by this sector.

We will continue to monitor and review new technologies to ensure that we are providing an excellent customer service.

Recommendation
<p>Continue to monitor new developments in parking technologies and consider opportunities to:</p> <ul style="list-style-type: none"> • Provide a greener car parking service, through solar power where possible • Offer a better service to customers through the uptake of new technologies • Consider how the car park land assets could generate energy • Seek to reduce further CDC’s carbon footprint and contribute to targets towards net zero • Review reliability of EV charging points on a regular basis and hold suppliers to their Key Performance Indicators as defined in their contracts.

Section 5 Final Section – Action plans

Introduction

This section brings together the recommendations for the district on parking matters, drawing on information in section 3. This section helps those in a decision-making capacity to formulate and agree priorities for the period 2025-2028 on the parking strategy for the Cotswold District.

The action plan is included, giving district wide proposed actions and actions by each settlement, drawing from information detailed in section 2.

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Action Plan (Table 46) ACTION PLAN TIMESCALE: **Short Term 1 Year; Medium Term 1-3 years; Long Term: over 3 years.**

For the period 2025 to 2028. Note: all on-street parking matters moved to Gloucestershire County Council (GCC), Spring 2023.

Location	Ref.	Action	Score	Timescale	Resp	Update
District Wide Actions						
Cotswold District	Option 1 - Managing our car parks and demand 2025-2028					
	1. a	Continue alignment of CDC's Parking Strategy with the wider context policies.	3	Long	TT or TC/ PC CDC GCC	New action – taken from options section
	1. b	Consider implementation of different options in relation to stay times in each car park.	2	Medium	TT or TC/ PC CDC GCC	New action – taken from options section
	1.c	In the light of LGR, it is unlikely that Cotswold District Council will bring forward new parking, however, the council will enable / support others at local level in their plans, where appropriate.	2	Medium	TT or TC/ PC CDC GCC	New action – taken from options section
	Option 2 - Monitor Charges 2025-2028					
	2. a	Continue to review the charges in Cotswold District car parks on an on-going basis.	3	Short	CDC	New action – taken from options section
	Option 3 Long and short stay parking					
	3. a	To continue to review the use of long and short stay car parking spaces in each location to provide optimal use and manage where capacity needs have been identified in occupancy data.	1	Short	CDC	New action – taken from options section

	3. b	Carry out targeted surveys to report on any pre and post implementation results.	2	Medium	TT or TC/ PC CDC	New action – taken from options section	
	Option 4 Sustainable transport						
	4. a	Seek to install further EV charging points into district owned car parks, with careful consideration to the impact on remaining spaces and suitability of the location, subject to further to government funding.	2	Medium	CDC / external provider	New action – taken from options section	
	4. b	Seek opportunities to support the Sustainable Travel Strategies with 2-wheel parking and promotion of walking routes.	2	Medium	TT or TC/ PC CDC GCC	New action – taken from options section	
	Option 5 Parking standards and new development						
	5. a	To monitor how and when parking impacts are reviewed in planning applications and where required, ensure contributions are made to help local communities with parking pressures.	1	Long	TT or TC/ PC CDC	New action – taken from options section	
	Option 6 Car parks – conditions and maintenance						
6. a	Continue to monitor, how and when car parks are maintained, making safety the priority for customers, while managing budget control. (Any additional enhancements will need to be considered in new budget considerations)	2	Short	CDC	New action – taken from options section		

		Option 7 Enforcement				
	7. a	Continue to monitor any changes in PCN reasons and volumes and consider strengthening resources to match needs of the district.	3	Medium	CDC	New action – taken from options section
		Option 8 Specialist parking				
	8. a	Continue to monitor the ratios of specialist parking spaces allocated to reflect a fair mix as CDC decides. If occupancy data indicates low usage, to consider reducing numbers of specialist bays to standard bay parking.	1	Medium	CDC	New action – taken from options section
	8. b	Where possible, seek to improve motorcycle spaces to support active travel policies, found in The Gloucestershire Local Transport Plan. (Note: cycles racks are better positioned elsewhere: for access to services and security)	2	Medium	TT or TC/ PC CDC GCC	New action – taken from options section
	8. c	Where possible identify at least one car park in each Market town which can be provided with a small number of larger spaces marked for larger vehicles i.e. campervans and which do not have height restrictors. Provide that information to Tourist information and on the Council's website, taking into consideration impact on standard bay numbers and charging more for a non-standard sized space.	2	Medium	TT or TC/ PC CDC	New action – taken from options section

		Option 9 - Technology				
	9. a	Upgrade parking payment equipment reflecting on what our customers have told us to inform decisions.	1	Short	CDC	New action – taken from options section
	9. b	Review reliability of EV charging points on a regular basis, to monitor service levels. Hold contractors to their commitment to agreed key performance indicators.	2	Medium	CDC	New action – taken from options section
		Option 10 – Future opportunities				
	10. a	Continue to monitor new developments in parking technologies and opportunities to: reduce costs through use of solar powered machines. Consider how car park land assets could generate energy, both further reducing CDC’s carbon footprint and contribution to net zero targets.	1	Medium	CDC	New action – taken from options section
Actions by settlement						
Bourton-on-the-Water	Parking					
		Consider increased attendance of Civil Enforcement Officers off-street	3	Short	CDC	Regularly reviewed. Resourcing allocated as required. Additional resources are being recruited in 2025

	Enter dialogue with community to encourage, facilitate or enable the development of appropriate alternative seasonal or permanent parking, if a suitable site can be identified, funding sourced, and ownership/management agreed.	2	Medium	Parish / CDC	There is alternative seasonal car parking provided in the village
	Review the stay time restrictions to ensure a balance for residents, businesses, and tourists, by consideration to the re-introduction of season tickets to support residents and local businesses	1	Short	TT or TC/ PC CDC	New action
	Consider extending charging in CDC car park into the hours 6-8pm. Consider moving start time from 8am to 10am to assist residents to make early, short visits to village centre. To be agreed with Leader of the council / Finance to consider budget impacts.	1	Short	TT or TC/ PC CDC	New action
	Continue to support parish councillors and representatives for Bourton-on-the-Water in their active engagement to consider solutions for the needs of the settlement.	1	Medium	TT or TC/ PC CDC GCC	New – taken from settlement section
	Gloucestershire County Council Matters refers to plans to ‘improve traffic flows and access to the village, and for parking for two wheeled vehicles.’	2	Medium	TT or TC/ PC CDC GCC	New – taken from settlement section

Chipping Campden	Parking					
		Support the community (through local town or parish councillors) to encourage, facilitate or enable the development of appropriate car parking.	2	Medium	TC (lead)/ CDC	Chipping Campden School now offers additional parking outside term times.
		Work with the Town Trust to seek a more appropriate management arrangement for the car park in The Square	1	Medium	TT/ TC/ CDC	Completed – now under control and management of CDC
	Seek increase Electric vehicle charging points where opportunities and assets allow.	1	Medium	TT or TC/ PC CDC GCC	New – taken from settlement section	
Cirencester	Parking					
		Provision of improved signing to alternative car parks	2	Medium	CDC	Maps are included in each car park indicating other car parks
		Work with town councillors to explore opportunities to guide motorists to use the car parks with lower occupancy, on Saturdays, by providing walking routes and time/ distance information to central points in Cirencester.	1	Short	TT or TC/ PC CDC GCC	New – taken from settlement section
		Work with event organisers to sign post visitors to car parks, making the best use of Council Assets	1	Short	TT or TC/ PC CDC	New action – from Portfolio Holder
	Review stay times in central car parks and consider feedback that season tickets and long stay times move to peripheral car parks	1	Short	TT or TC/ PC CDC	New – taken from settlement section	
Fairford	Parking					

		Support the community (through local town or parish councillors) to encourage, facilitate or enable the development of appropriate car parking	2	Medium	TT or TC/ PC CDC	New – taken from settlement section
		Support the development of more walking and cycling routes (GCC)	2	Medium	TT or TC/ PC GCC	New – taken from settlement section
	Parking					
Lechlade		Support the community (through local town or parish councillors) to encourage, facilitate or enable the development of appropriate car parking	2	Long	TC / CDC	Ongoing: note 3 car parks in settlement. Operated by GCC (1) and private companies (2)
	Parking					
Moreton-in-Marsh		Support the community (through local town or parish councillors) to encourage, facilitate or enable the development of appropriate car parking	1	Short	TT or TC/ PC CDC GCC	Ongoing
		With substantial development anticipated in the area, support the community with their Transport Hub, (planning approved 21/08/2025)	1	Medium	TT or TC/ PC CDC GCC	New – taken from settlement section
	Parking					
Northleach		Support the community (through local town or parish councillors) to encourage, facilitate or enable the development of appropriate car parking	2	Medium	TT or TC/ PC CDC GCC	Old Prison Visitors Centre open and offers the settlement more car parking
	Parking					

Stow-on-the-Wold		Where possible identify at least one car park in each Market town which can be provided with a small number of larger spaces marked for larger vehicles i.e. campervans and which do not have height restrictors and provide that information to Tourist information and on the Councils website.			TC/ CDC	In operation at Maugersbury Road Car Park, Stow-on-the-Wold
		Support the community (through local town or parish councillors) to encourage, facilitate or enable the development of appropriate car parking	2	Medium	TT or TC/ PC CDC GCC	Ongoing
		A tourist levy is to be explored with the Town council and community in consultation to alleviate the impacts of tourism.	1	Medium	TC	New – taken from settlement section
Tetbury	Parking					
		Consider provision of charging points for electric vehicles as part of wider scale car park improvements.	3	Medium	CDC	6 EVC bays now in operation in West Street. (3 EVCPs)
		Lighting to be improved in two of the four car parks. Raised as a H&S concern. Parking Manager seeking funding for Building Maintenance Budget with Finance to resolve.	1	Short	CDC	New – taken from settlement section
		Support the community (through town or parish councillors) to encourage motorists to access the quieter 3 car parks to alleviate pressures on Church Street car park. Provide information on walking routes and times	1	Short	TT or TC/ PC CDC	New – taken from settlement section

District Wide – Significant Resource Implications						
Payment Options		Plan and implement a programme of new payment equipment	1	Medium	CDC	Payment equipment assessment underway
Actions requiring a policy decision						
Commitment to climate change		Provide location maps on the Council's website which clearly marks the location of each car park and provides postcodes for use by those using in-car satellite navigation systems.	2	Short	CDC	Complete
Location	Ref.	Action	Score	Timescale	Resp	Update
Gloucester County Council	(Feedback from parking consultations with settlements) Note: Score & Timescale to be agreed by GCC /TC/ PC					
	Bourton-on-the-Water	Proposal to introduce a free start to a parking period for on street parking spaces, to support residents who wish to make a quick visit to the village. Charges then start after a number of minutes have passed.			GCC TC / PC	Extracted point from settlement sections
		Resident parking permits under discussion, with residents in favour but less in favour of payment for permits (GCC run similar schemes in Gloucestershire where schemes are charged for).			GCC TC / PC	Extracted point from settlement sections
		Increase enforcement action for street traffic restrictions			GCC TC / PC	Extracted point from settlement sections
		Improvement in traffic flow and access to the village. Note: discussions underway to implement new / make changes to TROs			GCC TC / PC	Extracted point from settlement sections
		Greater parking for two wheeled vehicles			GCC TC / PC	Extracted point from settlement sections

	Directional parking signs on Post Office Corner where High Street meets Station Road			GCC TC / PC	Extracted point from settlement sections
	Village centre parking on road, 90 minutes maximum			GCC TC / PC	Extracted point from settlement sections
	Transport bid to move disabled spaces for a bus shelter			GCC TC / PC	Extracted point from settlement sections
	Improved paving in centre			GCC TC / PC	Extracted point from settlement sections
	Traffic regulation order changes are required for introduction of designated loading bays for commercial vehicle deliveries.			GCC TC / PC	Extracted point from settlement sections
	Where buses drop off in village centre there is no pedestrian crossing			GCC TC / PC	Extracted point from settlement sections
	The Ford has pothole requiring maintenance			GCC TC / PC	Extracted point from settlement sections
	The Steeps area has no pavements and is where coaches are parking. TRO requested for this area			GCC TC / PC	Extracted point from settlement sections
	Cirencester				
Waterloo	Would like an active transport car park			GCC / CDC	Extracted point from settlement sections
Forum	Traffic conflict on entry / exit point with bus station			GCC	Extracted point from settlement sections
	Safe crossing needed from Forum towards town centre			GCC	Extracted point from settlement sections
Brewery	Roundabout needs a new design for entry / exit. Large vehicles struggle with manoeuvrability			GCC	Extracted point from settlement sections
Central Cirencester	From Neighbourhood Plan – spokes of safe walking and cycling routes to and from new and existing developments			GCC CDC	Extracted point from settlement sections
	Need for transport plan for Cirencester, reflected in Town Plan			GCC CDC	Extracted point from settlement sections

	Chipping Campden	Application for access road and new car park on Ashton Road			GCC TC / PC	Extracted point from settlement sections
		Explore opportunities for EVCP in Back Ends (parking owned by GCC)			GCC TC / PC	Extracted point from settlement sections
		Desire to see a reduction in impact of through traffic especially from HGVs			GCC TC / PC	Extracted point from settlement sections
		Improved access to public transport			GCC	Extracted point from settlement sections
		The Bratches Development – new access road and car park, and involving Chipping Campden School			GCC TC / PC	Extracted point from settlement sections
		New site for larger primary school with parking / drop off point to reduce impact on narrow residential streets			GCC TC / PC	Extracted point from settlement sections
		Surgery at Back Ends impacted by increase in residential development / aging population. Requested larger health centre with parking			GCC TC / PC	Extracted point from settlement sections
		Desire for Indoor sports facility with shared car park			GCC TC / PC	Extracted point from settlement sections
		Concerns raised over unrestricted on street parking			GCC TC / PC	Extracted point from settlement sections
		Concerns raised about the look and positioning of future EVCP in Chipping Campden			GCC TC / PC CDC	Extracted point from settlement sections
	Moreton in Marsh	Pre-application case being prepared for a transport hub (now submitted and approved Ref: 25/01678/FUL)			GCC CDC TC / PC	Extracted point from settlement sections
		New linear parking on High Street to ensure no overhang on pavement to improve accessibility for wheelchairs and pushchairs.			GCC TC / PC	Extracted point from settlement sections
	Stow-on-the-Wold	No parking availability on street after 9am – fully occupied			GCC TC / PC	Extracted point from settlement sections

	Markets take up large amounts of The Square's parking, along with local business staff and hotel guests.			GCC TC / PC	Extracted point from settlement sections
	There is a perception of a need for more enforcement activity on street to discourage parking for longer than allowed.			GCC TC / PC	Extracted point from settlement sections
	The two disabled bays on street are not actually for disabled motorists as they have limited stay times of two hours.			GCC TC / PC	Extracted point from settlement sections
	Coaches are entering The Market Place and then do not know where to go / turn. There are 2 x 10-minute coach parking spaces. Sign on down pipe of the Police Station requested to give directions to the coach drivers.			GCC TC / PC	Extracted point from settlement sections
	The Neighbourhood Plan for Stow has an aspiration to reconfigure the layout of Market Square.			GCC TC / PC	Extracted point from settlement sections
	Walking and cycling plans aspire to improve existing network of footpaths and cycle ways. Aim is to create an off-road route Stow to Bourton.			GCC TC / PC	Extracted point from settlement sections
Tetbury	Gumstool Hill (21 roadside spaces) is owned by GCC and is free			GCC	Extracted point from settlement sections
	Felt that there is a lack of parking the town centre.			GCC TC / PC CDC	Extracted point from settlement sections
	Potential to create an extension of cycle route within Tetbury at disused railway line to form a connection to Kemble Station (however, this route crosses other Neighbourhood Plan boundaries)			GCC TC / PC	Extracted point from settlement sections
	The town wishes to promote sustainable transport measures to increase cycling			GCC TC / PC	Extracted point from settlement sections

		and walking in town, from and to new development sites and to the station.			CDC	
	Fairford	Victory Villas, London Road – no parking so residents have been parking on the footpath which suffers from erosion.			GCC TC / PC	Extracted point from settlement sections
		There is a perception that vehicles parking in street spaces longer than allowed and enforcement is infrequent.			GCC TC / PC	Extracted point from settlement sections
		Traffic and parking congestion is perceived to be having a negative effect particularly at Market Place, High Street and London Road			GCC TC / PC	Extracted point from settlement sections
		Public transport (buses) provision is felt to be poor and there is no railway connection			GCC TC / PC	Extracted point from settlement sections
		Traffic congestion and HGVs on the A417 and in the town centre. A number of dangerous road junctions identified.			GCC TC / PC	Extracted point from settlement sections
		Parking at London Road and Hillary Cottage Doctor's Surgery has been affected by the rapid growth in the town			GCC TC / PC	Extracted point from settlement sections
		Recommended expanding pedestrian area in front of The Bull Hotel			GCC TC / PC	Extracted point from settlement sections
		Desire to improve walking / cycling links from new developments and to and from Cotswold Water Park, Lechlade and routes along the River Thames and Severn Canal.			GCC TC / PC CDC	Extracted point from settlement sections
	Northleach	Feedback from the Town Council that on street parking is causing an issue			GCC TC / PC	Extracted point from settlement sections
		Requesting the use of resident's verges to make off street car parking for them. For example, Ward Road has space for 3 cars if the kerb was dropped and the			GCC TC / PC	Extracted point from settlement sections

	space tarmacked, assisting local people with parking				
	Feedback indicates more enforcement needed on street in the vicinity of Market Place.			GCC TC / PC	Extracted point from settlement sections
	Central Market Place and adjoining green are under discussion re: configuration of the space. Discussions are taking place between Town Council and GCC as of July 2025			GCC TC / PC	Extracted point from settlement sections
	Rearrangement of yellow lines to control parking to West End area has helped with traffic flow but does not alleviate need for more parking			GCC TC / PC	Extracted point from settlement sections
	Public realm aspirations are to relocate the public toilet block and reconfigure the bus stop.			GCC TC / PC	Extracted point from settlement sections
Lechlade	Parking and road safety are of concern around school pick up and drop off times. Improved school parking required in Farrington Road			GCC TC / PC	Extracted point from settlement sections
	Raised as a point: there are only 2 disabled spaces for parking in on street bays in the town			GCC TC / PC	Extracted point from settlement sections
	St John's Road requires resurfacing and better access.			GCC TC / PC	Extracted point from settlement sections
	On street parking at busy times is causing a traffic issue			GCC TC / PC	Extracted point from settlement sections
	Passing HGVs seeking shortcuts are going through Lechlade and adding to pollution, congestion. Representatives say residents are seeing speeding traffic through Lechlade			GCC TC / PC	Extracted point from settlement sections

	Lack of parking and seating in the town are identified as issues along with no provision for coaches			GCC TC / PC	Extracted point from settlement sections
	Feedback – to keep the echelon parking, develop The Market Place as public space for all and 60% surveyed by the Town council were in favour of using the space as shared space in road planning			GCC TC / PC	Extracted point from settlement sections
	Traders to be encouraged to park away from town centre to assist their customers			GCC TC / PC	Extracted point from settlement sections
	Eighty percent surveyed were in favour of a link to be created between the Town Centre and Riverside Car Park. Regeneration of riverside is desired as the gateway to the town			GCC TC / PC	Extracted point from settlement sections
	Proposed change to a 20 mph in the central conservation area. In The Market Place, road to be narrowed and remodelled into a slow bend to enhance wider pedestrian space, plus more short term and disabled parking			GCC TC / PC	Extracted point from settlement sections
	Multi-use path Fairford to Lechlade on former railway to be safeguarded, plus footpath / cycle links to Cotswold Water Park, canal route and to Fairford.			GCC TC / PC	Extracted point from settlement sections

Annex List (Table 47)

Annex A	Cotswold District Council Car Parking Strategy (2025-2028)
Annex B	Equality Impact Assessment
Annex C	CDC Detailed Parking Data by Settlement (all except Cirencester)

Annex D	CDC Detailed Parking Data by Settlement (Cirencester)
Annex E	CDC Ticket Sales Information by Time Period and PCN Reasons Cotswold Settlement Car Parking (except Cirencester)
Annex F	CDC Ticket Sales Information by Time Period and PCN reasons Cirencester car parks
Annex G	Housing Trajectory Information by Settlement
Annex H	Plans and policies - Parking Extracts Gloucestershire Local Transport Plan (2022-2041)
Annex I	Plans and Information - Neighbourhood Plans / Town Plans Parking Points
Annex J	Plans and Policies - Parking Extracts Cotswold District Local Plan (2011-2031)
Annex K	CDC Car Park Maps by Settlement

Appendix List (Table 48)

Appendix 1	Cotswold District Council Conditions Schedule (Summary)
Appendix 2	Cotswold Parking Charges 2025
Appendix 3	Bench Marking Study Findings

Appendix I Cotswold District Council – Conditions Schedule

An Elemental Condition Survey was commissioned by CDC and carried out on all owned and managed Cotswold car parks in December 2021 by external Surveyors. This generated a Planned Repairs and Maintenance Programme which has been in operation from 2022 – 2026.

Most works were completed between 2022-2025 in response to the findings, with limited tasks now remaining for the period 2025/26. The priorities have been to meet immediate health and safety requirements or legal obligations, then to meet mandatory requirements and prevent serious disruption to parking operations or rapid deterioration of assets.

Remaining items are:

- Line painting (Beeches, Brewery, Old Station, Abbey Grounds and The Leisure centre Cirencester car parks)
- Kerb spot repairs (Brewery, Cirencester)
- Lampposts to be in good repair (Brewery, Cirencester)
- Tarmacadam spot repairs (Leisure centre Cirencester)
- Trees allowed for pollarding (Waterloo car park, Cirencester)
- Cobble spot replacement (Old Railyard, Tetbury)

Post 2026, the plan is to monitor car parks and carry out works as required, in the light of Local Government Reorganisation.

Appendix 2 - Cotswold Parking Charges 2025

Cotswold Parking Charges 2025												
Area	Car Park	30 m	1 hr	2 hrs	3 hrs	5 hrs	10 hrs	2 d	3 d	4 d	5 d	6 d
Bourton-on-the-Water	Rissington Road	n/a	n/a	£4.20	£5.30	£7.00	£10.10	-	-	-	-	-
Cirencester	Abbey Grounds	£1.00	£2.00	£3.60	£4.70	£6.40	£9.50	-	-	-	-	-
Cirencester	Beeches	£1.00	£2.00	n/a	n/a	n/a	£3.20	£6.40	£9.60	£12.80	£16.00	£19.20
Cirencester	Brewery	£1.00	£2.00	£3.60	£4.70	n/a	n/a	-	-	-	-	-
Cirencester	Forum	£1.00	£2.00	£3.60	£4.70	n/a	n/a	-	-	-	-	-
Cirencester	Leisure Centre	£1.00	£2.00	£3.60	£4.70	n/a	n/a	-	-	-	-	-
Cirencester	Old Station	£1.00	£2.00	£3.60	£4.70	£6.40	£9.50	-	-	-	-	-
Cirencester	Queens Street	free	free	free	free	free	free	-	-	-	-	-
Cirencester	Sheep Street	£1.00	£2.00	£3.60	£4.70	£6.40	£9.50	-	-	-	-	-
Cirencester	Trinity Road	free	free	free	free	free	free	-	-	-	-	-
Cirencester	Waterloo	£1.00	£2.00	£3.60	£4.70	£6.40	£9.50	-	-	-	-	-
Cirencester	Whiteway	Season ticket only	Season ticket only	Season ticket only	Season ticket only	Season ticket only	Season ticket only	-	-	-	-	-
*Chipping Campden	Market Square	n/a	£1.00	£2.00	n/a	n/a	n/a	-	-	-	-	-
Moreton-in-Marsh	Old Market Way	80p	£1.20	£2.30	n/a	n/a	£3.20	-	-	-	-	-
Stow-on-the-Wold	Fosseway	free	free	free	free	free	free	-	-	-	-	-
Stow-on-the-Wold	Maugersbury Road	£1.00	£2.00	£3.60	£4.70	£6.40	£9.50	-	-	-	-	-
Tetbury	Church Street	80p	£1.50	£2.60	£3.60	n/a	n/a	-	-	-	-	-
Tetbury	Old Railyard	free	free	free	free	free	free	-	-	-	-	-
Tetbury	The Chippings	n/a	£1.00	£2.00	£3.00	n/a	n/a	-	-	-	-	-
Tetbury	West Street	80p	£1.50	£2.60	£3.60	n/a	£4.60	-	-	-	-	-

*Note: Charges in Market Square, Chipping Campden are set by owner (a charity), and income is returned to them.

Appendix 3 - Benchmark study findings:

Two benchmarking studies were conducted Study 1 (June 2025) and Study 2 (Oct 2024-April 2025)

Study 1 Comparisons for 1, 2 and 3 hour stay - pricing

For a **one hour stay**, Cotswold has one of the lower charges, except where an area does not charge. The lowest charge is 80p (Cotswold) and the highest is £6.30 (Oxford City).

'Free to park' tends to be in villages or the periphery of towns away from tourist attractions. Examples of authorities using this approach are Stroud, Tewkesbury, and Stratford on Avon.

The range of tariffs for a **2-hour stay** is between £1.50 (Tetbury) and £4.20 (Bourton-on-the-Water). Most Cotswold car parks charge £3.60. In comparison, in other locations, a 2 hour stay charge ranges between £1.50 (Stroud) and £4.90 (Bath).

For a **3 hour stay** CDC tariffs range between £3.00 (Tetbury) and £5.30 (Bourton-on-the-Water). Most Cotswold car parks charge £4.70. In comparison, in other locations, a 3 hour stay ranges between the lowest cost of £2.00 (Stroud, Wychavon and Tewkesbury) and highest, £19.00 (Oxford City). A more typical charge for 3 hours is £3.00-£5.00.

Cirencester, with the greatest number of car parks (11 of the 20 car parks) has a pricing structure to encourage use of peripheral town car parks; a 'Park and Stride' approach. Even more highly pressured locations like Oxford City, Bath and central Cheltenham use high pricing as a disincentive to enter central areas and to encourage uptake of their park and ride schemes at their peripheries to control congestion.

In summary, prices in CDC compared to the average of the councils in benchmarking study 1, prices reflecting a logical approach to the pressures on Cotswold parking from tourist visitors. The councils in Study 1 included those without tourism pressures and some councils that experience tourism pressures. As noted in our strategy, funds surplus to cover the running costs and maintaining the car parks are 'ring-fenced' for other associated improvements.

Study 2 Comparison of number of car parks and facilities

Cotswold District Council provides 20 car parks, which is 7.5 more car parks in the district area compared to an average of 12.5 car parks offered by ten councils used to benchmark our car parking.

The average total spaces offered by the ten other councils is 1453. CDC offers 2177 spaces. The area of the Cotswold district is greater than most other councils benchmarked (1164.5 sq. kms for CDC compared to 694 sq. kms average for the other 10 councils)

The percentage of blue badge spaces offered by CDC is comparable with the average of the 10 councils at 3.45% of all spaces. CDC is third out of eleven councils in the number of blue badge spaces offered.

CDC is higher than the other councils for the number of spaces allocated to EVCP spaces, with 24 listed compared to an average of 18.5. CDC is second out of eleven councils in the number of EVCP spaces available.

Equality and Rurality Impact Assessment Form

When completing this form you will need to provide evidence that you have considered how the ‘protected characteristics’ may be impacted upon by this decision. In line with the General Equality Duty the Council must, in the exercise of its functions, have due regard for the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This form should be completed in conjunction with the guidance document available on the Intranet

Once completed a copy should be emailed to cheryl.sloan@publicagroup.uk to be signed off by an equalities officer before being published.

1. Persons responsible for this assessment:

Names: Susan Hughes/Maria Wheatley	
Date of assessment: 13.10.25	Telephone: 01285 623541/01285 623228 Email:

2. Name of the policy, service, strategy, procedure or function:

Car Parking Strategy 2025 - 2028 New

3. Briefly describe it aims and objectives

Cotswold District Councils Parking Strategy for 2025-2028 outlines the approach to managing and delivering off-street parking services over the next three years. It is designed to meet user needs while supporting the Councils strategic objectives through to 2028.

4. Are there any external considerations? (e.g. Legislation/government directives)

Off-Street car parks are regulated by the Cotswold District Council (Off-street parking places) Order in line with legislation, The Traffic Management Act 2004 and the Road Traffic Regulation Act 1984.

5. What evidence has helped to inform this assessment?

Source	✓	If ticked please explain what
Demographic data and other statistics, including census findings	✓	Census data regarding population and trends to identify future need
Recent research findings including studies of deprivation	<input type="checkbox"/>	
Results of recent consultations and surveys	✓	Consultation with customers, residents, businesses and Town and Parish Councils.
Results of ethnic monitoring data and any equalities data	<input type="checkbox"/>	
Anecdotal information from groups and agencies within Gloucestershire	✓	Feedback residents, Local groups and Town and Parish Councils
Comparisons between similar functions / policies elsewhere	✓	Benchmarking of services
Analysis of audit reports and reviews	<input type="checkbox"/>	
Other:	<input type="checkbox"/>	

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6. Please specify how intend to gather evidence to fill any gaps identified above:

The car parks will continue to be monitored and surveyed to ensure any changes are being measured for impact on users.

7. Has any consultation been carried out?

Yes
 Extensive public engagement and consultation has taken place across the district, including surveying our customers and businesses. Engaging with Town and Parish Councils and carrying out thorough analysis of our parking data to understand the customer experience, occupancy and usage data to develop a strategic framework for delivering council parking services through to 2028.

If NO please outline any planned activities

N/A

8. What level of impact either directly or indirectly will the proposal have upon the general public / staff? (Please quantify where possible)

Level of impact	Response
NO IMPACT – The proposal has no impact upon the general public/staff	<input type="checkbox"/>
LOW – Few members of the general public/staff will be affected by this proposal	<input checked="" type="checkbox"/>
MEDIUM – A large group of the general public/staff will be affected by this proposal	<input type="checkbox"/>
HIGH – The proposal will have an impact upon the whole community/all staff	<input type="checkbox"/>
Comments: e.g. Who will this specifically impact? All proposed changes that require a change to the Parking Order will be subject to statutory and public consultation. The changes proposed are for a small group of car parks. The impact of the changes will have an effect on a small number of users.	

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9. Considering the available evidence, what type of impact could this function have on any of the protected characteristics?

Negative – it could disadvantage and therefore potentially not meet the General Equality duty;

Positive – it could benefit and help meet the General Equality duty;

Neutral – neither positive nor negative impact / Not sure

	Potential Negative	Potential Positive	Neutral	Reasons	Options for mitigating adverse impacts
Age – Young People			√	The Parking Strategy does not affect the age of people.	
Age – Old People			√	The Parking Strategy does not affect the age of people.	
Disability			√	Disabled Blue Badge holders will continue to park for free in the council owned car parks.	

Sex – Male			√	The Parking Strategy does not affect gender.	
Sex – Female			√	The Parking Strategy does not affect gender.	
Race including Gypsy and Travellers			√	The Parking Strategy has no effect on race, Gypsy or Traveller communities.	
Religion or Belief			√	The Parking Strategy has no effect on religion or belief.	
Sexual Orientation			√	The Parking Strategy has no effect on sexual orientation.	
Gender Reassignment			√	The Parking Strategy has no effect on gender reassignment.	
Pregnancy and maternity			√	The Parking Strategy has no effect on pregnancy and maternity.	
Geographical impacts on one area			√	The Parking Strategy has no effect on geographical areas.	
Other Groups			√	N/A	
Rural considerations: ie Access to services; leisure facilities, transport; education; employment; broadband.			√	The Parking Strategy has no effect on access to services.	

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10. Action plan (add additional lines if necessary)

Action(s)	Lead Officer	Resource	Timescale

11. Is there is anything else that you wish to add?

--

Declaration

I/We are satisfied that an equality impact assessment has been carried out on this policy, service, strategy, procedure or function and where an negative impact has been identified actions have been developed to lessen or negate this impact. We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment.

Completed By:	Maria Wheatley	Date:	13.10.25
Line Manager:	Susan Hughes	Date:	13.10.2025
Reviewed by Corporate Equality Officer:	Cheryl Sloan	Date:	15/10/2025

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Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 20 NOVEMBER 2025
Subject	PRIVATE SECTOR HOUSING STRATEGY AND MOBILE HOMES POLICY
Wards affected	All
Accountable member	Councillor Andrea Pellegram, Cabinet Member for Environment and Regulatory Services. Email: andrea.pellegram@cotswold.gov.uk
Accountable officer	Jon Dearing, Executive Director Operations Email: jon.dearing@Cotswold.gov.uk
Report author	Philip Measures, Service Leader Environmental Protection. Email: philip.measures@cotswold.gov.uk
Summary/Purpose	To Renew the Private Sector Housing Renewal Policy and Mobile Homes Policy.
Annexes	Annex A – Private Sector Housing Strategy Annex B – Mobile Homes Policy Annex C – Equalities Impact Assessment.
Recommendation(s)	That Cabinet resolves to: <ol style="list-style-type: none"> 1. Approve the Private Sector Housing Strategy as set out in Annex A; 2. Approve the Mobile Homes Policy as set out in Annex B; 3. Approve the setting of Fees for applications for Fit and Proper Person Assessment and the annual fee for any monitoring required.
Corporate priorities	<ul style="list-style-type: none"> • Delivering Good Services • Delivering Housing • Supporting Communities • Supporting the Economy



Key Decision	NO
Exempt	NO
Consultees/ Consultation	Business Manager for Housing



1. EXECUTIVE SUMMARY

1.1 This report introduces two policies that fall within the remit of the Private Sector Housing team. This team deals with Houses in Multiple Occupation (HMO's) and Mobile Homes site licensing and a range of other regulatory work concerned with living conditions and safety. The report updates existing policies to take into account the recent legislative changes concerning mobile homes site regulation and the significant changes to private sector housing regulation, also taking into account the Renters Rights Act 2025.

1.2 The policies identify the Council's priorities in line with the Council's Housing Strategy, Enforcement Policy and Long-Term Empty Homes Strategy. It sets out four commitments:

- to proactively and effectively tackle poor conditions across the private housing sector;
- to continue to work with partners, landlords and registered providers to ensure that homes meet required standards so that residents can thrive in safe homes;
- to support the Council's Strategy to bring long-term empty properties back into use; and,
- to tackle unlicensed HMOs.

1.3 The Mobile Homes Policy deals with regulatory matters concerning the licensing and inspection of residential mobile homes sites, the appointment of Fit and Proper Persons at the licensed sites, and the setting of fees required within the regulatory regime.

2. BACKGROUND

2.1 The current Private Sector Housing Renewal Policy was completed in 2013 and, whilst much of its contents remain relevant, there have been some significant legislative and organisational changes since then. Administration of Disabled Facilities Grants has moved to the Customer Enabling Service, with funds allocated on a case-by-case basis within the nationally allocated budget. The Council no longer provides financial grants, but enquiries are referred to relevant services where support may be available to landlords and residents. Government from time to time, provides additional grant funding to develop initiatives such as the enforcement of Minimum Energy Efficiency Standards, which the Council took advantage of in 2022.



2.2 Changes introduced by the Housing and Planning Act 2016, which introduced a range of measures to improve standards in private sector housing, also impacted on the previous policy. This strategy ensures the regulation of private sector housing reflects the changes below:

- Civil penalties of up to £30,000 as an alternative to prosecution for certain specified offences,
- Extension of rent repayment orders to cover illegal eviction, breach of a banning order and certain other specified offences,
- Database of rogue landlords and property agents who have been convicted of certain offences or received multiple civil penalties,
- The introduction of Banning Orders for the most serious and prolific offenders under The Housing and Planning Act 2016 (Banning Order Offences) Regulations 2018.

2.3 The Council adopted a revised Civil Penalties Policy in September 2025.

2.4 The definition of licensable HMOs also changed in the 2016 Act, removing the three-storey requirement thus increasing the numbers of licensable HMOs. New legislation, the Renters Rights Act 2025, is introducing a number of additional private sector housing duties, with greater protections for tenants and prospective tenants (e.g. criminalising rental bidding) which will increase the scope and workload of the service. It is therefore important that a private sector housing strategy in place reflects these changes, to outline how the service enforces these new duties and provides support to landlords and residents. Given the new requirements of the Renters Rights Act 2025, it is recommended this strategy is reviewed and revised as necessary after one year.

2.5 The Mobile Homes Fees Policy was first introduced in 2015 to cover the fees requirements placed on licensed residential protected sites under the Mobile Homes Act 2013. The Act made provision for compliance notices to require improvements and injunctions for the most serious offences. In 2020, new requirements were brought in for such sites to appoint fit and proper persons for each site and the Council is required to administer and enforce these requirements. The new Policy accommodates these new provisions and sets out the Council's approach for its static and mobile homes responsibilities. The register of mobile home sites in the district is shown at [REGISTER OF CARAVAN SITE LICENCES ALL TYPES](#)



2.6 In light of the changes under the Renters Rights Act 2025, it is proposed to review the Private Sector Housing Strategy within the next year and thereafter every three years. The Mobile Homes Policy has a default three-year review period.

3. ALTERNATIVE OPTIONS

3.1 The Council may approve, amend, or reject the proposed policies as they see fit.

4. FINANCIAL IMPLICATIONS

4.1 The approval of the Private Sector Housing Strategy has no direct financial implications. However, the new statutory requirements in the Renters Rights Act 2025 do have financial implications. Additional officer resources will be necessary to meet these obligations and will be considered as part of the 2026/27 budget setting cycle. The current proposal under consideration includes the recruitment of one additional Private Sector Housing Officer (career grade) and one Tenancy Relations Officer. As these roles will be employed by Publica, they will operate as shared officers working across the partnership. Consequently, the associated costs will also be shared and reflected in the Council's 2026/27 budget and Medium-term financial strategy, subject to the approval of the business case. If approved by all three Councils, it is suggested the costs of the Tenancy Relations Officer post would be split evenly during 2026/2027.

4.2 Although additional government funding is likely to be provided to support the implementation of the new legislation, this has not yet been confirmed. Future funding is expected to come mainly from civil penalties.

4.3 If the Cabinet endorse the approach on the initial allocation of costs for any approved additional resources, this will be used as a basis for Publica submitting its contract sum change in respect of this additional resource. One aspect of the review of the Private Sector Housing Strategy will focus on the allocation of costs for resources based on actual data from the initial period of operation. This will be reflected next year in the 2027/2028 budget making process.

5. LEGAL IMPLICATIONS

5.1 The Private Sector Housing Strategy and the Mobile Homes Policy set out how the Council intends to meet its duties particularly with regard to its regulatory, inspection and licensing responsibilities under the legislation referred to in the policies. In



addition, there are legal requirements to have such policies in place in order to carry out certain functions, such as the charging of fees for the inspection of residential mobile homes sites. Therefore, without these policies in place, the Council could be open to legal challenge or lose the ability to make lawful charges.

6. RISK ASSESSMENT

- 6.1** An up-to-date Private Sector Housing Strategy underpins and supports the Councils work in this area. The Council would be unable to set fees if it did not have a current fees policy in place.

7. EQUALITIES IMPACT

- 7.1** Provided in Annex C

8. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

- 8.1** A Sustainability Impact Assessment has been submitted for this report.

9. BACKGROUND PAPERS

- 9.1.** None.

(END)



Private Sector Housing Strategy

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EXECUTIVE SUMMARY

This strategy sets out the strategic direction for Private Sector Housing Enforcement as delivered by the Private Sector Housing Team.

Its purpose is to set the context as to how we intend to meet the challenges and opportunities confronting the service and to set out the key priorities for action and delivery. Whilst housing conditions in the private sector are generally good, there are still a number of properties that present serious hazards within the private sector.

Our priorities will focus on raising standards in the private sector, paying particular attention to ensuring fire safety in Houses of Multiple Occupation (HMOs) and removing or reducing serious hazards across both single and multiple occupancy households. We will work with private and registered social landlords to encourage and support them to improve standards and increase the supply of affordable accommodation, taking robust action against landlords who fail to remedy hazards, licence HMOs or comply with property management regulations in line with the Council's adopted enforcement policy.

We will consider using various means of enforcement under housing legislation to tackle rogue landlords with financial penalties being considered as an alternative to prosecution. As housing supply continues to be a challenge with numerous empty homes in the district, a priority will be to maximise existing housing stock by focused interventions to return empty homes to use with the development of an existing Long-Term Strategy for Empty Properties.

1.0 INTRODUCTION

At Cotswold District Council, we are committed to ensuring that all our residents live in homes that are safe and meet the required standards. We recognise most landlords want to be compliant and provide a good standard of home to their tenants.

This strategy outlines the Council's approach to regulating the private sector for residents as having safe, secure and affordable accommodation is a key foundation for living well. By identifying deficiencies in a dwelling, evaluating the potential risks to a person's health or safety, including person's physical or mental health we can ensure the relationship between housing and health is a continuing process to achieve well living and a required standard of housing.

The strategy mainly focuses on homes in the Private Rented Sector (PRS) but also considers owner-occupiers and Registered Providers. Through 'proactively and effectively tackling poor conditions in the private housing sector', we can ensure that the private sector provides a safe and accessible housing option.

The following sections of the strategy identify the key challenges in the pursuit of improving housing conditions within the private and public sector. Our vision is:

“ Ensuring that private sector housing is always a safe and suitable housing option. We will achieve this by tackling poor and ‘rogue landlords’ who have a clear disregard for their responsibilities and the safety of their tenants, taking appropriate enforcement action and offering advice and assistance to homeowners, landlords and tenants.”

In order to realise this vision, the Council has agreed the following four strategic priorities:

- Raising standards in the private sector
- Maximising use of existing private sector stock
- Regulating the private sector
- Collaborative working

We are committed to continuously reviewing and improving the private sector housing services we deliver by working with partners, other public bodies, landlords and Registered Housing Providers. Making sure that homes meet required standards means that residents can thrive in safe and clean environments.

2.0 NATIONAL AND LOCAL CONSIDERATIONS

On a national scale, the private rented sector is the fastest growing housing tenure type, having more than doubled in size over the last decade. This growth, alongside the gradual decline of social rented stock due to the success of policies such as the ‘Right to Buy’, means that private renting is increasingly becoming the primary option for addressing housing need across the country.

One of the key aspects of our work within the private rented sector is to ensure that homes are safe places to live. When problems causing a health and safety implication are found in rented properties, the landlord will be required to put these right or otherwise face enforcement action. This action would follow guidance from the Housing Health and Safety Rating System (HHSRS).

Central government is in the process of introducing wholesale changes to the national housing regulation system through its Renters Rights Act 2025. The changes to the legal framework will introduce statutory duties to local authorities, bring social housing providers into a scheme for response to dampness and mould hazards (Awaab’s law) from 27 October 2025 and abolish no fault evictions. While additional funding will likely be provided for implementing the new law, funding in the future is probably going to be derived from civil penalties. This will place an impetus on local authorities to enforce

housing standards better. The Government is considering the introduction of a standard policy for civil enforcement to promote consistency across the country, which is expected to be in line with the Council’s newly adopted Civil Penalties Policy.

3.0 RELATED POLICIES

The Private Sector Housing Strategy aligns with a number of related Policies which are outlined in Table 1 below.

Table 1

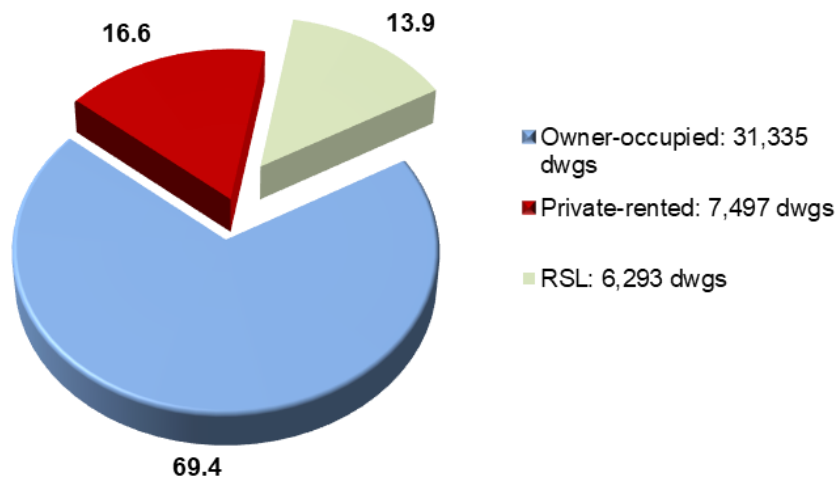
Strategy/Plan/Service	Relevance to Policy
The current Housing Plan sets out our plans for housing in the Cotswold district and links government policy on housing with the local approach to addressing housing-related issues in the Cotswold district.	The work in responding to potential illegal evictions and to regulated and improve standards rental accommodation fosters partnership working, provide better and more secure accommodation, particularly for more vulnerable residents.
Long Term Empty Property Strategy 2024 to 2029	The Private Sector Housing Strategy advocates the use of regulatory powers to tackle empty properties that are blighting a neighbourhood, to adopt a holistic approach to bringing these properties back into use.
Gloucestershire Health and Wellbeing Strategy 2019 to 2030, Gloucestershire County Council	The principles of this strategy of preventing ill health, tackling health inequalities and closer collaboration align with the Private Sector Housing Strategy to improve the living environment of its residents, reducing their exposure to poor conditions and the impacts on health from these.
Joint Strategic Needs Assessment	This is the means by which the Primary Care Trust (PCT) and local authorities work together to understand the future health, care and well-being needs of their community. The Private Sector Housing Strategy, seeks

Strategy/Plan/Service	Relevance to Policy
	to improve the living conditions of residents, which is relevant to determining future need.
Climate Change Policy	Aimed at reducing CO2 emissions in the Cotswold District, it supports energy efficiency measures in homes. The Private Sector Housing Strategy is concerned with compliance with minimum standards for energy efficiency and signposting to the Warm and Well Initiative.

4.0 STANDARD OF PRIVATE STOCK

Nationally there has been an increase in the percentage of households in privately rented accommodation over the past decade. With this increasing trend it is important for the Council to understand the condition of the private sector accommodation within the area to plan effective resourcing. The most effective way of collating this information is to undertake a periodic stock condition survey, historically on a 10-year rolling programme, which the Council has been conducting for several decades. The current housing stock data for Cotswold District, undertaken in 2023 shows the following breakdown of dwelling tenure:

Chart1- Total private sector housing



District Wide House Conditions Survey 2023

5.0 DECENT HOMES

For a dwelling to be considered 'decent' under the Decent Homes Standard it must:

- meet the statutory minimum standard for housing (the Housing Health and Safety System (HHSRS) since April 2006), homes which contain a Category 1 hazard under the HHSRS are considered non-decent
- provide a reasonable degree of thermal comfort
- be in a reasonable state of repair
- have reasonably modern facilities and services

In 2022, 15% or 3.7 million dwellings in England failed to meet the Decent Homes Standard. Private rented dwellings had the highest proportion of non-decent homes (21%) while the social rented sector had the lowest (10%). Among owner occupied homes, 14% failed to meet the Decent Homes Standard. The new Renters Reform Bill will introduce a mandatory requirement to meet the Decent Homes Standards for private sector Housing as well as social housing.

Table 2 Non-Decent Homes and Category 1 Hazards by tenure, England, 2023, number and percentage.

Tenure	Non-Decent Homes		HHSRS Category 1 Hazards	
	Number	Percentage	Number	Percentage
Owner Occupied	2,337,000	14.3	1,322,000	8.1
Private Rented	1,031,000	21.1	496,000	10.2
Local authority	191,000	12.1	91,000	5.8
Housing Association	240,000	9.3	85,000	3.3
All housing	3,799,000	15.0	1,995,000	7.9

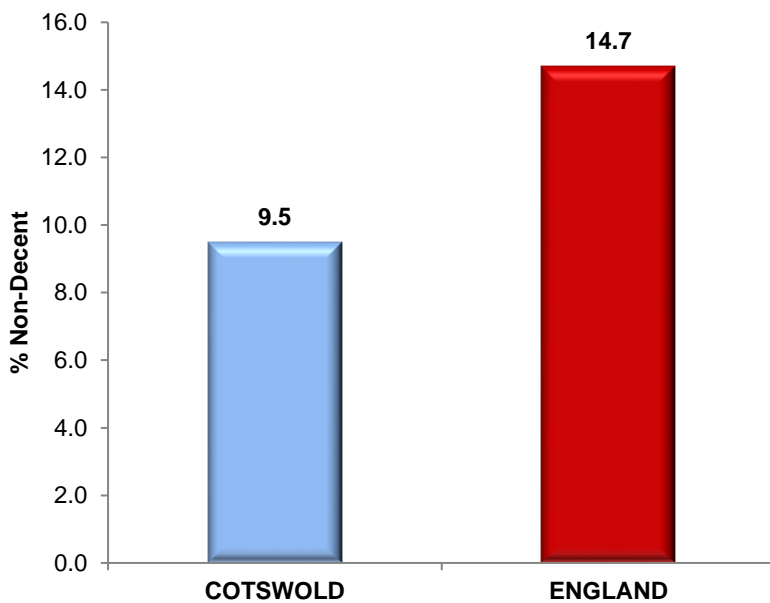
(Source: 2023-2024 English Housing Survey Headline Report: Housing Quality and Energy Efficiency, Chapter 1, Annex Tables)

Key Findings

- **There are an average of 15% Non-Decent Homes across England with rates of incidence highest in the private rented sector (21%) and lowest in the housing association sector (9%);**

- There are category 1 hazards in an average of 8% homes across England with rates of incidence highest in the private rented sector (10%) and lowest in the housing association sector (3%);
- Although the percentage is lower, the actual numbers of owner-occupied homes which are either Non-Decent or have a category one hazard is actually higher than for all other tenures.

Chart 2: Non-Decent Homes – Cotswold 2023, England 2021

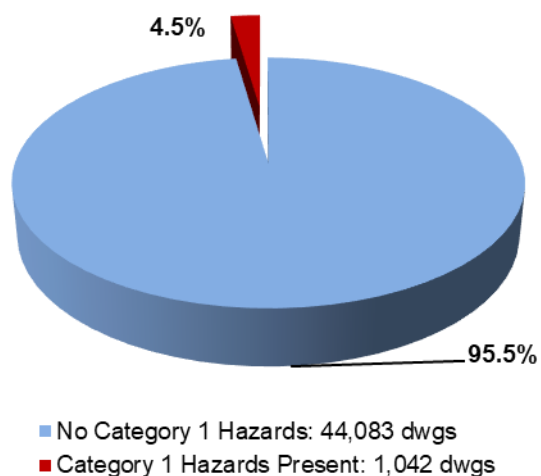


District Wide Stock Conditions Survey 2023

6.0 HOUSING HEALTH AND SAFETY RATING SYSTEM (HHSRS)

The HHSRS is a risk-based assessment that identifies hazards in dwellings and evaluates their potential effects on the health and safety of occupants and their visitors, particularly vulnerable people. The most serious hazards are called Category 1 hazards and where these exist in a home it fails to meet the statutory minimum standard for housing in England. In 2022, 8% or 2.1 million dwellings in England had a HHSRS Category 1 hazard, less than in 2021 (9%). Such hazards were more prevalent in the private rented dwellings (12%) than owner occupied (9%) or social rented dwellings (4%) (Department for Levelling Up, Housing and Communities). The Chart below shows the current data on category 1 hazards:

Chart 3: Category 1 Hazard Failure



7.0 DAMP

In the English Housing Survey, a home is considered to have damp or a problem with damp if the surveyor records damp which is significant enough to be taken into consideration when making their HHSRS assessments. Therefore, minor issues of damp are not recorded and, for consistency, would not be part of the modelled data. In 2022, 4% or 1 million dwellings in England had a problem with damp. Between 1996 and 2011, there was a sizable reduction in the prevalence of all dwellings with any damp problems, however incidences of damp have increased since 2019 from 3%. While this goes against the general trend of improvement, it is not necessarily surprising - due to the COVID-19 national lockdowns the rate of maintenance and repairs could have slowed or stalled, making remediation of damp problems difficult (Department for Levelling Up, Housing and Communities).

8.0 RAISING STANDARDS IN THE PRIVATE SECTOR OFFERING INFORMATION, ADVICE AND SPECIALIST SUPPORT

The overriding aim of the Environmental Health Team is to secure the best possible standards in the private sector. The team's core function is to ensure that statutory standards are met using enforcement powers as and when necessary. However, its work goes beyond that, advising and intervening to help tenants, owner occupiers and landlords with a wide range of housing issues.

9.0 ENGAGING WITH LANDLORDS

As in many parts of the country, the privately rented sector makes a very valuable contribution to the supply of affordable housing. A well-managed, well maintained private rented sector can play a very valuable role in Gloucestershire by helping:

- to make more properties available to vulnerable households;
- help vulnerable households to find suitable accommodation;
- to reduce homelessness.

In recent years, officers in both the Housing Standards Team and the Homelessness/Housing Needs/Advice Team have worked to develop a positive working relationship with landlords who want to deliver good quality housing. Landlords forums are run jointly with Decent and Safe Homes (DASH) as well as the National Residential Landlords Association (NRLA). The Forums allow a positive exchange of information on housing issues and standards. The Covid period suspended this work, and the new strategy aims to reinvigorate this partnership work, not least because of the new requirements to be introduced under the Renters Reform Bill.

10 ENERGY EFFICIENCY

The Domestic Minimum Energy Efficiency Standard (MEES) Regulations set a minimum energy efficiency level for domestic private rented properties. Since 1 April 2020, landlords can no longer let or continue to let properties covered by the MEES Regulations if they have an Energy Performance Certificate (EPC) rating below E, unless they have a valid exemption in place. Government proposals have outlined plans to uplift the minimum standard to EPC rating C by 2030 with further consultation expected shortly.

Improving EPC ratings through measures such as insulation, solar panels and low-carbon heating achieves multiple outcomes:

- helping to reduce utility costs and tackle fuel poverty,
- reduce domestic carbon emissions and
- improve housing standards through addressing issues which can be linked to damp, mould and general disrepair.

The Council's Climate Change Service is available to assist both landlords and tenants to improve energy efficiency standards and reduce utility costs through practical advice and support with accessing available funding for insulation and heating measures. Landlords and tenants are also signposted to the Severn Wye Energy Agency, which works to reduce the number of people in fuel poverty and improve domestic warmth and wellbeing.

11 MAXIMISING USE OF EXISTING PRIVATE SECTOR STOCK

Our vision is to bring long term empty homes back into use to improve the quality and supply of housing and to enable our residents to fulfil their potential.

Empty homes represent a wasted resource and a missed opportunity which can have a negative impact on local communities. The problems associated with empty homes include:

- Denying a home to those in housing need.
- Causing damage to neighbouring properties.
- Affecting neighbouring house prices.
- Becoming a potential focal point for illegal activities and anti-social behaviour.
- Attracting fly tipping and vermin.
- Presenting a strain on other public services, including the Police and Fire Service.
- Presenting a risk to the public through unsafe structures.

Bringing empty homes back into use will support our communities by improving the local environment and the quality of life of local residents. It will provide much-needed accommodation for the private sector, easing the pressure for local residents wishing to remain in the area. By removing boarded up and problematic empty properties it will improve the visual appearance of an area and reduce antisocial behaviour and crime and help to make our communities more sustainable.

This will increase confidence in an area, encouraging investment in the repairs and renovation of properties, making our communities more sustainable. In order to effectively tackle the issue of empty homes the Council has produced its strategy to bring Long Term empty properties back into use and the PSH Strategy will be to support this and explore options available to reduce the number of empty homes in the area.

12 REGULATING THE PRIVATE SECTOR: THE HOUSING HEALTH AND SAFETY RATING SYSTEM (HHSRS)

The means of assessing housing standards, as per section 9 of the Housing Act 2004, is the Housing Health and Safety Rating System (HHSRS). Officers use it to risk rate the severity of a deficiency in a dwelling by determining how serious the health effect of that deficiency would be, on residents and potential visitors to the dwelling. Officers do all they can to educate, inform and encourage property owners and managing agents to fulfil their responsibilities. However, enforcement action to protect the health and safety of tenants, occupiers and others will sometimes be required.

The initiation of formal enforcement action will only occur when other measures have failed to produce the necessary response or where there is an urgent need for action. Upon consideration of all available evidence, the Council has a number of options to resolve a housing issue with these ranging from; taking no action, offering informal

advice, service of a statutory notice, issuing of a formal caution, carrying out works in default, service of a financial penalty (also known as a civil penalty) and in the most extreme cases, prosecution at Tribunal.

These courses of action are not necessarily mutually exclusive, and an act of enforcement could involve a number of these options. We work under the Council’s Enforcement Policy to ensure consistent and proportional legal action.

13 HOUSES IN MULTIPLE OCCUPATION (HMO’s - INCLUDING LICENSING)

Some privately rented houses are let to people from several different families, either as bedsits or as shared houses. Houses like this are known as houses in multiple occupation (HMOs). HMOs provide a valuable source of affordable rented housing to primarily single people in the area. However, this form of housing is often associated with deprived areas and can be problematic due to fire safety issues and poor standards such as dampness, lack of affordable heating etc. HMOs represent higher risk accommodation particularly when considering fire safety. For that reason, national legislation stipulates larger HMOs (housing 5 or more people) require a licence. The table below details the number of licensed HMOs, in comparison to the estimated number of non-licensable HMOs (data as of December 2024). HMOs that fall below the 5-person threshold are not required to be licensed. As such the number of HMOs across the Council’s area fluctuates on a regular basis. Throughout recent years there has been a growth in HMO accommodation. Officers are working proactively to identify HMOs in order to safeguard the occupiers. There are specific policies on HMOs that set out the fees for licensable HMOs, the licence period, and the Amenity Standards for HMOs.

Table 3

	Number of Licensable HMOs	Estimated total no of HMOs
Cotswold District	*25	**134

* October 2025

**District Wide Conditions Survey 2023.

14 CIVIL PENALTIES

Under the Housing and Planning Act 2016, financial penalties (also known as civil penalties) are able to be issued as an alternative to prosecution for relevant housing offences under section 249A of the Housing Act 2004. The maximum amount per offence

is capped at £30,000 although this is expected to increase to £70,000 under the Renters Reform Act.

A Civil Penalty Policy was first approved in 2018 and was renewed September 2025.

Officers will consider serving financial penalties where there is clear evidence of a relevant housing offence having been committed or with the conduct still occurring following the local housing authority's involvement.

The Crown Prosecution Service Code for Crown Prosecutors shall be consulted in conjunction with all local policies as well as the Enforcement Concordat as it provides advice on the extent to which there is likely to be sufficient evidence to secure a conviction. The Code has two stages the evidential stage and the public interest stage. There are seven factors to which the local housing authority will take into consideration upon service of a civil penalty and the 2025 Civil Penalties Policy outlines this in detail.

Banning orders for the most serious offenders, as well as a database of rogue landlords/property agents against whom a banning order has been made, are available to each Council and the provisions for these are being strengthened through the Renters Reform Bill. The database may include persons convicted of a banning order offence or who received two or more financial penalties within a twelve-month calendar period. The Council will adopt and enforce all necessary provisions in the keeping of a landlords database, making entries concerning rogue landlords when required, and considering the use of banning orders as part of its enforcement policy.

15 COLLABORATIVE WORKING

Due to the nature of the enforcement work carried out by the team, it is essential that the team works closely with colleagues from other internal services and external agencies, including Homelessness and Housing Options Teams who play a crucial role in assisting residents who find themselves homeless or in need of alternative accommodation. Due to the nature of enforcement work, there are occasions when residents may require assistance from the Homelessness/ Housing Options Team, such as when Emergency Prohibition Orders are served.

Neighbourhood and Community Safety officers work together to tackle a range of issues such as waste collection, fly tipping and anti-social behaviour. Police / Home Office / Fire and Rescue will regularly gain intelligence of multi-occupied, overcrowded and sub-standard properties within the area. Through information sharing agreements, officers from the Councils share and receive intelligence with the emergency services in relation to private sector accommodation. Immigration inspections to verify that the accommodation

being provided is suitable for those coming overseas. In addition, there is a need to verify tenure is lawful, for tenants to have the right to reside and recourse to public funds to begin with.

Health and wellbeing services are provided countywide in Gloucestershire, supporting adults across the counties to achieve confident, fulfilled and independent living. Many of the residents who request assistance from the PSH and Housing Teams may also need a helping hand through life's changes, such as ill health, disability, changes to financial circumstances.

DASH Services is a Private Rented Sector service for local authorities, landlords and tenants and is hosted by Derby City Council on behalf of numerous councils across England. The service has operated successfully for almost 20 years, providing a valuable, low cost, service for local authorities and a place for landlords to gain useful information to aid their businesses. The Council can work with DASH to provide landlord forums, newsletters and guidance on housing standards to private sector landlords and agents. In addition to their work with landlords, DASH can provide the Council with training for enforcement officers to ensure competence and consistency is achieved in the work that is being carried out.

Warm and Well provides a one-stop-shop for information and advice on all aspects of housing improvement, maintenance and repair to help people stay safe, warm and well at home. Funded by Councils, the service provides information and signposting to residents of all tenures as well as targeted advice and support. A range of services link across the County who have direct contact with households and connecting with organisations, both statutory and voluntary, that provide housing, health and wellbeing related services. The goal is to ensure residents receive the advice and support they need to help them live in warm, safe homes.

16 OUR COMMITMENTS

To develop this strategy, we considered several key areas in the private housing sector, on both a national and local scale, as well as the needs of the service. Our housing stock condition survey data, helps shape this further by identifying dwellings in the private sector and allocating them into categories, likely tenure, condition and household vulnerability of the stock and the geographical distribution of properties, which helps to understand the issues by tenure type across the sub-region. This helps to:

- establish the extent of dwellings suffering from the presence of a HHSRS Category 1 hazard,
- Energy Performance Certificate (EPC) rating bands,
- the number of empty homes across the sub-region, and

- a robust approach to mandatory HMO licensing.

From this we have developed four outcome-based commitments:

Commitment 1: to proactively and effectively tackle poor conditions across the private housing sector.

Commitment 2: to continue to work with partners, landlords and registered providers to ensure that homes meet required standards so that residents can thrive in a safe home;

Commitment 3: to support the Strategy to bring long term empty properties back into use to work effectively to reduce the number of empty homes;

Commitment 4: to tackle unlicensed HMOs.

WHAT DO THESE COMMITMENTS MEAN IN PRACTICE?

Commitment 1: *We proactively and effectively tackle poor conditions across the private housing sector.*

This commitment focuses on the development of our approach to regulating and improving conditions in the private housing sector within the sub-region. It is important that we build a robust approach to tackling rogue landlords and strive to ensure that the private sector offers a safe and suitable housing option for our residents.

To achieve this, we will:

- Take appropriate enforcement action when required, following our enforcement policy, that sets out how we will tackle rogue landlords and sub-standard property conditions.
- Work with landlords to identify and appropriately license all Houses in Multiple Occupation (HMOs) across the sub-region.
- Review our approach to supporting tenancy sustainment in the private rented sector.

Commitment 2: *We will continue to work with partners, landlords and registered providers to ensure that homes meet required standards so that residents can thrive in a safe home.*

It is important that we continue to build good relationships and education for tenants and landlords.

To achieve this, we will:

- Ensure the landlords Forum meets the needs of the landlords, by providing a wide range of advice, education from a variety of departments, agencies and local services.
- Continue to work with landlords to promote good housing management and to enable tenants to remain in their homes.
- Review the information provided on our website.
- Carry out consultation surveys with tenants and landlords to promote education and to ensure we are meeting customer satisfaction.

Commitment 3: *We will work effectively to reduce the number of empty homes across the three Councils.*

Working effectively to reduce the number of empty homes across the sub-region and bringing them back into use for the community will assist in addressing the local shortage of affordable residential properties. This will also reduce the detrimental impact that empty properties can have on the local area.

To achieve this, we will support the Long-Term Empty Properties Strategy 2024 to 2029 and Work in partnership with internal departments to ensure delivery of aims:

- Develop Support a strategic approach to identify and investigate empty homes throughout the sub-region both reactively and proactively.
- Engage with owners to encourage and support them in bringing empty homes back into use.
- Consider rent schemes, grant programmes and other available options to assist owners in bringing empty homes back into use.
- Take appropriate enforcement action when required in support of the Strategy.

Commitment 4: *We will tackle unlicensed HMOs across the three Councils.*

Tackling unlicensed HMOs across the sub-region to proactively ensure landlords are meeting the minimum housing standards, fire safety and management standards will ensure that this type of housing is always a safe option for those needing an affordable home of their own.

To achieve this, we will:

- Carry out proactive project work, including partnership working with other departments across the Council and external partners, to identify and investigate all suspected HMOs across the district.

- Target enforcement work towards non-compliant landlords.
- Encourage landlords to obtain accreditation to ensure good management standards and an understanding of legislation.

17 DELIVERY

The Council has developed a Houses in Multiple Occupation Licensing Policy. The policy covers how the Council will apply the relevant legislation to applications for licences for Houses of Multiple Occupation to ensure that all actions undertaken are fair, equitable and consistent.

The Council will explore options available to reduce the number of long term empty homes across the sub-region. The policy will identify the approaches available along with the resources required to tackle the issue of empty homes.

The Council will report on its performance regularly particularly against the emerging central government indicators, but also on indicators developed locally to ensure what matters is measured.

With the introduction of the Renters Rights Act 2025, this strategy will be reviewed after one year of operation to ensure the strategy meets the needs of the district and the requirements of the Government.

18 REVIEW PERIOD

The policy will be reviewed within twelve months to accommodate the changes to be introduced by the Renters Reform Act 2025, and thereafter, every three years.



COTSWOLD

District Council

Mobile Homes Policy



Effective from November 2025

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Duration of the Policy

This policy will remain in force until reviewed.

1. Introduction

The Council has granted caravan site licences under the Caravan Sites and Control of Development Act 1960 (as amended) for sites that have planning permission for a caravan site. The Caravan Sites and Control of Development Act 1960 was amended by the Caravan Sites Act 1968 and has now been amended by the Mobile Homes Act 2013. The Mobile Homes Act 2013 was introduced to provide greater protection to occupiers of residential park homes and caravans as the existing legislation had not been updated for more than 50 years. This Act introduced some important changes to the buying, selling or gifting of a park home and the pitch fee review process.

Residential Park Homes should be inspected annually; this timescale will be reviewed if it becomes apparent that it is appropriate to do so i.e. conditions are so good that a less frequent interval up to once every three years. The Council can charge a fee for different licensing functions, serve enforcement notices and publish any site rules relating to a site. The fee generated by the Mobile Homes Act 2013 is not designed to include investigation of harassment or matters not related to the site licence – these should be dealt with through other appropriate channels.

The Mobile Homes (Requirement for Manager of Site to be Fit and Proper Person) (England) Regulations 2020 (“the Regulations”), require the manager of a “relevant protected site” to be a “fit and proper person”. The fit and proper person assessment applies to mobile home site owners, or the person appointed to manage the site, unless they are eligible for an exemption under Section 3 of the Regulations because they are a non-commercial family-occupied site.

A relevant protected site is a mobile homes site which requires a licence, and which is not solely for holiday purposes or is not restricted from being used all year round.

The fit and proper person requirement will ensure that site owners, or their managers, have integrity and follow best practice. Additionally, it provides the safeguard that such individuals will not pose a risk to the welfare or safety of persons occupying mobile homes on the site.

A public register of relevant sites is maintained and published by the Council.

For clarity, in this document, the “applicant” for an entry on the public register is the person who makes an application under regulation 6 and the “relevant person” is the individual who is the subject of the fit and proper person assessment.

This policy details the types of charges for each function, and the fees are shown in Table 1 in Annex 2, together with the current fees for 2025. The fees will be reviewed and updated annually ahead of each new fiscal year and from time to time as and when the cost of delivering licensing function is considered to have materially changed.

2. Fees charged for site licences

The changes introduced by the Mobile Homes Act 2013 (MHA 2013) for site licensing came into force on 1 April 2014. These include powers for local authorities to charge fees for their licensing functions in respect of "relevant protected sites". A relevant protected site is defined in the Act as any land to be used as a caravan site with planning consent, other than one where a licence is:

- Granted for holiday use only
- In any other way subject to conditions which restrict the usage of the site for the stationing of caravans for human habitation at certain times of the year (such as planning conditions).

Sites which do not fall within the definition of 'relevant protected sites' are still subject to the licensing requirements contained within the Caravan Sites and Control of Development Act 1960, but the provisions relating to payment of fees do not apply.

Under the MHA 2013 a fee can be charged for:

- Applications to grant a new licence.
- Applications to transfer or amend an existing licence.
- Annual licence fees for administering and monitoring existing site licences.

The Council has calculated fees in accordance with the provisions of MHA 2013 which allows a local authority to include all reasonable costs. This includes administrative costs, officer visits to the site, travel costs, consultations, meetings, undertakings and informal advice.

3. Application for a new site licence

All sites require a site licence to operate, subject to exemptions in the Caravan Sites and Control of Development Act 1960; failure to apply for licence is an offence under Section 1(2) of the same Act. The Council may only issue a licence for a site with a valid and correct planning permission for the use.

As details of the required planning permission are required as part of a complete application, no application for a site licence will be accepted without this. Sites which have the correct planning permission in place will be processed within 2 months of the licence application.

4. Transfer/amendment of existing site licence (including changes to conditions)

Where a licence holder wishes to transfer the licence, an application must be made to the Council, for which a fee is payable. The fee must accompany the application to transfer the licence.

Where a site owner requests an amendment to site licence conditions the Council will charge a fee for this function. Applications can be made at any time by licence holders to vary or

cancel conditions, but the fee is payable at the application stage. Whether a site visit will be required as part of any variation will be a decision of the Council, and an additional fee will apply when this is the case.

See Annex 2 for applicable fees.

If the Council deem it necessary to alter conditions, there will be no fee payable.

5. Annual Fees for Site Licences

All relevant protected sites must pay an annual fee to the Council (subject to any exemptions stated in this Policy). The fee is due on 1 April each year, see below for transitional arrangements where annual fees have previously been due in January each calendar year.

Charges are based on estimates from experience associated with the administration responding to enquiries and conducting inspections of sites varying in type and size. The Council is not permitted to make a surplus from this function.

The annual fee covers the costs associated with site inspections to ensure compliance with the site licence conditions and a follow up visit to ensure compliance with any informal schedule of works. If there is a breach in site licence conditions, further charges may be payable to cover the cost of any enforcement action which may be taken. Further details can be found in section 6 - Enforcement Action.

The fee is calculated using a standard initial fee which covers aspects of an inspection which are expected to be roughly similar in all cases such as travel time for example, the second part of the fee is established on an individual basis a price per licensed pitch to reflect the variation in cost due to the size of the site.

All sites will be inspected to ensure compliance with site licence conditions, but also as an opportunity to share information and updates.

Government guidance offers a variety of suggested options for local authorities in calculating the annual fee and this approach has been adopted as it is considered to offer a balance of transparency and fairness without creating an unnecessarily complicated fee setting process.

Annual fee payments

The fees will be considered annually by the Council and will be published along with all other fees and charges that the Council makes.

Sites exempted from Annual Licensing fees

The following are exempted from annual fees:-

- Sites that are not relevant protected sites
- Sites for the Site owner and their family (does not include sites that are run for financial gain)

- Site which are exclusively Gypsy Roma and Traveller Sites, which are not operated on a commercial basis and occupied by non-Gypsy Roma and Traveller residents.

Charging Arrangements

For this policy the period covered by the annual fee will be 1 April to 31 March each financial year. The fee will be charged to the site owner/licence holder and payment advice will be sent at the start of the financial year with payment due within 30 days.

Where a new site licence is issued part way through the year, the annual fee will be pro-rata for that year. The calculation will be done using months and will consider all months and part-months that the licence will cover for the initial year.

Where an amended licence is issued part way through the year (which included either additional units or a reduction in units), the change in annual fee will be calculated on a pro-rata basis for the remainder of the year. The calculation will be done using months and will take into account all months and part-months that the licence will cover for the initial year.

In the event an annual fee is not paid the Council may apply to the First Tier Tribunal (Property Chamber) for an order requiring the licence holder to pay the amount due. Following non-payment of the annual fee, the costs of any litigation and collection of the fee, may be recharged to the site owner. Charges for collection of the annual fee cannot be passed onto the residents' pitch fee.

Applications will not be determined if the fee is not received or a lower fee than required is paid.

Fees for new site applications or variation to site licences will not be refunded if the application is refused. However, if an applicant pays more than the required fee, the additional payment will be refunded in all circumstances.

6. Enforcement action

Where there has been a breach in a site licence condition which comes to the attention of the Council we may serve a compliance notice. The Caravan Sites and Control of Development Act 1960 details the elements which a Council may include when imposing a charge for enforcement action. These include the time involved in deciding to serve and prepare the notice. A detailed breakdown of the relevant expenses would be provided with the compliance notice. Charges would be based on an hourly rate in addition to any other costs incurred, for example legal costs.

7. Fees for depositing site rules

Site rules are different to the site licence conditions and are put in place by the owner of a site to ensure acceptable standards are maintained which will be of benefit to occupiers or will promote and maintain community cohesion on the site. The Mobile Homes Act 2013

changed the way site rules must be agreed between both parties. The Council must keep an up-to-date register of site rules on relevant protected sites and publish the register on-line.

Before publishing site rules the Council will ensure the rules deposited have been made in accordance with the statutory procedure – a fee can be charged for this function.

Any site rules deposited with the Council for the first time or applications to vary or delete existing site rules must be accompanied by the appropriate fee. The fee is the same for either a first deposit or for a subsequent variation or deletion. This is because the process will be very similar for all three types of deposits.

8. The Fit and Proper Persons Register

The Council maintains a register of persons who we are satisfied are fit and proper persons to manage a site. This register can be inspected by the public during normal office hours at our main offices or via our website at any time.

The register will provide a record of the outcomes of the fit and proper person tests the Council has carried out for sites. The register will include the following:

- (a) the name and business contact details of the person
- (b) the name and address of the relevant protected site to which the application relates
- (c) the status of the person (site owner or manager of the site)
- (d) the dates of the first and last day of the period for which the person's inclusion in the register has effect (up to a statutory maximum of five years)
- (e) whether any condition is attached to the person's inclusion in the register and
- (f) where any condition is attached to the person's inclusion in the register—
 - (i) the number of any such conditions
 - (ii) the dates of the first and last day of the period for which any such condition applies (if applicable) and
 - (iii) the date any condition is varied or satisfied (if applicable).

Where there is a rejected application, the name of the rejected applicant will not be included on the register, however the following information will be included in the register:

- (a) the name and address of the site to which the application relates
- (b) that an application in respect of the site has been rejected, and
- (c) the date on which the application was rejected.

Details of the rejected application will remain on the register until a successful fit and proper person application is made in respect of the owner or manager of the site.

Evidence-based approach to fit and proper persons checks

As the Local Authority we can charge two types of fees to cover costs. An application fee to cover the cost of assessing applications and an annual fee if an application is granted subject to any condition that would require monitoring.

When conducting the fit and proper person assessment, the Council will consider the points detailed below to be relevant to the application. In considering these points, the Council will be mindful that each case must be considered on its individual merits and, where the circumstances demand, the decision makers may depart from the guidelines in this policy.

Is the individual able to conduct effective management of the site?

This includes, but is not limited to, securing compliance with the site licence and the long-term maintenance of the site. In determining this, the Council will have regard to the following points.

- (a) Whether the person is competent to manage the site - This includes reviewing the competency of the appointed individual and where necessary interviewing them. The Council must have reasonable cause to believe the individual has either sufficient experience in site management or has received sufficient training and be fully aware of the relevant law as well as health and safety requirements.
- (b) The management structure for the site - The Council will consider whether suitable management structures are in place. The Council must have reasonable cause to believe they are adequate to ensure effective management of the site. Things to be considered include, whether the applicant has a robust management plan that also addresses the following issues:
 - the pitch fee payment
 - proximity of the manager to the site
 - manager's contact details for residents (including out of office and emergency contact details)
 - the complaints procedure
 - maintenance
 - staffing and
 - refuse removal.
- (c) Location of the manager - The site must be managed by an applicant based in the UK. A management structure would be unlikely to be suitable if the applicant is an individual, or a company (including its directors), which does not reside or have a permanent UK address. This is because there may be complex issues because of this, such as needing the court's permission to serve a claim in a foreign country. The applicant's interest in the land will also have an important impact, as would their financial standing, management structures and competence, all of which could contribute to the overall assessment of their suitability to manage the site effectively.
- (d) The funding arrangements in place for managing the site - The applicant must have sufficient funds (or access to sufficient funds) to manage the site and comply with licence obligations. Evidence of these funds should be readily available. If funding is through a third party (including an associated company), clear details must be provided to the Council so that its ability to deem whether the application is financially viable is not compromised.

(e) Personal information relating to the applicant concerned - To help inform the suitability of the applicant, the Council is entitled to use personal records and information that may be available to it in determining applications. Checks will be carried out using publicly accessible Government registers, including, though not limited to,

- the 'bankruptcy and insolvency register' and the 'disqualified directors register'
- formal documents such as a British passport or UK birth/adoption certificate and
- the report from a 'basic' Disclosure and Barring Service (DBS) check.

Where another local authority has rejected an application for the relevant person to be included in a register, the Council can consider that authority's reasons for the decision.

Conduct of the applicant

The council will investigate any conduct which could amount to harassment of the site residents by the site owner or manager.

The Council will also consider convictions by the courts as evidence of harassing behaviour. Where the Council has records of previous harassment complaints made against a site owner or their manager, even if no action was taken on these complaints at the time, the council will take these into consideration in the fit and proper person determination. These complaints may identify further potential risks and can also provide an indication of potential underlying problems with the management of the site or the site owner's lack of experience/skills in dealing with customers.

Where relevant, the Council may address any underlying issues by attaching conditions to the individual's entry on the register. In addition, the Council will also consider further information from sources such as the Police (including abduction notices), Children and Adult Safeguarding Boards (or other bodies with a similar function), other licensing authorities and statutory agencies where appropriate.

Conduct of any person associated with the relevant person

1 <https://www.gov.uk/search-bankruptcy-insolvency-register>

2 <https://www.gov.uk/search-the-register-of-disqualified-company-directors>

A relevant associate is defined as any individual who may have played a part, directly or indirectly, in a decision or action, which has had an impact on residents' rights, or the quiet enjoyment of their homes. The Council will consider the conduct of any relevant associate (whether on a personal, work or other basis) when undertaking the fit and proper person assessment.

Other relevant matters

The Council will also consider the following specific matters relevant to the fit and proper person application:

- (a) current or previous issues, or events, that have occurred in the past ten years that have occurred in relation to the site, or any other mobile homes owned or managed by the site owner or site manager in this or any other local authority area
- (b) the site owner's conduct regarding other business, outside of the mobile homes sector, that is relevant to the determination of whether someone is a fit and proper person, as this could also have implications on the financial and management arrangements of the site in question
- (c) any matters which the Council believes to be of relevance to the application which primarily focus on the relevant person's conduct, competence and their suitability to manage the site, including but not limited to convictions and foreign convictions, cautions, Police warnings, arrests, fixed penalty notices and impending prosecutions. In relation to convictions, the Council will consider whether the conviction is spent or unspent, but only in so far as it is relevant to an application for inclusion on the register.

Determination of applications

Any information gathered will be used to help determine that the applicant:

- (a) has not committed any offence involving fraud or other dishonesty, violence, firearms or drugs or any offence listed in Schedule 3 to the Sexual Offences Act 2003 (offences attracting notification requirements)
- (b) has not contravened any provision of the law relating to housing, caravan sites, mobile homes, public health, planning or environmental health or of landlord and tenant law
- (c) has not contravened any provision of the Equality Act 2010 in, or in connection with, the carrying on of any business
- (d) has not harassed any person in, or in connection with, the carrying on of any business
- (e) is not or has not been within the past 10 years, personally insolvent
- (f) is not or has not been within the past 10 years, disqualified from acting as a company director
- (g) does not give the Council cause to reasonably question, for any other reason, that the person is fit and proper
- (h) has the right to work in the United Kingdom and
- (i) is a member of any redress scheme enabling complaints to be dealt with in connection with the management of the site (when this is in place).

Where an applicant has failed at least one of the criteria above, they will generally not be deemed to be a 'fit and proper person' for the purposes of this policy although this policy provision does not fetter the decision maker's ability to determine the application on its own merits.

Rejected applications- Applications from persons who do not pass the fit and proper assessment by virtue of not meeting the criteria set out above will be rejected and the person will not be able to manage the site. Rejected applications will be centrally recorded and will include the details of the person involved and the reasons for the rejection. Rejected applications will be shared with other local authorities, subject to requirements of data protection legislation being met. The Council will have regard to rejected applications made by any other local authority.

Applications

The application for inclusion in the Fit and Proper Persons Register must include the required information, which will be identified on the Council's website, and associated fee. Failure to provide either will result in the application being refused.

The applicant must clearly specify whether their application is made in respect of either the applicant, or site owner, or the person that the applicant or site owner has appointed to manage the site.

Criminal record certificate(s)

A Disclosure and Barring Service (DBS) certificate or Criminal Records Certificates (issued under section 113A (1) of the Police Act 1997) will be required for:

- (a) the relevant person, where they are an individual; and
- (b) for each individual to whom the applicant is required to provide information for under paragraph 10(2) or (5), 11 or 12 of the Regulations.

The Disclosure and Barring Service check should be a "basic" check as opposed to an "enhanced" check and can be undertaken via the GOV.UK website.

The certificate must have been issued no more than six months before the date of the application. It is incumbent upon the site owner to ensure that any certificates provided meet this requirement.

Decision makers

Service Leader Environmental Protection - The Service Leader manages a number of service areas and the Council's Senior Officer affords the Service Leader delegated authority to undertake certain functions with regards to this Policy, including refusing an application to be included on the register.

The Principal Environmental Health Officer manages the Environmental Health staff on a day-to-day basis, and the senior officers have been deemed competent to determine applications governed by this policy. Through delegated authority from the Service Leader they will determine applications which either meet the conditions set out in this determination policy or can meet the conditions set out in the policy if additional conditions are added to the register entry; this delegation includes setting those conditions.

Decisions and notifications

On receipt of a valid application the Council will:

- (a) grant the application unconditionally
- (b) grant the application subject to conditions; or
- (c) reject the application.

Granting the application unconditionally

Where the Council is satisfied that the applicant meets the fit and proper person test unconditionally, the applicant will be included on the register for up to a statutory maximum of five years. The Council will also issue a final decision notice to the applicant to inform them of its decision.

Granting the application subject to certain condition(s)

- (a) Where the Council considers an applicant would meet the fit and proper person test if certain conditions are met, the Council will grant an application subject to those condition(s). In this case, the council will send a preliminary decision notice to the applicant.
- (b) The fit and proper person test is aimed at ensuring that the person managing the site is competent and the conditions will relate directly to the person's ability to secure the proper management of the site.
- (c) Where additional conditions are required, the Council can also grant an application for less than five years.
- (d) An applicant can appeal against the decision to attach (or vary) any condition to an entry on the register.

Decisions not to include the applicant on the register

- (a) Should the Council determine that the applicant does not meet the requirements, and attaching conditions would not be appropriate, the Council will refuse to grant the application and send a preliminary decision notice to the applicant.
- (b) Where an applicant is refused entry onto the register, the site owner or manager will be required to seek alternative management arrangements to comply with the fit and proper person requirement. If they fail to do so they will be committing an offence.
- (c) Where a site owner or their manager is unable to identify and appoint a suitable alternative manager, who must pass the fit and proper person assessment, the Council can instead appoint a person to manage the site, but only with the consent of the site owner.

Right to make a representation

- (a) An applicant who receives a preliminary decision notice will have 28 days in which to make representations to the Council. The 28-day period begins with the day after the day on which the notice was served.
- (b) The Council will consider and take any representations it receives into account before making a final decision.

Final decision notice

The Council will, as soon as reasonably practicable, after the end of the period allowed for making representations, make a final decision and serve the decision notice on the applicant.

Duration of time on the fit and proper persons register

- (a) Where the Council is satisfied that the applicant meets the fit and proper person test unconditionally, the applicant will be included on the register for the statutory maximum of five years.
- (b) Where additional conditions are required to facilitate an applicant's inclusion on the fit and proper persons register, the Council may grant an application for less than five years.
- (c) Where an application is for less than five years, the length of time will be determined by the conditions to which entry onto the register was granted. For example, a person who has the right to work in the UK for two years, would only be entered onto the register for a period of two years.

Appeals

The applicant can decide to appeal the decision by making an application to the First-tier Tribunal (Property Chamber) ("the tribunal") within specific timeframes set by the tribunal. The applicant is permitted to appeal against any decisions served by the Council. These include:

- (a) including the relevant person on the register for an effective period of less than five years
- (b) including the relevant person on the register subject to conditions and
- (c) rejecting the application.

An appellant will not be able to claim compensation for losses incurred pending the outcome of an appeal.

Withdrawal or amendment of notice

There may be circumstances where the Council may decide not to continue or to withdraw a previously agreed action such as after serving:

- (a) a preliminary decision notice but before service of the final decision notice
- (b) a final decision notice but before the decision to which it relates takes effect or

- (c) a notice of proposed action but before the proposed action is taken.

Where the Council decides to withdraw or amend a notice, the Council will serve notice to the person on whom the original notice was served stating:

- (a) that it is withdrawing/amending the original notice (a copy of the original notice will be attached for reference)
- (b) the reasons for withdrawing the notice
- (c) the date it takes effect and
- (d) the implications of the decisions in relation to the person's entry on the register.

Removal from the register

If, after a person is included in the register and new evidence relevant to the person's inclusion becomes available, the Council may decide to:

- (a) remove the person from the register
- (b) impose a condition on the inclusion of the person in the register (whether there are conditions already imposed)
- (c) vary a condition or
- (d) remove a condition.

When considering removal from the register any such decision should be related to the person being a fit and proper person rather than, for example, site licensing issues which are governed separately.

Where action is considered necessary the Council will serve a notice of any proposed action on the occupier clearly stating the reasons.

A notice of proposed action is not required to remove a condition attached to an entry as this is viewed widely as being a positive step, which is unlikely to be opposed. Instead, the Council will make the site owner or their manager aware of the decision in writing and also ensure the register is updated.

Where a notice of proposed action is given, the occupier will have 28 days, starting from the day after the notice is served, in which to make representations.

The Council will, as soon as reasonably practicable after the end of the 28- day period, decide whether to carry out the proposed action.

Where the Council decides to take the action, they will serve a further notice on the occupier, indicating the action that has been taken, within the period of five working days beginning with the day after the day on which the action was taken.

Offences

There are three offences within the regulations. They are:

1. operating a site in contravention of the fit and proper person regulations

2. withholding information or including false or misleading information in the registration application
3. failing to comply with a specified condition.

A site owner found guilty of any of the above offences will be liable on summary conviction to a level 5 (unlimited) fine.

9 Publishing and revising the fee policy

This policy and the fees charged is published on

<https://www.cotswold.gov.uk/business-and-licensing/apply-or-renew-business-licences-and-permits/caravan-and-campsites/> .

10 Review period

The policy will be reviewed every three years.

Elements included in fee setting

The Council following the national guidance has sets out the following activities that are included in calculating its fees, these include:

- Letter writing/ telephone calls etc to make appointments and requesting any documents or other information from the site owner or from any third party in connection with the licensing process;
- Handling enquiries and complaints;
- Updating document storage and computer systems (including maintenance and upgrade of such systems and the future development e-forms etc)
- Updating the website as appropriate;
- Processing the licensing fees through BACS, Cheque, e-payment systems
- Time for reviewing necessary documents and certificates;
- Preparing reports and the holding of committees to determine a licence or the review of policies and conditions of licensing;
- Review by manager or lawyers
- Review any consultation responses from third parties;
- Carrying out any risk assessment process considered necessary
- Full site inspection and reports; and
- Any follow up inspection to monitor compliance as necessary

Fees Table

Fees for 2025 to 2026

New site application	Cost
5 or less units	£365
6 to 24 units	£495
25 to 99 units	£585
100 to 199 units	£685
200 units and over	£775
Annual Fee for existing site licence	Cost
5 or less units	£305
6 to 24 units	£410
25 to 99 units	£505
100 to 199 units	£590
200 units and over	£685

Other Fees		Cost
Transfer I amendment of existing site licence		£94
Change Site Conditions		£132
Site Rules Deposit		£43.50
Compliance notice charge		£300
Administrative and other expenses to serve notice under the Mobile Homes Act 2013		£355
Fit and Proper Person Assessment		To be approved in 2026/27 budget and each year thereafter.
Annual fee if an application is granted subject to any condition that would require monitoring.		
Enforcement	Hourly rate of officers involved, plus any other costs such as legal fees and charges for notice.	

Contact details

For information on this policy, and how to apply visit -

<https://www.cotswold.gov.uk/business-and-licensing/apply-or-renew-licences-and-permits/caravan-and-campsites/>

For informal advice or queries, please email: ers@publicagroup.uk

Mobile Homes Fees Policy Date Adopted:November 2025

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Equality and Rurality Impact Assessment Form

When completing this form you will need to provide evidence that you have considered how the ‘protected characteristics’ may be impacted upon by this decision. In line with the General Equality Duty the Council must, in the exercise of its functions, have due regard for the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This form should be completed in conjunction with the guidance document available on the Intranet

Once completed a copy should be emailed to cheryl.sloan@publicagroup.uk to be signed off by an equalities officer before being published.

1. Persons responsible for this assessment:

Names: Philip Measures	
Date of assessment: 08 th October 2025	Telephone: Email: philip.measures@publicagroup.uk

2. Name of the policy, service, strategy, procedure or function:

Private Sector Housing Strategy Mobile Homes Policy
--

3. Briefly describe it aims and objectives

This report reviews policies concerning private sector housing. The update is required to take account of legislative changes and to take into account new guidance and Tribunal decisions.

4. Are there any external considerations? (e.g. Legislation/government directives)

The Housing Act 2004 The Housing and Planning Act 2016 Renters Rights Bill Caravan Sites (Control of Development) Act 1960

Mobile Homes Act 2013
 The Renters Rights Bill. This legislation currently passing through both houses, introduces new standards and expectations on Councils in the delivery of their Private Sector Housing duties.

5. What evidence has helped to inform this assessment?

Source	✓	If ticked please explain what
Demographic data and other statistics, including census findings	✓	Private Sector Housing Stock Conditions Survey.
Recent research findings including studies of deprivation	<input type="checkbox"/>	
Results of recent consultations and surveys	<input type="checkbox"/>	
Results of ethnic monitoring data and any equalities data	<input type="checkbox"/>	
Anecdotal information from groups and agencies within Gloucestershire	<input type="checkbox"/>	
Comparisons between similar functions / policies elsewhere	<input type="checkbox"/>	
Analysis of audit reports and reviews	<input type="checkbox"/>	
Other:	✓	1st Tier Property Tribunal decisions

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6. Please specify how intend to gather evidence to fill any gaps identified above:

7. Has any consultation been carried out?

Internal consultation with the Business Manager for Housing

--

If NO please outline any planned activities

--

8. What level of impact either directly or indirectly will the proposal have upon the general public / staff? (Please quantify where possible)

Level of impact	Response
NO IMPACT – The proposal has no impact upon the general public/staff	✓
LOW – Few members of the general public/staff will be affected by this proposal	<input type="checkbox"/>
MEDIUM – A large group of the general public/staff will be affected by this proposal	<input type="checkbox"/>
HIGH – The proposal will have an impact upon the whole community/all staff	<input type="checkbox"/>

The policy renews an existing, so the impact should be positive. Landlords and Caravan site operators who are non-complaint, may face additional sanctions as a result of these policies being in place.

9. Considering the available evidence, what type of impact could this function have on any of the protected characteristics?

Negative – it could disadvantage and therefore potentially not meet the General Equality duty;

Positive – it could benefit and help meet the General Equality duty;

Neutral – neither positive nor negative impact / Not sure

	Potential Negative	Potential Positive	Neutral	Reasons	Options for mitigating adverse impacts
Age – Young People			✓	The policy is concerned with the regulation of conditions in private sector housing and caravan sites, for the benefit of all residents. It does not introduce anything new that would have either a positive or negative impact on individuals with protected characteristics.	

Age – Old People			✓		
Disability			✓		
Sex – Male			✓		
Sex – Female			✓		
Race including Gypsy and Travellers			✓		
Religion or Belief			✓		
Sexual Orientation			✓		
Gender Reassignment			✓		
Pregnancy and maternity			✓		
Geographical impacts on one area			✓		
Other Groups			✓		
Rural considerations: ie Access to services; leisure facilities, transport; education; employment; broadband.			✓		

10. Action plan (add additional lines if necessary)

Action(s)	Lead Officer	Resource	Timescale
n/a			

11. Is there is anything else that you wish to add?

Declaration

I/We are satisfied that an equality impact assessment has been carried out on this policy, service, strategy, procedure or function and where an negative impact has been identified actions have been developed to lessen or negate this impact. We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment.

Completed By:		Date:	
Line Manager:	Phil Measures	Date:	08/10/25
Reviewed by Corporate Equality Officer:	Chloe Phillip	Date:	20/10/2025

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Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET – 20 NOVEMBER 2025
Subject	INFRASTRUCTURE FUNDING STATEMENT (IFS)
Wards affected	All
Accountable member	Councillor Juliet Layton, Cabinet Member for Housing and Planning Email: juliet.layton@cotswold.gov.uk
Accountable officer	Helen Martin - Director of Communities and Place. Email: helen.martin@cotswold.gov.uk
Report author	Kim Langford-Tejrar - Infrastructure Delivery Lead Email: kim.langford-tejrar@westoxon.gov.uk
Summary/Purpose	<p>a) To note the Cotswold District Council Infrastructure Funding Statement (IFS) for 2024/2025</p> <p>b) Agree to publish the Cotswold District Council Infrastructure Funding Statement (IFS) for 2024/2025</p>
Annexes	Annex A – Infrastructure Funding Statement 2024/2025
Recommendation(s)	<p>That Cabinet resolves to:</p> <ol style="list-style-type: none"> 1. Note the content of the Infrastructure Funding Statement (IFS) attached at Annex A, 2. Endorse the document being published on the Council's website by 31 December 2025 in accordance with legislative requirements.
Corporate priorities	<p>The main purpose of the IFS is to provide greater clarity on the receipt and use of developer contributions including Section 106 planning obligations and Community Infrastructure Levy (CIL) to fund new and enhanced infrastructure in support of planned growth. As such, the IFS helps to support several corporate priorities including-</p> <ul style="list-style-type: none"> • Delivering Good Services • Responding to the Climate Emergency



COTSWOLD

District Council

	<ul style="list-style-type: none">• Supporting Communities• Delivering Housing
Key Decision	NO
Exempt	NO
Consultees/ Consultation	The IFS is prepared in consultation with internal teams, including Finance.



1. EXECUTIVE SUMMARY

1.1 The publication of an IFS is a statutory requirement for Councils which receive and spend funding from developer contributions (s106 and Community Infrastructure Levy (CIL)). The IFS at Annex A is a summary of the financial and non-financial developer contributions secured, received, spent and held during the financial year 2024/2025. The IFS contains detailed breakdowns of developer contribution funding and spending, with a summary table included for quick reference within the IFS. A copy of the summary table is embedded in this report below. The IFS must be published by 31 December 2025. There are no key decisions to be made in relation to the IFS; Cabinet is simply requested to note its contents and agree to its publication.

2. BACKGROUND

- 2.1** Local authorities are required to report on the receipt and use of developer contributions through the publication of an Annual Infrastructure Funding Statement (IFS). The contents and broad format of an IFS are prescribed by the legislation and national reporting requirements. The IFS must be updated and published on the Council's website no later than 31 December each year.
- 2.2** The main purpose of the IFS is to provide transparency around infrastructure delivery in the area.
- 2.3** In particular, the IFS must include reports on the previous financial year's developer contributions (s106 and Community Infrastructure Levy (CIL)) secured, received, spent and held. It is intended to be a factual financial report. It must also identify the up-to-date infrastructure needs of the Council which are intended to be met through CIL funding.
- 2.4** It is important to note that Cotswold District Council receives funding from developer contributions in s106 agreements which must be passed directly to partner agencies (such as the County Council and the Integrated Care Board for healthcare) who then are responsible for delivery in line with requirements set out in the legal agreement (i.e. what is to be delivered and by when). As such, the County Council must produce its own IFS and the District Council's IFS should be read in that context.
- 2.5** Similarly, the District Council directs the spending of the Community Infrastructure Levy (CIL) strategic fund, but it distributes Neighbourhood CIL (NCIL) to the relevant town and parish councils (the Neighbourhoods) twice annually. The Council cannot direct the spending of NCIL, but the Neighbourhoods are required to report on their



spending to the District Council. A summary of the Neighbourhood reports is included in the IFS.

- 2.6** The figures in the IFS are set out as per the requirements in the CIL Regulations, which are different from the Council's Statement of Accounts (which is compiled in line with accounting standards). The Infrastructure Delivery Team reconciles CIL finances annually with the Finance team, and the IFS has been reconciled with the Finance team.

3. MAIN REPORTS

- 3.1** The summary table below sets out the main reporting of the IFS. The detail behind these figures is set out in long form in the IFS; the summary table provides headline figures to note.

Table 1- CIL Summary 2024/25

Type	Amount (£)
Value of CIL demand notices	2,332,060.20
CIL collected	1,805,390.47
CIL expenditure	90,269.57
CIL allocations	660,331.17
NCIL passed to Parish Councils/Town Councils	304,667.77
CIL retained	4,737,343.52
CIL reliefs granted	1,494,924.10

Table 2- S106 Summary 2024/25

Type	Amount (£)
Total s106 contributions secured	128,984.00
S106 collected	530,043.20
S106 spent	962,484.31
S106 allocated	537,972.02
S106 held	1,667,311.92

- 3.2** The IFS is also required to set out the infrastructure needs or projects that are likely to be funded in whole or in part by CIL. The IFS explains the existing approach taken to CIL bidding, and highlights the work being undertaken at the moment to produce



an up-to-date Infrastructure Delivery Plan and carry out a CIL Charging Schedule Review as part of the emerging Local Plan process.

4. ALTERNATIVE OPTIONS

- 4.1** None. The publication of the IFS is a legislative requirement. Its content is dictated by the Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 (as amended), amending the Community Infrastructure Levy Regulations 2010.

5. FINANCIAL IMPLICATIONS

- 5.1** The IFS provides information on monies received and spent from developer contributions during the period 1 April 2024 – 31 March 2025. It also provides an overview of future infrastructure needs, but it does not have any direct financial implications to budgets.

6. LEGAL IMPLICATION

- 6.1.** Regulation 121A of the Community Infrastructure Levy Regulations 2010 (as amended and substituted) (the Regulations) requires the Council to publish the Annual Infrastructure Funding Statement (IFS) no later than 31st December of each calendar year, which should comprise
- A statement of the infrastructure projects or types thereof which the Council intends to be fully or partly funded by CIL
 - A CIL report relating to the previous year; nothing that Regulation 121A(5) makes it clear that the Council is not required to include any information to CIL collected on behalf of another charging authority; these are covered by Regulation 121B for parish councils
 - A report about planning obligations in relation to the previous year
- 6.2.** Regulation 121A(3) requires each Annual IFS to be published on the Council's website.
- 6.3.** Schedule 2 of the Regulations provides the matters to be included in the annual IFS, as mentioned earlier in this report, publishing this statement - on time - shows good governance and provides the opportunity to take stock on the contributions received and spent. It also improves transparency and increases accountability.
- #### **7. RISK ASSESSMENT**
- 7.1** The report raises no specific risks.



8. EQUALITIES IMPACT

8.1 The report raises no specific implications in respect of equality.

9. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

9.1 The report raises no specific implications in respect of climate and ecological emergencies.

10. BACKGROUND PAPERS

10.1 None.

(END)



COTSWOLD

District Council

Infrastructure Funding Statement



1 April 2024 to 31 March 2025



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Introduction

What are developer contributions?

1. Developers are expected to make contributions towards new or improved infrastructure (such as play areas, public open spaces, healthcare, schools, roads, etc.) to meet the community's needs arising from planned growth. Developer contributions are made via Section 106 planning obligations (S106) and/ or Community Infrastructure Levy (CIL).
2. S106 agreements are legal agreements between developers and local councils (or they can be unilateral undertakings by the developers alone). S106 agreements form part of individual planning permissions. They help make sure new developments include things the community needs on site—like a share of affordable homes and play areas. They can also involve payments to improve nearby facilities, such as parks, schools, or health centres. The agreement sets out when and how this money or support must be provided and spent.
3. Local Planning Authorities (LPAs) can adopt CIL charging schedules where they have established a clear need for additional funding and have robustly demonstrated that a CIL charge will not make the planned growth unviable. Cotswold District Council has been a CIL charging authority since June 2019.
4. Under the rules set out in the CIL Regulations 2010 (and updated since), councils must use this money to improve existing infrastructure or build new facilities that support development across the wider area. LPAs can also combine their CIL funds with those from other councils to support larger projects that benefit multiple areas. Unlike Section 106 agreements, which are tied to specific developments and have stricter rules, CIL gives councils more flexibility to decide how best to spend the money to meet local needs.

What is the IFS?

5. Councils who collect developer contributions are required to publish an Infrastructure Funding Statement (IFS) annually¹. The purpose of the IFS is to provide transparency around how developer contributions are secured, collected, transferred and spent. It must include:

¹ Regulation 121A - Community Infrastructure Regulations 2010 (as amended)



- A s106 planning obligations report
 - A CIL report; and
 - A list of the infrastructure projects or types of infrastructure that the Council intends to fund wholly or partly through CIL.
6. So, the IFS ‘looks back’ over the previous financial year² and also ‘looks forward’ to identify infrastructure which might be funded by CIL in the future.
7. This IFS only contains information on infrastructure funding collected and spent by Cotswold District Council and should be read in conjunction with Gloucestershire County Council’s IFS, which is available to view separately³.
6. For more information on CIL collection and spending, please see our website www.cotswold.gov.uk/CIL.

Community Infrastructure Levy (CIL) Report

Financial summary

7. The total value of CIL set out in all demand notices issued in 2024/2025 was **£2,332,060.20**, as shown at **Appendix A**.
8. A total of **£1,805,390.47** was collected from CIL receipts as shown at **Appendix B**. A breakdown on this total can be found in **Table 1** below.
9. The difference between the amount raised in demand notices and the amount actually collected is due to the CIL instalment policy. CIL payments are paid by instalments spread over time to assist the viability of developments. The Instalment Policy⁴ can be found on the Council’s website.

Table 1- Breakdown of CIL receipts collected in 2024/2025

Components of CIL receipts	Amount (£)
Administration (5%)	90,269.57

² This IFS covers the financial year period 1 April 2024 to 31 March 2025, which is referred to as ‘2024/25’

³ <https://www.gloucestershire.gov.uk/planning-and-environment/strategic-infrastructure-planning/infrastructure-funding-statement-ifs/>

⁴ <https://www.cotswold.gov.uk/media/iazmnkvg/cil-instalments-policy.pdf>



Neighbourhood CIL (15% or 25%)	301,724.02
Strategic Infrastructure Fund	1,413,396.88
Total	1,805,390.47

10. The total amount of CIL spent on administrative expenses⁵ for 2024/2025 was **£90,269.57 (5%)**. There was no expenditure from the Strategic Infrastructure Fund. A call for bids for strategic funding was launched from March to May 2024. There were several successful bids for CIL funding and the funds set out in **Table 2** were allocated but not spent during the 2024/2025.

Table 2- Breakdown of the CIL Strategic Fund allocated but not spent 2024/2025

Scheme	Bidder	Amount Allocated (£)
Kemble to Steadings Greenway	Sustrans	180,301.00
Cirencester to Kemble Cycle Link	Glos. County Council / Sustrans	100,000.00
Bourton on the Water Interchange	Glos. County Council	137,700.00
Footpath in Moreton in Marsh	Glos. County Council	146,030.17
Forum Interchange Hub	Glos. County Council	66,300.00
Sherbourne Big Nature	National Trust	30,000.00
Total		660,331.17

11. The total amount of Neighbourhood CIL passed to town/parish councils under 59A of the CIL Regulations was **£304,667.77** as shown in **Appendix C**. The individual Spending Reports⁶ submitted by the Town and Parish Councils are available on our website. **Appendix D** sets out a summary of the expenditure we are aware of to date. No unspent funds were requested to be returned under 59E of the CIL Regulations.

12. The Council retained a total of **£4,737,343.52** of CIL receipts at the end of the reported year. This consisted of **£1,805,390.47** collected during 2024/2025 and **£2,931,953.05** collected in previous years.

13. The Council granted a total of **£1,494,924.10** of relief from paying CIL under Part 6 of the CIL Regulations. A breakdown of these reliefs is in the table below. These are all mandatory reliefs; the Council does not offer discretionary reliefs.

⁵ Pursuant to Regulation 61 of the CIL Regulations.

⁶ <https://www.cotswold.gov.uk/planning-and-building/community-infrastructure-levy/infrastructure-spending-and-funding/>



Table 3- Reliefs from paying CIL in 2024/2025

Relief type	Total (£)
Annex Exemption	114,894.54
Extensions Exemption	198,139.30
Self-Build Exemption	787,164.67
Social Housing relief	394,725.59
Total	1,494,924.10

Section 106 Report

S106 financial and non-financial summary

14. The total amount of money to be provided under planning obligations that were entered into in 2024/2025 was **£128,984.00**; this is shown in **Table 4** below.

Table 4- Financial contributions from planning obligations signed in 2024/2025

Reference	Location	Type	Amount (£)
22/03666/FUL	Old Quarries, Rectory Lane, Avening, Tetbury, Gloucestershire, GL8 8NJ	Affordable Housing	54,169.00
22/03666/FUL	Old Quarries, Rectory Lane, Avening, Tetbury, Gloucestershire, GL8 8NJ	Habitats Regulations	5,280.00
20/04079/FUL	Land To The South East Of Ashland House, Somerford Keynes, Gloucestershire	S106 monitoring	535.00
24/01226/FUL	Blacklaines Farm, Birdlip, Gloucester, Gloucestershire, GL4 8LH	Affordable Housing	69,000.00
TOTAL			128,984.00

15. The Council also entered S106 agreements during the reporting year that will deliver the non-monetary contributions set out in **Table 5**.

Table 5 – Non-monetary contributions-planning obligations signed in 2024/2025

Reference	Location	Type
20/04079/FUL	Land To The South East Of Ashland House, Somerford Keynes, Gloucestershire	Public Open Space
20/04079/FUL	Land To The South East Of Ashland House, Somerford Keynes, Gloucestershire	Public Open Space
23/01513/FUL	Land North Of, Oddington Road, Stow-on-the-Wold, Gloucestershire	37 Affordable units



23/02682/FUL	Land West Of Worwell Farmhouse, Cirencester Road, Tetbury, Gloucestershire, GL8 8RY	11 Affordable units
24/00174/DMPO	Denfurlong Farm, Fields Road, Chedworth, Gloucestershire	5 Affordable units

16. The Council collected **£530,043.20** from planning obligations entered into this or previous financial years, as set out in **Table 6**.

Table 6- Financial contributions received in 2024/2025

Reference	Location	Type	Amount (£)
98.01495	Lower Mill Estate, Somerford Keynes	Nature Conservation	45,389.74
20/04079/FUL	Land To The South East Of Ashland House, Somerford Keynes	s106 Monitoring	535.00
19/04749/OUT	Land West Of Davies Road, Moreton-In-Marsh	Education	37,974.19
16/00054/OUT	Land At Chesterton Farm, Cirencester,	s106 Monitoring	24,550.33
19/02248/FUL	Land At Dunstall Farm, Moreton-In-Marsh,	Education	284,354.36
19/02248/FUL	Land At Dunstall Farm, Moreton-In-Marsh	Libraries	12,171.47
19/02248/FUL	Land At Dunstall Farm, Moreton-In-Marsh,	Transport and Travel	125,068.11
		Total	530,043.20

17. The Council spent **£962,484.31** collected from planning obligations; this is shown in **Table 7**.

Table 7- Total amount of planning obligations spent in 2024/2025

Reference	Contribution for	Recipient	Amount (£)
16/00054/OUT	Community facilities	Gloucestershire Police	8,388.00
19/02248/FUL	Libraries	Gloucestershire County Council	12,171.47
19/02248/FUL	Transport & Travel	Gloucestershire County Council	62,099.36



19/02248/FUL	Transport & Travel	Gloucestershire County Council	54,274.84
14/01483/OUT	Community facilities	Moreton-in-Marsh Town Council	100,000.00
19/02248/FUL	Education	Gloucestershire County Council	284,354.36
19/04749/OUT	Education	Gloucestershire County Council	37,974.19
19/02248/FUL	Transport & Travel	Gloucestershire County Council	8,693.91
19/01692/FUL	Affordable Housing	Cottsway	68,287.67
15/03385/FUL	Affordable Housing	Cottsway	13,869.95
21/00967/FUL	Affordable Housing	Cottsway	17,510.64
22/00204/FUL	Affordable Housing Contribution	Cottsway	143,764.04
12/02678/FUL	Affordable Housing	Cottsway	46,817.70
13/02391/OUT	Community facilities	Tetbury Rugby Football Club	11,370.71
13/02391/OUT	Community facilities	Tetbury Rugby Football Club	12,274.46
13/02391/OUT	Community facilities	Tetbury Cricket Club	4,495.65
13/02391/OUT	Community facilities	Tetbury Bowls Club	271.50
13/02391/OUT	Community facilities	Sir William Romney's School (The Athelstan Trust)	19,095.93
13/02391/OUT	Community facilities	Sir William Romney's School (The Athelstan Trust)	4,549.24
13/05306/FUL	Health	Tetbury Men's Shed Workshop	2,000.00
13/05306/FUL	Health	Tetbury Area Youth and Community Trust	9,416.41
13/05306/FUL	Health	Tetbury Area Youth and Community Trust	22,195.50
13/05306/FUL	Health	Tetbury Goods Shed	7,304.50
13/05306/FUL	Health	Tetbury Goods Shed	9,399.83
13/05306/FUL	Health	Tetbury Town Council	650.00
13/05306/FUL	Health	The Monday Club	50.00
13/05306/FUL	Health	Tetbury Fitness	1,204.45



	Total	962,484.31
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18. The Council has allocated **£537,972.02** of collected s106 funds. These are shown in **Table 8**.

Table 8 – Allocated S106 funds

Reference	Allocated to	Amount (£)
14/01483/OUT	Moreton in Marsh Redesdale Hall and Transport Hub design	157,853.14
98.01495	Nature conservation	42,587.38
98.01495	Nature conservation	35,291.59
98.01495	Nature conservation	30,502.45
98.01495	Nature conservation	32,005.56
98.01495	Nature conservation	36,689.80
16/00054/OUT	Sports and recreation	124,938.62
16/00054/OUT	Sports and recreation	77,923.48
	Total	537,792.02

19. The Council holds **£1,667,311.92** from s106 obligations collected before 1 April 2024 (so excluding funds received in 2024/2025) that have not been allocated. This is shown in **Table 9**.

Table 9- Non-allocated s106 funds

Reference	Location	Type	Amount (£)
13/05306/FUL	Land North Of Cirencester Road, Tetbury	Community	15,931.58
16/00054/OUT	Land At Chesterton Farm, Cranhams Lane, Cirencester	Community	10,446.69
16/00054/OUT	Land At Chesterton Farm, Cranhams Lane, Cirencester	Other	18,361.59
14/02365/OUT	Land Parcel Off, Broad Marston Road, Mickleton	Health	15,228.46
13/05306/FUL	Land North Of Cirencester Road, Tetbury	Health	23,312.47
14/02365/OUT	Land Parcel Off, Broad Marston Road, Mickleton	Transport & Travel	3,116.06



98.01495	Lower Mill Estate, Somerford Keynes	Transport & Travel	44,657.79
12/02678/FUL	Former Moreton Bowls Club, Hospital Road, Moreton-In- Marsh	Affordable Housing	223,867.49
20/02697/FUL	Land Adjacent To Mitchell Way And Wellington Road , Upper Rissington	Affordable Housing	371,317.49
18/01615/FUL	Land At, Ullenwood Court, Ullenwood,	Affordable Housing	941,053.42
		Total	1,667,293.04

20. Gloucestershire County Council's (GCC) Infrastructure Funding Statement outlines how much money has been allocated to projects in Cotswold District and how much has been spent overall on education, highways, etc.

Financial summary

21. Table 10 below shows a quick reference summary of the 2024/2025 financial year.

Table 10- CIL Financial summary for 2024/2025

Type	Amount (£)
Value of CIL demand notices	2,332,060.20
CIL collected	1,805,390.47
CIL expenditure	90,269.57
CIL allocations	660,331.17
NCIL passed to PCs/TCs	304,667.77
CIL retained	4,737,343.52
CIL reliefs granted	1,494,924.10

Table 11- S106 Financial summary for 2024/2025

Type	Amount (£)
Total s106 contributions secured	128,984.00
S106 collected	530,043.20
S106 spent	962,484.31
S106 allocated	537,972.02
S106 held	1,667,311.92



Infrastructure Needs in Cotswold District

The Infrastructure List

22. It is a requirement of the IFS to identify the infrastructure upon which the Council is likely to spend CIL on during the coming year and beyond.
23. Regulation 59 of the CIL Regulations requires that charging authorities apply CIL to funding infrastructure to support development in its area, although a charging authority may also apply CIL to infrastructure outside of its area where to do so would support the development of the area.
24. The Council's IFS infrastructure list is derived from its Infrastructure Delivery Plan 2016 (IDP). The IDP identified the infrastructure which was critical and essential to enable the growth set out in the Cotswold District Local Plan 2011-2031 (LP), adopted in August 2018. The existing IDP list is set out in Table 11 below. The Council is currently preparing a new IDP to complement the emerging Local Plan and it will also be reviewing its CIL charging schedule.

Table 11- 2016 IDP Infrastructure List

Parish	Project
Kemble	Junction improvements at A429 / A433, between Cirencester and Kemble
Kemble	Re-use of the former railway line for cycling
Lechlade	Junction improvements at A417 / Whelford Road, between Fairford and Lechlade
Moreton-in-Marsh	Improvements to A429 (Fosse Way)
Moreton-in-Marsh	Junction improvements at A429 (High Street)/A44 (Oxford Street)
Moreton-in-Marsh	Junction improvements at A429 (High Street)/A44 (Bourton Road)
Stow-on-the-Wold	Improvement of Unicorn junction (A436/B4068)
Tetbury	Junction improvements at A433 (London Road / Long Street) / Hampton Street / New Church Street
South Cotswolds	SUDS and soft measure interventions to manage flood risk



25. The existing IDP list is dominated by road improvements to increase traffic capacity in line with the growth projected in 2016. In 2019 both Cotswold District Council and Gloucestershire County Council declared climate emergencies, and both have since produced strategies to address this. In 2020 Gloucestershire Country Council adopted its Local Transport Plan 2020-2041 (LTP). Following these events, the Council has given greater weight towards the benefits of development schemes which align with the spatial strategy of the LP whilst alleviating the pressure on the road junctions by encouraging a modal-shift towards sustainable transport.
26. Whilst the existing IDP list is strategic in nature, it only includes infrastructure which was identified as necessary to unlock specific site allocations. However, growth across the district is not limited to those sites; windfall development (unallocated sites) formed part of the Local Plan approach. In 2025 the Government updated the approach to setting housing land supply targets and as a result, the Council can no longer demonstrate a 5-year supply of deliverable housing land. This means that the presumption in favour of sustainable development applies and growth will not necessarily reflect the Council's spatial strategy.
27. For the reasons set out above, some of the infrastructure projects on the Table 11 IDP list may no-longer need to be delivered, however, they have not been removed from the list as this is yet to be determined by way of an evidence-based review.

The approach to bids for CIL funding

28. The Council invites infrastructure providers to submit bids for available strategic CIL funds annually. Usually this is between 01 March and 31 May each year, however, the bidding period for 2025 was extended until 30 September to allow key stakeholders the opportunity to bid and to allow bidders to review their applications in response to a very competitive year of bids. The bids have generally been made on an ad-hoc basis, as a response to arising needs.
29. Bids are then assessed according to a scoring matrix, set out in Table 12. The Council will be reviewing this approach during the coming year, to better reflect changing profile of growth and updated planning policies, as outlined above.
30. In the meantime, the Council will respond dynamically to the changing profile of growth when considering CIL funding bids. In particular, the Council will consider CIL funding bids for infrastructure projects which contribute towards maintaining healthy and sustainable communities on a strategic scale, and/or those projects



which address climate and ecological emergencies. The Council ring-fences 10% of the strategic CIL fund towards the latter in any case. Similarly, the Council will prefer infrastructure projects which encourage a modal shift towards sustainable transport.

Table 12- Bid Scoring Matrix

Criteria	Notes	Score
Is the project identified in the IFS as a CIL spending priority? If not, is there sufficient justification to fund a project which is not on the priority list?	If the project is on the list, it will automatically receive a maximum score on this question as CIL is intended to fund these projects first. However, the Council welcomes funding requests for projects that would help deliver actions contained within the Council's Climate and Ecological Emergencies Actions Plans.	0/20
Does the applicant have the legal right to carry out the proposed scheme? Is the applicant a known infrastructure provider?	The strategic CIL fund is intended to fund strategic infrastructure projects. Bids are therefore expected from infrastructure providers such as Gloucestershire County Council.	0/20
Is there sufficient evidence that the bidder has explored other funding options? If so, have they been able to secure other sources of funding? Are the requested CIL funds required to access these other funding streams?	Strong justification would be required if no other sources of funding have been found. Preference should be given to projects where CIL funding is used to leverage other funding sources.	0/20
Will the project deliver physical infrastructure?	There is a strong preference for CIL to support capital infrastructure projects. Most of the expenditure should therefore be for the delivery of physical works, such as roads, schools, etc. A small portion of requested funding for a capital project can be for associated revenue costs (e.g., necessary professional fees) although these will be considered in relation to how essential they are to enabling the proposed project.	0/20



How deliverable is the project? Does it have a clear delivery programme? Is it financially feasible? Is it supported by an options appraisal?	Projects must have a definable start and end to its delivery and provide specific measurable outcomes. Robust financial / viability / deliverability evidence is required.	0/20
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31. Table 2 above sets out the successful bids arising from previous years.

Appendix A- CIL Demand Notices Issued 2024/2025

Application No	Parish	DN Amount (£)
19/02248/FUL (2)	Moreton In Marsh	911,717.14
19/03417/FUL	Kemble	94,278.50
20/00833/FUL	Kemble	107,074.09
20/01840/FUL (1)	South Cerney	623.91
20/02379/FUL	Chedworth	0
20/03084/FUL	South Cerney	0
20/03858/FUL	Duntisbourne Abbots	5,511.62
20/04147/FUL	Fairford	150,509.28
20/04572/FUL	Brimpsfield	0
21/00467/FUL	Coberley	0
21/01070/PLP	Willersey	0
21/01332/FUL	Saintbury	1,853.24
21/02051/FUL	Coberley	5,943.26
21/02219/FUL	Baunton	0
21/02360/FUL	Somerford Keynes	2,500.00
21/02487/FUL	Cirencester	11,206.39
21/02673/FUL	Aldsworth	14,287.27
21/02858/FUL	Barrington	46,744.76
21/02894/FUL	Little Rissington	2,105.39
21/03228/FUL	Northleach With Eastington	15,002.17
21/03377/FUL	Northleach With Eastington	2,500.00



21/03384/FUL	Hazelton	0,307.54
21/03709/FUL	Chedworth	£22,727.28
21/04454/FUL	Little Rissington	0
21/04539/FUL	South Cerney	0
21/04654/FUL	Rodmarton	0
21/04720/FUL	South Cerney	0
22/00528/FUL	Swell	10,814.43
22/01547/FUL	South Cerney	0
22/01623/FUL	Rendcomb	12,282.55
22/03666/FUL	Avening	162,446.38
22/04138/FUL	Bourton On The Water	0
23/00353/FUL	South Cerney	0
23/00764/FUL	Chedworth	0
23/01634/FUL	Longborough	31,226.91
23/01951/FUL	Birdlip	2,284.47
23/02101/FUL	South Cerney	0
23/02520/FUL	Upper Rissington	28,748.30
23/02575/FUL	Lechlade	36,140.85
23/02752/FUL	Todenham	2,500.00
23/02905/FUL	Bourton On The Water	0
23/03849/FUL	Bibury	136,763.18
23/03906/FUL	Somerford Keynes	41,597.47
23/03984/FUL	Bledington	48,177.57
23/03986/FUL	Long Newnton	0
23/04010/FUL	North Cerney	0
23/04044/FUL	Tetbury	0
24/00055/PLP	Driffield	37,464.52
24/00116/FUL	Poulton	0
24/00175/FUL	Duntisbourne Rouse	0
24/00254/FUL	Broadwell	0
24/00313/FUL	Sevenhampton	0
24/00369/FUL	Ampney Crucis	0



24/00569/FUL	Longborough	133,688.71
24/00670/FUL	Bibury	0
24/00712/FUL	South Cerney	32,921.28
24/00765/FUL	Preston	0
24/00829/FUL	Withington	0
24/00887/FUL	South Cerney	21,926.43
24/00936/FUL	Birdlip	0
24/01046/FUL	Blockley	0
24/01125/FUL	Upper Rissington	0
24/01216/FUL	Shipton Moyne	0
24/01453/FUL	Westcote	0
24/01616/FUL	Kingscote	0
24/01675/FUL	South Cerney	0
24/01739/FUL	Fairford	130,096.88
24/02175/FUL	Kemble & Ewen	37,432.89
24/02312/FUL	Stow On The Wold	0
24/02636/FUL	Coates	0
24/02901/FUL	South Cerney	0
24/03185/FUL	Bagendon	10,655.54
TOTAL		2,332,060.20

Appendix B- CIL Receipts 2024/2025

Town and Parish Councils that have a Neighbourhood Development Plan (NDP) in place at the time a development is permitted receive 25% of the collected funds. If no NDP is in



place, the Town or Parish Council receives 15% of collected funds, capped at £100 per council-taxable dwelling in the neighbourhood (town/ parish) area.

There is no neighbourhood portion collected on surcharges; these are included in the total received column but are deducted before calculating the Neighbourhood CIL (NCIL).

Reference	Parish	Amount Received (£)	Neighbourhood Portion	
20/01140/FUL	Avening	£48,173.67	£7,226.05	15%
19/00725/OUT	Avening	£46,060.41	£6,144.38	15%
23/02473/FUL	Bagendon	£11,396.30	£1,709.45	15%
21/03226/FUL	Bagendon	£12,414.55	£855.69	15%
23/02473/FUL	Bagendon	£11,393.31	£1,709.00	15%
24/03185/FUL	Bagendon	£1,065.55	£159.83	15%
21/02858/FUL	Barrington	£4,674.48	£701.17	15%
23/03849/FUL	Bibury	£13,676.32	£2,051.45	15%
22/02336/FUL	Bledington	£8,779.46	£1,316.92	15%
23/03984/FUL	Bledington	£4,817.76	£722.66	15%
24/00088/FUL	Blockley	£5,169.71	£775.46	15%
24/00088/FUL	Blockley	£23,263.71	£3,489.56	15%
21/04242/PLP	Bourton-on-the-Water	£35,758.66	£5,363.80	15%
21/04242/PLP	Bourton-on-the-Water	£35,758.65	£5,363.80	15%
21/04074/FUL	Broadwell	£8,691.13	£1,303.67	15%
23/01078/FUL	Broadwell	£6,659.94	£832.49	15%
21/04074/FUL	Broadwell	£8,691.14	£1,303.67	15%
23/03647/FUL	Broadwell	£4,077.62	£611.64	15%
23/03647/FUL	Broadwell	£20,000.00	£3,000.00	15%
23/02297/FUL	Chedworth	£20,305.73	£3,045.86	15%
21/03709/FUL	Chedworth	£2,272.73	£340.91	15%
21/00034/FUL	Chipping Campden	£690.63	£103.59	15%
22/01310/FUL	Cirencester	£4,965.72	£744.86	15%
23/01526/FUL	Cirencester	£12,061.83	£1,809.27	15%
23/01526/FUL	Cirencester	£12,061.82	£1,809.27	15%
21/02487/FUL	Cirencester	£1,120.64	£168.10	15%
24/03021/FUL	Cirencester	£8,139.88	£1,017.49	15%
21/02051/FUL	Coberley	£360.85	£5.21	15%
22/00353/FUL	Coln St Dennis	£1,436.50	£215.48	15%
19/01871/FUL	Cowley	£18,299.17	£2,744.88	15%
22/00827/FUL	Down Ampney	£29,610.62	£4,441.59	25%
22/03992/FUL	Down Ampney	£52,852.94	£7,927.94	25%



22/00827/FUL	Down Ampney	£29,610.61	£4,441.59	25%
24/00055/PLP	Driffield	£3,746.45	£561.97	15%
22/01476/FUL	Ebrington	£5,572.58	£696.57	15%
21/03449/FUL	Ebrington	£3,892.45	£486.56	15%
23/01422/FUL	Elkstone	£3,587.24	£538.09	15%
23/01422/FUL	Elkstone	£3,587.24	£538.09	15%
21/01041/FUL	Fairford	£6,329.81	£1,582.45	25%
22/02158/FUL	Fairford	£47,872.35	£7,180.85	25%
20/04147/FUL	Fairford	£21,792.54	£5,448.14	25%
22/02175/FUL	Fairford	£26,812.32	£4,021.85	25%
20/03972/FUL	Fairford	£8,672.00	£1,171.20	25%
22/02158/FUL	Fairford	£47,872.36	£7,180.85	25%
22/02175/FUL	Fairford	£26,812.32	£4,021.85	25%
21/01041/FUL	Fairford	£28,484.13	£7,121.03	25%
24/01739/FUL	Fairford	£13,009.69	£3,252.42	25%
21/03384/FUL	Hazleton	£2,030.75	£304.61	15%
19/01846/FUL	Kemble & Ewen	£19,106.82	£2,866.02	25%
20/00833/FUL	Kemble & Ewen	£3,005.58	£429.93	25%
24/02175/FUL	Kemble & Ewen	£3,743.29	£935.82	25%
23/01799/FUL	Kempsford	£2,888.22	£393.85	15%
21/00991/FUL	Kempsford	£1,252.33	£187.85	15%
24/00799/FUL	Kingscote	£1,084.73	£162.71	15%
22/00324/FUL	Lechlade	£16,522.91	£4,130.73	25%
21/03219/FUL	Lechlade	£31,499.91	£7,874.98	25%
23/02575/FUL	Lechlade	£3,614.09	£903.52	25%
22/02413/FUL	Lechlade	£2,950.14	£702.63	25%
21/03219/FUL	Lechlade	£31,499.91	£7,874.98	25%
22/04292/FUL	Little Rissington	£30,261.84	£4,539.28	15%
21/02894/FUL	Little Rissington	£2,105.39	£-	15%
24/00569/FUL	Longborough	£13,368.87	£2,005.33	15%
23/01634/FUL	Longborough	£3,122.69	£468.40	15%
23/03768/FUL	Mickleton	£2,175.01	£326.25	15%
23/03768/FUL	Mickleton	£9,787.53	£1,468.13	15%
19/00086/OUT	Moreton-in-Marsh	£111,342.69	£16,701.40	15%
19/02248/FUL	Moreton-in-Marsh	£185,085.82	£27,762.87	15%
23/01943/FUL	Moreton-in-Marsh	£5,019.17	£752.88	15%
23/01943/FUL	Moreton-in-Marsh	£5,019.16	£752.87	15%
19/02248/FUL	Moreton-in-Marsh	£185,085.82	£27,762.87	15%
21/01735/FUL	Naunton	£1,256.86	£188.53	15%
21/03377/FUL	Northleach & Eastington	£2,500.00	£-	25%



21/03228/FUL	Northleach & Eastington	£1,500.22	£375.06	25%
21/02819/FUL	Oddington	£13,692.55	£1,630.07	15%
23/02502/FUL	Preston	£646.15	£161.54	25%
23/02502/FUL	Preston	£2,907.66	£726.92	25%
22/01623/FUL	Rendcomb	£1,228.26	£184.24	15%
23/01761/FUL	Shipton Moyne	£2,500.00	£-	15%
22/03538/FUL	Siddington	£6,522.62	£978.39	15%
22/03538/FUL	Siddington	£6,522.63	£978.39	15%
20/03592/FUL	Somerford Keynes	£51,676.33	£7,751.45	25%
23/01059/FUL	Somerford Keynes	£97,336.26	£24,334.07	25%
23/03906/FUL	Somerford Keynes	£4,159.75	£1,039.94	25%
21/02360/FUL	Somerford Keynes	£2,500.00	£-	25%
19/02159/FUL	South Cerney	£14,023.70	£2,103.56	25%
23/01795/FUL	South Cerney	£1,000.00	£-	25%
23/01795/FUL	South Cerney	£1,000.00	£210.50	25%
24/00712/FUL	South Cerney	£3,292.13	£823.03	25%
23/01795/FUL	South Cerney	£1,000.00	£250.00	25%
23/01795/FUL	South Cerney	£500.00	£125.00	25%
23/01795/FUL	South Cerney	£500.00	£125.00	25%
23/01795/FUL	South Cerney	£500.00	£125.00	25%
20/01840/FUL	South Cerney	£62.39	£15.60	25%
23/01795/FUL	South Cerney	£500.00	£125.00	25%
23/01795/FUL	South Cerney	£400.00	£100.00	25%
23/00822/FUL	Stow-on-the-Wold	£6,683.38	£800.16	25%
23/00822/FUL	Stow-on-the-Wold	£6,683.38	£1,002.51	25%
23/00822/FUL	Stow-on-the-Wold	£2,876.73	£431.51	25%
23/03145/FUL	Swell	£1,579.59	£236.94	25%
23/03145/FUL	Swell	£7,108.16	£1,066.22	25%
22/00528/FUL	Swell	£1,081.44	£162.22	25%
22/01099/FUL	Temple Guiting	£515.40	£77.31	15%
21/00549/FUL	Tetbury	£84,483.07	£21,120.77	25%
21/02211/FUL	Upper Rissington	£2,000.00	£300.00	15%
21/02211/FUL	Upper Rissington	£2,000.00	£300.00	15%
21/02211/FUL	Upper Rissington	£2,000.00	£300.00	15%
21/02211/FUL	Upper Rissington	£2,000.00	£300.00	15%
23/02520/FUL	Upper Rissington	£2,874.83	£431.22	15%
21/02211/FUL	Upper Rissington	£1,798.59	£269.79	15%
23/02520/FUL	Upper Rissington	£12,936.74	£1,940.51	15%
23/03814/FUL	Willersey	£6,131.18	£919.68	15%
21/03583/FUL	Withington	£2,124.55	£318.68	15%



21/03583/FUL	Withington	£9,560.48	£1,434.07	15%
23/03286/FUL	Wyck Rissington	£4,648.63	£697.29	15%
23/03286/FUL	Wyck Rissington	£4,648.62	£697.29	15%
TOTALS		£1,805,390.47	£301,724.02	

Appendix C – Neighbourhood CIL (NCI) transferred to Town/ Parish Councils

Parish	Amount (£)	Month
Avening	£3,479.48	October 2024
Bagendon	£1,709.45	April 2024
Bagendon	£380.33	October 2024
Bibury	£2,051.45	April 2024
Birdlip	£2,744.88	April 2024
Bledington	£1,316.92	April 2024
Bledington	£1,316.92	October 2024
Blockley	£775.46	April 2024
Blockley	£769.41	October 2024
Bourton-on-the-Water	£5,363.80	April 2024
Bourton-on-the-Water	£1,191.96	October 2024
Broadwell	£3,439.83	April 2024
Broadwell	£1,092.29	October 2024
Chedworth	£676.86	October 2024
Chipping Campden	£11.51	October 2024
Cirencester	£2,554.13	April 2024
Cirencester	£1,146.92	October 2024
Down Ampney	£4,441.59	April 2024
Down Ampney	£7,577.24	October 2024
Elkstone	£538.09	April 2024
Elkstone	£119.58	October 2024
Fairford	£15,421.05	April 2024
Fairford	£893.74	October 2024
Kemble & Ewen	£3,295.95	April 2024
Kemble & Ewen	£15,404.47	October 2024
Kempsford	£581.70	April 2024
Kingscote	£162.71	April 2024
Lechlade	£13,611.86	April 2024
Lechlade	£6,918.20	October 2024



Little Rissington	£4,539.28	April 2024
Little Rissington	£4,539.27	October 2024
Longborough	£2,005.33	April 2024
Mickleton	£326.25	April 2024
Moreton-in-Marsh	£44,464.27	April 2024
Moreton-in-Marsh	£32,292.53	October 2024
Naunton	£188.53	April 2024
Naunton	£441.41	October 2024
Oddington	£3,132.62	October 2024
Preston	£161.54	April 2024
Sapperton	£552.93	October 2024
Siddington	£1,956.78	April 2024
Siddington	£2,486.61	October 2024
Somerford Keynes	£33,125.46	April 2024
Somerford Keynes	£35,640.77	October 2024
South Cerney	£3,512.09	April 2024
South Cerney	£4,262.46	October 2024
Stow-on-the-Wold	£1,969.48	April 2024
Stow-on-the-Wold	£466.73	October 2024
Swell	£236.94	April 2024
Temple Guiting	£2,181.80	October 2024
Tetbury	£11,225.72	October 2024
Upper Rissington	£1,901.01	April 2024
Upper Rissington	£11,256.11	October 2024
Willersey	£919.68	April 2024
Windrush	£1,420.76	October 2024
Withington	£318.68	April 2024
Wyck Rissington	£154.95	October 2024
TOTAL £304,667.77		

Parish	Amount (£)	Clawback End Month
Adlestrop	£2,974.61	October 2026
Andoversford	£151.15	April 2025
Andoversford	£1,360.37	April 2026
Avening	£272.43	April 2026
Chipping Campden	£6,752.55	April 2026
Coberley	£86.99	April 2026
Dowdeswell	£249.68	April 2026



Hatherop	£157.33	April 2026
Lower Slaughter	£228	October 2026
Saintbury	£223.28	October 2025
Saintbury	£1,004.74	April 2026
Saintbury	£1,004.74	October 2026
Sevenhampton	£7.01	October 2024
Sevenhampton	£63.07	April 2026
Sezincote	£179.30	October 2026
South Cerney	£265.56	April 2026
South Cerney	£7,232.03	October 2026
Westonbirt	£617	October 2026
TOTAL £22,829.84		

Appendix D- NCIL Expenditure 2024/2025

Cotswold District Council has been notified of the following expenditure of Neighbourhood CIL in 2024/2025.

Neighbourhood	Expenditure	Project
Bibury	£712.50	New Tommy bench at Ablington
Blockley	£4,230.00	Bus shelter replacements at Aston Magna and Paxford
Boxwell with Leighterton	£1,215.00	Leighterton playground refresh
Chedworth	£7,498.08	Chedworth Village Hall social room refurbishment
Fairford	£31,190.00	Creation of Leafield Road path, Toddler area renewal, Walnut Tree Field Roundabout replacement
Kemble and Ewen	£4,083.33	Pond installation at Kemble Community Garden
Lechlade-on-Thames	£10,000.00	Footpath upgrade- Wharf Lane to St John's Priory
Long Newton	£1,413.31	Tree planting and maintenance at Church Lane and village flowers at Pump Lane and



		Church Lane and new speed camera at Main Road
Mickleton	£2,751.73	Skate park, adult gym equipment, junior playing field equipment
Naunton	£738.60	Commemorative bench outside Village Hall and new gates and posts at children's playground
North Cerney	£2,724.50	Purchase of new equipment- Woodmancote Playpark Project
Oddington	£5,247.00	Notice board outside Banks Barn, bulb planting at various locations around the village, War memorial refurbishment, refurbishment of village assets including defib phoneboxes, seats, bins and noticeboards.
Somerford Keynes	£35,802.42	Village Hall complete kitchen refit, Parish Church Tower staircase survey, Villahe Hall net 0 refit
Temple Guiting	£3,606.70	Solar VAS at Ford village, new noticeboard at Ford village,
Tetbury	£33,884.80	Dolphins Hall regeneration project, Bleed kit for Tetbury Town Council building, Carriage refurbishment at Tetbury Goods Shed,
Tetbury Upton	£249.98	Telephone box clean and repaint
Upper Rissington	£1,542.60	Deposit for teen shelter at rear of Village Hall
Westcote	£528.00	Strimming of village common
Westonbirt with Lasborough	£146.56	Community speed watch initiative
Total	£147,565.11	

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Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 20 NOVEMBER 2025
Subject	ADOPTION OF THE GLOUCESTERSHIRE TACKLING DOMESTIC ABUSE STRATEGY
Wards affected	All
Accountable member	Councillor Paul Hodgkinson, Cabinet Member for Health, Culture and Visitor Experience Email: paul.hodgkinson@cotswold.gov.uk
Accountable officer	Joseph Walker, Head of Economic Development and Communities Email: joseph.walker@cotswold.gov.uk
Report author	Director of Communities and Place, Helen Martin Email helen.martin@cotswold.gov.uk
Summary/Purpose	To seek Cabinet's adoption of the 'Gloucestershire Tackling Domestic Abuse Strategy', which reflects the importance of different agencies in the county working collectively to address domestic abuse.
Annexes	Annex A – Gloucestershire Tackling Domestic Abuse Strategy 2025-28
Recommendation(s)	That Cabinet resolves to: 1. Adopt the Gloucestershire Tackling Domestic Abuse Strategy 2025-28
Corporate priorities	<ul style="list-style-type: none"> • Delivering Good Services • Delivering Housing • Supporting Communities
Key Decision	NO
Exempt	NO



Consultees/ Consultation	<p>The development of the strategy has been overseen by Gloucestershire Domestic Abuse Local Partnership Board (DALPB), which includes Cotswold District Council representation. This has included:</p> <ul style="list-style-type: none">• Engagement with victims/survivors, perpetrators, professionals and community members to gather views and opinions on understanding, experiences and perceptions of domestic abuse and awareness & experiences of accessing support.• Workshops with strategic and operational partners (with representation from district councils) across themed areas of focus, including housing, children & young people, communities and health.• The Domestic Abuse Needs Assessment 2024.• Engagement with key partners and stakeholders including the Adult Social Care and Communities Scrutiny Committee, the Gloucestershire Safeguarding Children’s Partnership and the Gloucestershire Safeguarding Adults Board.• A countywide public survey to gather feedback on the vision to tackle domestic abuse, strategic priorities and objectives & outcomes to help achieve these.• Feedback from the Gloucestershire DALPB and other stakeholders.• Formal approval of the strategy by the County Council’s Cabinet in July 2025.
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1. EXECUTIVE SUMMARY

1.1 The Gloucestershire Domestic Abuse Local Partnership Board, convened by Gloucestershire County Council, is responsible for co-ordinating activity to address domestic abuse and to this end, has prepared a strategy to cover the period 2025-28. The District Council is part of this partnership, playing a critical role as a housing authority and through its frequent interactions with residents across services. Cabinet is asked to adopt this policy to guide council activity and ensure our local contribution supports a shared approach across Gloucestershire.

2. BACKGROUND

2.1 Domestic abuse remains a significant issue in Gloucestershire, with 2.3 million people affected nationally each year. Crimes recorded as domestic abuse account for 19% of all crimes reported to Gloucestershire Constabulary; an increase from the 13% seen in the previous domestic abuse needs assessment.

3. MAIN POINTS

3.1 The new Tackling Domestic Abuse Strategy builds on the previous strategy and the achievements of Gloucestershire's multi-agency response and strategic approach which has been in place since 2014. It reflects increased awareness, improved crime recording and strengthened partnerships. The strategy acknowledges that whilst domestic abuse can affect all genders, it disproportionately affects women and girls, so there is a strong strategic connection with work to prevent violence against women and girls.

3.2 The strategy outlines the county's vision for everybody to live free from abuse and harm and that victims/survivors will have access to the right support at the right time and our ambition to end domestic abuse. It includes the strategic priorities, objectives and outcomes that sit underneath and the key metrics that will be used to monitor progress in achieving these.

3.3 Part 4 of the Domestic Abuse Act 2021 requires the County Council (as the tier one local authority) to:

- Conduct a local assessment of need for accommodation-based support (however, the County's needs assessment goes beyond this to include community-based support).
- Convene a multi-agency Domestic Abuse Local Partnership Board (DA LPB).
- Develop and publish a local domestic abuse strategy that has been informed by the needs assessment.



- Report annually to government on investment and impact.

As housing responsibilities lie with the district councils, the County Council, district councils and other system partners work closely to ensure that victims/survivors of domestic abuse have access to the right support when they need it, whether this be accommodation-based support or community-based support. As such, the strategy aims to address both accommodation-based and community-based support.

- 3.4** Following the formal approval of the strategy by the County Council's Cabinet in July 2025, district councils are now also asked to formally consider the strategy and adopt the principles which will in turn guide their own work towards tackling domestic abuse.
- 3.5** Gloucestershire County Council is planning an in-person launch event for early December, to raise awareness and promote partnership engagement. Details will be shared once these are confirmed.
- 3.6** Although this is a new strategy, it is the latest iteration of an ongoing process which has been in place since 2014. The strategy, therefore, sets the context for an ongoing workstream rather than establishing new responsibilities for the Council. By adopting the strategy, the Council is supporting its aims and responding to its legal duties, as set out in the Domestic Abuse Act 2021.
- 3.7** The Council's Housing Team plays a vital role supporting those experiencing domestic abuse and has fully adopted the new duties placed on local authorities when assessing applications for housing and homelessness. These include but are not limited to:
- Widening the definition of Domestic Abuse.
 - Extending the priority need criteria for homelessness applications.
 - Working with our partners to provide safe accommodation.
 - Ensuring that victims of domestic abuse are not disadvantaged when seeking social housing, by giving them appropriate priority and addressing local connection requirements.
- 3.8** There is also a wider role across services to spot the signs of domestic abuse and to design services that do not disadvantage victims.
- 4. ALTERNATIVE OPTIONS**
- 4.1** The Council works closely with its fellow district councils and the county to address housing need, community safety and domestic abuse, amongst many other areas of



work. This strategy reflects that collective action to address shared issues and helps to set out and update a clear ambition and priorities. There is not a realistic alternative approach to working in partnership and so no clear alternative to adopting this partnership strategy.

5. CONCLUSIONS

- 5.1** Adoption of this strategy will formalise and strengthen the existing partnership arrangements to address domestic abuse. Cabinet is recommended to support the adoption of the strategy.

6. FINANCIAL IMPLICATIONS

- 6.1** There are no specific identifiable costs relating to the Council's adoption of this strategy. An effective partnership response to domestic abuse should reduce the incidence of domestic abuse and timely action can prevent both the most serious consequences and potentially costs to responding partners. Domestic Abuse is a driver of housing need and in particular, a factor in the increase of temporary housing costs.
- 6.2** The Council received a New Burdens grant of £36,818 in 2024/25 and 2025/26 to assist with the additional housing duties introduced in the Domestic Abuse Act 2021. Around £31,000 of this grant is allocated annually to the Gloucestershire Housing Partnership to fund specialist workers who ensure that the principles of the strategy are implemented on behalf of the six local authorities.
- 6.3** Funding for 2026/27 will be through the Local Government Finance Settlement ("LGFS") and it is anticipated that the current grant funding will be rolled up into a wider consolidated grant with a bespoke distribution.
- 6.4** There is a risk that as the total level of funding expected through LGFS will be significantly lower than 2025/26 levels with no specific funding. The Council may not be able to confirm availability of budget and therefore, unable to confirm allocations to third parties until February 2026.

7. LEGAL IMPLICATIONS

- 7.1** None identified.

8. RISK ASSESSMENT

- 8.1** The Council already works with partners to deal with domestic abuse and its service implications. The strategy sets up some broad expectations which are consistent with how the Council works.



8.2 There would be reputational risk from not adopting the strategy, as the Council would be setting itself apart from a partnership response, rooted in legislation.

9. EQUALITIES IMPACT

9.1 The strategy properly reflects that domestic abuse can impact individuals regardless of their gender, ethnicity, age, sexuality, socio economic background and religion. The strategy recognises that protected characteristics play an important role, for example, the majority of victims are women and the majority of perpetrators male. The strategy commits to providing a response to domestic abuse that is accessible to all, regardless of gender and other protected characteristics.

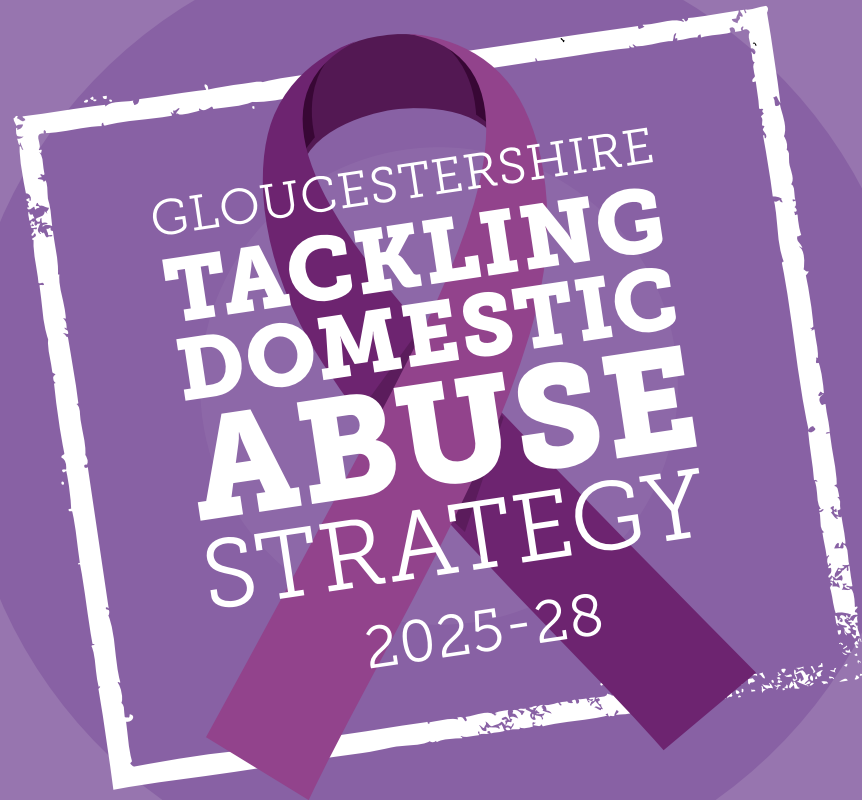
10. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

10.1 None noted

11. BACKGROUND PAPERS

11.1 None

(END)



PARTNERSHIP MEMBERS

Partner logos to be added



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This document contains live links to online documents. When you see this symbol it means there’s an active link you can click on.

Any terms highlighted in blue are defined in the glossary – see Annex 3.

01

FOREWORD



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Over 2.1 million people a year in England and Wales experience domestic abuse¹. It can impact individuals regardless of their gender, ethnicity, age, sexuality, **socio-economic background** and religion and can result in a range of negative and harmful effects on health, wellbeing and outcomes in life. Domestic abuse affects the whole family, and prevention and responses must recognise the immediate impacts which domestic abuse may have on an individual or family, as well as its long-term consequences.

In addition to the personal effects, domestic abuse is estimated to cost society in England and Wales £66 billion annually, with considerable costs to the economy, health services, criminal justice responses and most significantly the human cost, with physical and emotional harms incurred by victims estimated to cost £47 billion annually².

In Gloucestershire, many different services, both **statutory** and **voluntary**, work to support families and individuals affected by domestic abuse. These services engage with the complex and often chronic nature of domestic abuse and collaborate to challenge it. The **Gloucestershire Domestic Abuse Local Partnership Board** (DA LPB) looks to strengthen and coordinate our responses across all services in the county. We work strongly as a partnership to ensure that those at **risk** of, or experiencing, domestic abuse in Gloucestershire have the support and service provision that they need.

No person should experience domestic abuse, and through this strategy and its clear commitments, we will work together to prevent abuse from happening. Aiming to strengthen our service provision, learning from latest research and understanding what works best enables us to continually improve our effectiveness in tackling domestic abuse across the county. Most importantly, we will listen to those with **lived experience** to help shape our local approach.

This strategy builds on the achievements from the previous 2021-2024 strategy that has seen:

- + The development of a consultation network to embed survivor voice into the work of the partnership
- + The ongoing commissioning and development of specialist services to support victims and their children, including a focus on the statutory duty to provide support within safe accommodation
- + The ongoing development of and investment in interventions that tackle perpetrator behaviour
- + The continued approach to assessing local data and need to ensure a focus on addressing gaps in provision and approach
- + The development of awareness raising approaches to encourage understanding and reporting, as well as challenging societal attitudes

- + The development of local policy, research into best practice, and training roll out across the county

We recognise that a collaborative approach to developing and delivering our priorities is fundamental to preventing and responding to domestic abuse in the most effective way. Successful delivery will require strong leadership, commitment and engagement from partner organisations. By working collaboratively, we can come together to end any acceptance of domestic abuse and create lasting change that will make our community a safer place to live.

SIOBHAN FARMER

CHAIR – GLOUCESTERSHIRE DOMESTIC ABUSE LOCAL PARTNERSHIP BOARD, DIRECTOR OF PUBLIC HEALTH, GLOUCESTERSHIRE COUNTY COUNCIL

RUTH SAUNDERS

VICE CHAIR – GLOUCESTERSHIRE DOMESTIC ABUSE LOCAL PARTNERSHIP BOARD, DIRECTOR OF COMMUNITIES, GLOUCESTER CITY COUNCIL

¹ Domestic abuse prevalence and trends, England and Wales - Office for National Statistics (ons.gov.uk) year ending March 2023

² The economic and social costs of domestic abuse - GOV.UK (www.gov.uk)



01

SUPPORTING STATEMENTS



To be added



³ Domestic Abuse Act 2021 (legislation.gov.uk)

⁴ <https://news.npcc.police.uk/resources/vteb9-ec4cx-7xgru-wufuru-5vvo6>

⁵ As defined by the Equalities Act

INTRODUCTION

The Gloucestershire Domestic Abuse Strategy 2025-2028 continues to prioritise a local focus on tackling domestic abuse, stalking, so-called honour based abuse, forced marriage and child to parent abuse, building on the achievements of Gloucestershire’s multi-agency response and strategic approach which has been in place since 2014.

National prevalence data on domestic abuse remains high and Gloucestershire recognises the continued need to focus on underreported crimes, acknowledging the devastating impact they have on the individual, their family, community and wider society. There is a continued commitment to work together from statutory partners and the wider community and voluntary sector, which upholds the principles of a **coordinated community response** to tackling domestic abuse.

The development of this strategy reflects our local commitment to ensuring an ongoing, robust response to domestic abuse, and fulfils the statutory requirement set out in the Domestic Abuse Act 2021³. This statutory duty requires all local authorities to develop a strategy that outlines their local response to providing support within domestic abuse **safe accommodation**. The Gloucestershire DA LPB has requested that this strategy also considers a wider response to domestic abuse, ensuring the needs of all victims/survivors of domestic abuse and their families, both within safe accommodation and within the community, are considered.

The scope of this strategy will consider domestic abuse for victims aged 16 and over as well as children of any age who are considered as victims in their own right due to witnessing or experiencing the effects of domestic abuse³.

In recognition of the statutory definition of domestic abuse, and considering the strategic approach locally to addressing Violence against Women and Girls (VAWG), this strategy will also prioritise a focus on tackling:



DOMESTIC ABUSE



+ STALKING (BOTH WITHIN AND OUTSIDE OF THE CONTEXT OF DOMESTIC ABUSE)



+ HONOUR BASED VIOLENCE



+ FORCED MARRIAGE



+ CHILD TO PARENT ABUSE

In addition, this strategy recognises that our approach to tackling domestic abuse, and the above associated issues, needs to be aligned to the sexual violence agenda. As such, we will ensure a clear link is in place with the Sexual Violence Partnership Board, considering opportunities for joint working where necessary and providing a clear partnership approach to tackling Violence against Women and Girls in Gloucestershire. The tackling Violence against Women and Girls agenda more broadly aligns

to Governments priorities of halving Violence against Women and Girls within the next decade, with at least 1 in every 12 women becoming a victim of Violence against Women and Girls per year.⁴ This partnership approach therefore ensures we have local structures to address this Government priority, alongside our local approach of tackling domestic abuse in all its forms, regardless of gender.

Also, in recognition of the duty to collaborate within the Victim and Prisoners Act 2024, the approach of this strategy will also align with the county approach to tackling serious violence.

Locally we recognise the gendered nature of these crimes in line with the Government response to tackling Violence against Women and Girls. We do, however, ensure our local community based response to domestic abuse is accessible to all, regardless of gender and other **protected characteristics**⁵. In Gloucestershire, domestic support is provided in single gender domestic abuse accommodation in line with statutory guidance but there is a mix of provision in the county to ensure there is a safe accommodation offer available for all genders. In addition, the strategy and its implementation will remain responsive to national legislation, policy and statutory guidance, particularly in relation to the current Government’s commitment to tackling Violence against Women and Girls.

INTRODUCTION

The Gloucestershire DA LPB has collaboratively produced this strategy and its priorities, ensuring input from across the partnership and building on the previous strategy (2021-2024), local needs assessment as well as national strategy and legislation. In addition, the strategy has been informed by the voice of the victim/survivor and the wider community, ensuring our local responses place the victim at the centre of service delivery and that the ongoing work of the DA LPB keeps the victim/survivor voice at its core.

The Gloucestershire DA LPB was established in 2021 in response to the Domestic Abuse Act 2021. The DA LPB consists of three tiers: LPB Strategic Group, LPB Operational Group and the LPB Consultation Network that facilitates the collation of survivor voice. Each has

their own set of aims and objectives to drive forward Gloucestershire's approach to tackling domestic abuse. The role of the LPB is to oversee all activity in relation to the development, implementation and review of the domestic abuse strategy for Gloucestershire.

For governance purposes, this board reports into [Safer Gloucestershire](#) and also links to the Health and Wellbeing Board, Gloucestershire Adult Safeguarding Board and Gloucestershire Safeguarding Children's Partnership. In addition, close links are in place with the Gloucestershire Sexual Violence Partnership and the county's approach to the Serious Violence Duty.

GLOUCESTERSHIRE'S VISION FOR DOMESTIC ABUSE

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OUR VISION

For Gloucestershire to be a county where there is zero tolerance towards domestic abuse, **where everybody can live free from abuse and harm**, with victims/survivors and their children having access to the right support at the right time.

For domestic abuse to be everybody's business, where a collaborative approach creates lasting change across our systems and communities, **where the voice of the victim is at the heart of our response.**



OUR AMBITION TO END DOMESTIC ABUSE

Long-term, our ambition is for Gloucestershire to be an area free from domestic abuse where adults and children are no longer at risk of harm. This strategy forms part of our overall progress in achieving this for the future.

OUR PRINCIPLES

01



WE WILL RESPOND TO OUR LOCAL NEED BASED ON A NEEDS ASSESSMENT AND LESSONS LEARNT FROM **DOMESTIC ABUSE RELATED DEATH REVIEWS.**

02



WE WILL ENSURE THE VOICE OF THE VICTIM IS AT THE HEART OF OUR RESPONSE

03



WE WILL WORK COLLABORATIVELY TO PROMOTE A CONSISTENT RESPONSE TO DOMESTIC ABUSE ACROSS OUR AGENCIES AND COMMUNITIES

04

STRATEGIC PRIORITIES

01

PRIORITY 01
**PREVENTION
AND EARLY
INTERVENTION**



02

PRIORITY 02
**MULTI-AGENCY
WORKING
AND PATHWAY
DEVELOPMENT**



03

PRIORITY 03
**WORKFORCE
DEVELOPMENT**



04

PRIORITY 04
**HIGH QUALITY
SERVICE
PROVISION**



05

PRIORITY 05
**WORKING TO
BREAK THE CYCLE
OF PERPETRATOR
BEHAVIOUR**



OBJECTIVES AND OUTCOMES



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CROSS CUTTING OBJECTIVES

The work of the Gloucestershire DA LPB includes a number of objectives that link across all the priority areas of this strategy. These objectives set out how the partnership will implement the strategy and what activities will be considered across the breadth of the countywide response to tackling domestic abuse, stalking, so-called honour based abuse, forced marriage and child to parent abuse.

OBJECTIVE A:

To ensure all members⁶ of the DA LPB develop plans to support the implementation of the strategy and respond effectively to areas of development identified in the needs assessment.

KEY METRICS FOR CROSS CUTTING OBJECTIVES:

- + Number of engagements and population reach for social media campaign activity
- + Number of victims/survivors engaged with via the consultation network
- + Number of engagements with the new DA LPB website

OUTCOMES:

- + Agencies, both individually and in partnership, have action plans that outline and complement the implementation of the strategy against key thematic areas.
- + Thematic working groups are in place that support partnership delivery of actions to implement the strategy.

⁶ See annex 2





OBJECTIVES: **B AND C**

OBJECTIVE **B**:

To ensure the voice of the victim/survivor and community is prioritised in all areas of the strategy implementation, ensuring our responses are informed by those with lived experience.

OUTCOMES:

- + An annual consultation plan that ensures victim/survivor voice is gathered at key points, such as the commissioning of services and planning for awareness raising activity, and consultation activity that supports each priority area of the strategy.
- + A consultation network that engages and reaches out into '**seldom heard**' communities and groups, supporting making connections between the community and support services.
- + Representation of victim/survivor voice at partnership board meetings and ensuring a feed into any partnership sub-groups.
- + A consultation network is continually developed that provides a broad platform to reach and engage victims/survivors, communities, professionals and perpetrators in capturing and understanding authentic voice and local need.
- + Ongoing engagement work is carried out to build relationships with services, communities and local people to ensure seldom heard groups are informed about and invited to contribute to the consultation work.

OBJECTIVE **C**:

To develop an ongoing plan of communication and awareness activity that focuses on all areas of the strategy to enhance both professional and public knowledge.

OUTCOMES:

- + A communications strategy that is rolled out across the partnership with an active communications sub-group to drive countywide activity that provides an agreed approach to awareness raising and the support available locally.
- + A rolling communications plan is in place that outlines annual awareness raising activity planned across the partnership.
- + A public facing website is developed that enables easy access to up to date information on support available locally.
- + A resource bank is developed that enables easy access to information and communication resources for partners to use when raising awareness to their key demographic groups.

04



PRIORITY 1: PREVENTION AND EARLY INTERVENTION

Responding to domestic abuse effectively is not just about focusing on high risk victims, but also recognising the need to take a **population-based approach**, understanding and addressing the underlying causes of domestic abuse and determining which factors may increase risk and how those might be mitigated. By tackling the underlying causes of the risk of domestic abuse, such as learned behaviour from growing up in a family where domestic abuse was accepted, we can help to lessen the impacts of abuse on the individual victim. This ensures that communities and society are strengthened to support people experiencing domestic abuse to be safe, well and resilient.

Alongside prevention, it is also critical that where abuse is already being experienced, professionals can intervene early to prevent an escalation in both risk and the impact domestic abuse can have.

KEY METRICS FOR PRIORITY 1:

- + Number of students completing the pupil wellbeing survey and reporting an experience of unhealthy relationships and/or abuse within the home
- + Number of schools engaged with GHLL
- + Number of community engagement events attended by specialist services
- + Number of young people engaged with STREET
- + Number of young people and youth organisations engaged with during consultation activity



I WISH AS A TEEN I HAD **ACCESS TO HEALTHY RELATIONSHIP AWARENESS OR SERVICES**, I HAD NO IDEA ABOUT...

(Survivor consultation)



04



PRIORITY 1: PREVENTION AND EARLY INTERVENTION

OBJECTIVE 1A:

To ensure the continued understanding and assessment of the way in which domestic abuse presents within Gloucestershire and the exploration of mechanisms to respond to its root causes.

OUTCOMES:

- + A full domestic abuse **needs assessment** is undertaken every three years to define and monitor domestic abuse, honour-based abuse, forced marriage and child to parent abuse.
- + A review of current services and approaches across the county is completed that supports prevention and acknowledges best practice responses nationally, considering all levels of prevention and opportunities to intervene as early as possible.
- + Clear, consistent local datasets are gathered from **commissioned services** on a regular basis to ensure local need is understood and local approaches are informed by robust data.
- + An improved understanding of 'honour-based abuse and forced marriage in the county and plans to improve reporting and ensure appropriate supports are in place.
- + An agreed approach to child to parent abuse is in place, based on local research and any published Government guidance.

- + Strong links with the Gloucestershire Combatting Drugs Partnership are in place, with any local links between domestic abuse and substance misuse understood, and prevention opportunities considered.
- + Consideration around how the DA LPB can support wider work connected to online abuse and exploitation and a plan is in place to outline the agreed contribution.



I WAITED 11 YEARS TO **GET THE STRENGTH TO REPORT AND MADE TO FEEL OTHERS [WERE] WORSE OFF THAN ME**, I DON'T DISPUTE THAT BUT I ALSO NEED HELP

(Survivor Consultation)



04



PRIORITY 1: PREVENTION AND EARLY INTERVENTION

OBJECTIVE **1B**:

To ensure the continued provision of evidence based healthy relationships education and interventions that promote healthy relationship behaviours amongst young people.

OUTCOMES:

- + Continued support of Gloucestershire Healthy Living and Learning (GHLL)⁷ to ensure schools are provided with support in their delivery of Relationships and Sex Health Education.
- + Ongoing exploration of the role commissioned specialist domestic abuse services can play in supporting schools in their delivery of Relationships and Sex Health Education.
- + Continued monitoring of national approaches to Relationships and Sex Health Education to ensure local implementation.
- + Continued use of the Pupil Wellbeing Survey⁸ to assess local need amongst the student population.

- + Clear local approach to relationship abuse experienced by children and young people is in place, with a review of guidance and the role of STREET⁹ (and/or any future commissioned service) within the approach completed, with clear consideration around awareness raising and the voice of young people in shaping the local approach.
- + Clear approach is in place between children's services and specialist domestic abuse providers to ensure a joined up approach to healthy relationships work is in place for children in care and care leavers, noting their unique experiences and how these may impact their understanding of healthy relationships.

⁷ <https://www.ghll.org.uk/>

⁸ <https://www.gloucestershire.gov.uk/inform/children-and-young-people/pupil-wellbeing-survey-formerly-online-pupil-survey/>

⁹ <https://ygtglos.org.uk/street/>

“
I DIDN'T KNOW I WAS
GOING THROUGH DOMESTIC
ABUSE FOR A LONG TIME
(Victim Engagement Survey)
”

04



PRIORITY 1: PREVENTION AND EARLY INTERVENTION

OBJECTIVE **1C**:

To ensure those experiencing domestic abuse, stalking, honour based abuse, forced marriage and child to parent abuse can access support at an early stage, preventing the risk of escalation (secondary prevention) and reducing exposure to the harmful consequences of domestic abuse.

OUTCOMES:

- + Specialist commissioned services have clear and robust plans to increase community engagement (including support to those from protected characteristic groups) to increase early intervention opportunities.
- + All members of the DA LPB promote **routine enquiry** and increase multi-agency referrals into specialist victim services.
- + All members of the DA LPB have a considered approach to **DA champions** within their services to support in awareness raising and advice in the workplace.
- + Projects looking at the county response to victims/survivors facing **multiple disadvantage** ensure prevention and early intervention are built into plans.

04



PRIORITY 2: MULTI-AGENCY WORKING AND DOMESTIC ABUSE PATHWAY DEVELOPMENT



To fully address domestic abuse, a clear and robust multi-agency response is required. There is a need to ensure agencies and professionals effectively share information, risk assess and collaborate in their response to victims/survivors, perpetrators and their families, with clear pathways into specialist support. The Coordinated Community Response, an approach that Gloucestershire has adopted, provides a framework and is considered best practice in responding to domestic abuse.

KEY METRICS FOR PRIORITY 2:

- + Number of referrals into specialist services based on referring agency
- + Number of awareness sessions arranged by specialist services.
- + Number of referrals into multi-agency processes such as [MARAC](#).
- + Number of professionals engaged as part of services promotion activity



**LIAISING WITH OTHER
AGENCIES WORKING WITH [AN
INDIVIDUAL] AND ARRANGING
MULTIDISCIPLINARY TEAM
MEETINGS IF REQUIRED**

(Professional Consultation)



04



PRIORITY 2: MULTI-AGENCY WORKING AND PATHWAY DEVELOPMENT



OBJECTIVE 2A:

To further embed clear pathways to support to ensure a consistent approach to victims/survivors of domestic abuse and their families.

OUTCOMES:

- + Options for joint working protocols and co-location of domestic abuse specialists in key agencies who respond regularly to domestic abuse are considered and embedded.
- + Members of the DA LPB have audit processes within their services to review their referral pathways and ensure clear awareness of process and procedure amongst staff.
- + Options to increase capacity across the partnership for multi-agency processes such as **Multi Agency Risk Assessment Conferences (MARAC)/Stalking Clinic/ Multi-Agency Tasking and Coordination (MATAC)** meetings¹⁰ have been considered and a clear plan to address issues is in place.
- + An awareness plan is in place to promote awareness raising of the local stalking service
- + Awareness plans are in place following the recommissioning of specialist domestic abuse services in 2025 and 2026.
- + Commissioned specialist services run regular service awareness sessions to improve local knowledge of service provision amongst professionals and awareness of referral routes.
- + Robust links are in place between the DA LPB and Suicide Prevention Partnership¹¹, with mechanisms in place that ensure a joined up approach to recognising suicide risk in domestic abuse and plans to support awareness raising and support.

¹⁰ <https://www.gloucestershire.police.uk/police-forces/gloucestershire-constabulary/areas/gloucestershire/about-us/about-us/commitment-to-being-an-anti-discriminatory-organisation/our-approach-to-violence-and-intimidation-against-women-and-girls/>

¹¹ <https://www.gloucestershire.gov.uk/health-and-social-care/public-health/our-work-with-partners/gloucestershire-suicide-prevention-partnership/>





PRIORITY 2: MULTI-AGENCY WORKING AND PATHWAY DEVELOPMENT



OBJECTIVE 2B:

To ensure a local approach to the domestic abuse joint justice plan¹² to improve multi-agency working between police and Crown Prosecution Service.

OUTCOMES:

- + Completed local self-assessment for the domestic abuse joint justice plan.
- + A local action plan is in place that fulfils requirements of the domestic abuse joint justice plan.

¹² <https://www.cps.gov.uk/sites/default/files/documents/publications/Domestic-Abuse-Joint-Justice-Plan-NPCC-and-CPS.pdf>



WE DEAL WITH A RANGE OF INCIDENTS ON A DAILY BASIS, NO MATTER HOW MUCH TRAINING WE RECEIVE, **WE CANNOT BE EXPECTED TO BE EXPERTS IN DOMESTIC ABUSE MATTERS ALONGSIDE EVERYTHING ELSE** WE DO [CASE FOR MULTI-AGENCY WORKING].

(Professional Consultation)





PRIORITY 3: **WORKFORCE DEVELOPMENT**



To provide a robust, countywide response to domestic abuse, we need to ensure professionals across all organisations are skilled in identifying and responding effectively to those vulnerable to domestic abuse, both within the community and the workplace.

KEY METRICS FOR **PRIORITY 3:**

- + Number of training sessions provided
- + Number of professionals trained
- + Positive feedback rates from training delivered
- + Number of agencies who develop a workplace policy and pledge to support their staff
- + Number of businesses engaged
- + Number of engagements with the new DA LPB website



PROFESSIONALS NEED TO BE ABLE TO RECOGNISE THE SIGNS. MY EX WOULD OPENLY ABUSE ME IN FRONT OF PROFESSIONALS AND NOBODY TRIED TO ASSIST OR INTERVENE.

(Survivor Consultation)



04



PRIORITY 3: WORKFORCE DEVELOPMENT

¹³ <https://safelives.org.uk/our-training-services/about-training-with-safelives/training-for-police/>



OBJECTIVE 3A:

To ensure professionals across all agencies have access to a range of training appropriate to their role, including specialist training where possible, that enables them to feel confident and competent in their response to domestic abuse, stalking, so-called honour based abuse, forced marriage and child to parent abuse.

OBJECTIVE 3B:

To ensure workplaces and businesses across the county take a proactive approach to addressing domestic abuse and stalking that impacts their employees, ensuring clear policies and procedures are in place.

OUTCOMES:

- + Investment in the revised county training pathway is secured to ensure opportunities for multi-agency training are realised and ensure an increase in skills connected to risk assessment and safeguarding.
- + Roll out of training pathway and processes for regular evaluation are in place with ongoing development of training that is responsive to local need.
- + Learning from Domestic Abuse Related Death Reviews is regularly cascaded across the partnership.
- + **DA Matters¹³ training** and the champions' network across Gloucestershire Constabulary is fully embedded into police training practices.
- + Professionals are able to recognise domestic abuse and how it may present across a range of protected and intersectional characteristics, for example, people with physical and learning disabilities, people who are LGBTQ+ and people from minoritised backgrounds.
- + Member agencies of the DA LPB have assessed the level of training required for their staff and embedded appropriate roll out of training based on need.

OUTCOMES:

- + An engagement plan with local employers is in place that encourages the development of policies and procedures that support the response to staff who may be victims of abuse, and to ensure an awareness of the pathways to support in the county.
- + Members of the DA LPB demonstrate a clear commitment as to how they will support staff from within their own organisations, with consideration given to the adoption of a formal pledge that outlines the organisational response to internal victims of abuse.



WHEN YOU HAVE SIGNIFICANT INJURIES **YOU ARE NOT IN A POSITION TO ALWAYS MAKE DECISIONS** AND [STAFF] NEED TO TAKE SOME INITIATIVE IN STARTING CONVERSATIONS...

(Survivor Consultation)



04



PRIORITY 4: HIGH QUALITY SERVICE PROVISION FOR VICTIMS AND THEIR FAMILIES



The provision of high quality domestic abuse services and support is central to any local response to victims/survivors and their families. Service provision needs to be accessible to all victims and be available at the right time to secure their immediate safety and support their longer term recovery from abuse. Services should be informed by the service user voice to ensure everyone who requires support feels empowered to access it. Services must be flexible to changing demand and need, ensuring appropriate solutions that acknowledge the wide ranging impact domestic abuse can have.

This objective not only provides a focus on commissioned specialist services but aims to ensure that all statutory and voluntary sector organisations who are members of the DA LPB provide a high quality service in response to domestic abuse, stalking, so-called honour based abuse, forced marriage and child to parent abuse.

Any services commissioned to deliver support within safe accommodation as part of the county council's statutory duties under part 4 of the Domestic Abuse Act 2021 are required to meet one of the quality standards set out in

the statutory guidance Delivery of support to victims of domestic abuse in domestic abuse safe accommodation services.¹⁴ The county council annually reviews the compliance of these providers to ensure they meet the required standards.

KEY METRICS FOR PRIORITY 4:

- + Investment made in specialist services
- + Number of people supported through safe accommodation and community services
- + Positive outcome rates from specialist services
- + Number of children identified as victims of domestic abuse via **Operation Encompass**
- + Number of agency delivery plans developed to improve their service offer
- + Number of agencies who have developed/refreshed their organisations policy for responding effectively to domestic abuse
- + Positive feedback rates on police **Rapid Video Response** model
- + Police response times to reported incidents of domestic abuse



THERE'S A **HUGE GAP IN SERVICES FOR CHILDREN** WHO HAVE EXPERIENCED DOMESTIC ABUSE

(Professional consultation)



¹⁴ <https://www.gov.uk/government/publications/domestic-abuse-support-within-safe-accommodation/delivery-of-support-to-victims-of-domestic-abuse-in-domestic-abuse-safe-accommodation-services#annex-b-mhclg-quality-standards>

04



PRIORITY 4: HIGH QUALITY SERVICE PROVISION FOR VICTIMS AND THEIR FAMILIES

OBJECTIVE 4A:

To ensure the ongoing collaboration between local authorities to effectively fulfil the statutory duty of providing support within domestic abuse safe accommodation and to work effectively across the Gloucestershire multi-agency housing response to improve outcomes for domestic abuse victims/survivors and their children.

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‘THE LIFELONG IMPACTS OF DOMESTIC ABUSE ARE SOMETIMES FORGOTTEN.

(Survivor Consultation)



OUTCOMES:

- + Partnership investment is made available to increase the provision of high quality domestic abuse safe accommodation across all tenures, that is accessible to all, including protected characteristic groups and consideration of **‘by and for’** approaches.
- + Domestic abuse funding from Government is used to ensure specialist domestic abuse support is available for victims/survivors and their children accessing domestic abuse safe accommodation.
- + Further opportunities are considered to support the collaboration between local authority housing teams and housing providers within the county.
- + Further development of the **Domestic Abuse Housing Champions Network** to facilitate peer support, and shared learning.

- + Consideration to support the local implementation of national best practices approaches to domestic abuse safe accommodation, e.g. **Whole Housing Approach, Domestic Abuse Housing Association accreditation.**
- + Options for support in domestic abuse safe accommodation for those with **no recourse to public funds** are considered, researched and commissioning possibilities explored.
- + Further links with **Registered Housing Providers** are developed enabling specialist support and safeguarding to victims of domestic abuse and their children within social housing.
- + Current service provision is reviewed against the Supreme Court ruling on the meaning of “man”, “woman”, and “sex” in the Equality Act 2010, to ensure that the needs of all victims and perpetrators can be met by local service provision.¹⁵

¹⁵ <https://commonslibrary.parliament.uk/research-briefings/cbp-10259/social-housing>



04



PRIORITY 4: HIGH QUALITY SERVICE PROVISION FOR VICTIMS AND THEIR FAMILIES



MORE FUNDING IS REQUIRED
FOR **THE SAFETY** OF ALL VICTIMS
AND DEPENDANTS

(Victim Engagement Survey)



OBJECTIVE 4B:

To ensure the ongoing development and delivery of high quality domestic abuse specialist community based support for all victims/survivors and their families that ensures the availability of the right support at the right time (including the provision of specialist support for stalking, so-called honour based abuse, forced marriage and child to parent abuse).

OUTCOMES:

- + A collaborative commissioning approach is in place that supports the requirements of the Victims and Prisoners Act 2024.
- + A local plan is in place that considers the support needs of victims/survivors with no recourse to public funds.
- + A shared plan is in place amongst commissioned victims' services that considers their approach to **intersectionality**, ensuring engagement across all protected characteristic groups.
- + A review of the council's trauma recovery pilots delivering therapeutic support to adults and children accessing safe accommodation is completed. Options for broadening the service offer to all victims/survivors accessing community based support is included in the review.
- + Ongoing review of local 'by and for' services by domestic abuse services commissioners and considerations are given to the potential for domestic abuse support that engages with the 'by and for' sector.
- + An agreed approach for responding to child to parent abuse in Gloucestershire, including strategic ownership for activity, is in place.
- + Current service provision is reviewed, alongside both local and national funding options, considering longer-term support provision and increasing service continuity for victims/survivors and their children who move through services.
- + Current service provision is reviewed against the Supreme Court ruling on the meaning of "man", "woman", and "sex" in the Equality Act 2010, to ensure that the needs of all victims and perpetrators can be met by local service provision.¹⁶

¹⁶ <https://commonslibrary.parliament.uk/research-briefings/cbp-10259/social-housing>



04



PRIORITY 4: HIGH QUALITY SERVICE PROVISION FOR VICTIMS AND THEIR FAMILIES

OBJECTIVE 4C:

To ensure the ongoing development and delivery of high quality domestic abuse specialist community based services that support children as victims in their own right.



OUTCOMES:

- + Mechanisms are in place that respond to the recommendations of the Children and Young People's Needs Assessment 2023, exploring funding and commissioning opportunities.¹⁷
- + Oversight of the local approach to Operation Encompass is in place, working collaboratively with the Gloucestershire Safeguarding Children Partnership¹⁸ (GSCP).

¹⁷ <https://www.gloucestershire.gov.uk/media/gaqdyp33/cyp-impacted-by-da-in-gloucestershire-2023-final.pdf>

¹⁸ <https://www.gloucestershire.gov.uk/gscp/>



I FEEL THAT OUR SUPPORT IN COUNTY IS POOR, IT IS DIFFICULT TO ACCESS AND THERE ALWAYS SEEMS TO BE HURDLES TO JUMP TO GET THE RIGHT HELP AND SUPPORT AND THEN WHEN I HAVE FOUND IT **THE PROFESSIONAL IS LACKING THE CORRECT TRAINING TO SUPPORT THE FAMILY.**

(Survivor Consultation).



04



PRIORITY 4: HIGH QUALITY SERVICE PROVISION FOR VICTIMS AND THEIR FAMILIES

OBJECTIVE 4D:

To ensure a continued focus on addressing domestic abuse and co-presenting multiple disadvantage, recognising the long term approach to tackling multiple disadvantage in Gloucestershire.

OBJECTIVE 4E:

To ensure all members of the DA LPB continue to develop their approach to victims/survivors and their families, building on best practice and areas for local development identified through the needs assessment and victim/survivor voice input.

OUTCOMES:

- + Research into the links between domestic abuse and suicide risk is completed and a local approach is developed to ensure appropriate responses across all agencies (considering the current approach to domestic abuse related death reviews).
- + Membership of the **Making Every Adult Matter Network**¹⁹ is fully utilised, using their two year approach to enhance support for vulnerable adults.

¹⁹ <https://meam.org.uk/the-meam-approach/>

²⁰ <https://www.gloucestershire.gov.uk/gsab/>



OUTCOMES:

- + **Community Safety Partnerships** have a plan in place that considers the needs of each local community and supports the implementation of the strategy from a place based perspective.
- + Members of the DA LPB have in place agency improvement plans that focus on ensuring high quality support and services are provided across the system.
- + Local approaches to address **societal inequality** are explored and a plan is in place that details how the DA LPB can contribute.
- + Increased links with the Gloucestershire Safeguarding Adults Board²⁰ are in place that explore the concerns relating to older victims of abuse and how to respond effectively.

04



PRIORITY 5: WORKING TO BREAK THE CYCLE OF PERPETRATOR BEHAVIOUR

To break the cycle of domestic abuse and create lasting change for victims, we need to address perpetrator behaviour, holding individuals to account and providing support that facilitates the development of healthy relationship behaviours; recognising the impact of perpetrator behaviours on families as a whole.



OTHER THAN DIRECTING TO SUPPORT TO COMBAT DRUG/ ALCOHOL ABUSE AND SIMILAR; **THERE HAS BEEN LITTLE CONSIDERATION OF PERPETRATORS - OTHER THAN SEEKING PROSECUTION.**

(Professionals Consultation)

”

OBJECTIVE 5A:

To ensure the ongoing development and delivery of local domestic abuse specialist support for perpetrators of domestic abuse and other harmful relationship behaviours, that addresses this and creates lasting positive change, and works towards ending domestic abuse.

KEY METRICS FOR PRIORITY 5:

- + Number of referrals into Positive Relationships Gloucestershire (PRG)
- + Number of positive completions of the PRG programme
- + Investment made into perpetrator interventions
- + Number of arrests/charges/preventative orders applied for
- + Number of young people supported through STREET in relation to harmful behaviours

OUTCOMES:

- + Continued partnership investment is made available to provide specialist community based perpetrator services (currently Positive Relationships Gloucestershire (PRG)²¹), reflecting demand and ensuring accessibility across communities.
- + Opportunities to access local and national funding are sought to increase perpetrator interventions and explore options to pilot new interventions such as those for stalking, child to parent abuse and high risk behaviour change.
- + Regular evaluation processes are in place that ensure positive outcomes from perpetrator interventions and that practice is continually developed in line with lessons learnt and national best practice.



²¹ <https://www.fearfree.org.uk/refer/gloucestershire/>

04



PRIORITY 5: WORKING TO BREAK THE CYCLE OF PERPETRATOR BEHAVIOUR

OBJECTIVE 5B:

To ensure a multi-agency, joined up approach to addressing perpetrator behaviour that enables all agencies to identify and respond appropriately to perpetrator behaviour, including a robust criminal justice response.

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OUTCOMES:

- + Multi-agency plans are in place that ensure professionals are skilled in identifying perpetrator behaviour, conducting routine enquiry and making onwards referrals into local and/or national interventions.
- + Ongoing development and roll out of the MATAC process is in place to tackle the highest risk domestic abuse offenders in the county.
- + Continued focus on a proactive approach to policing to increase arrest rates and opportunities for criminal justice interventions.
- + Funding opportunities have been explored to provide **out of court disposal specialist interventions** for domestic abuse offenders where appropriate and informed by the risk posed.
- + Long term action plans are in place around multi-agency approaches to addressing perpetrators with multiple disadvantage.

“

... HAVE DONE TRAINING ON THIS BUT I DON'T FEEL IT WAS ANYWHERE NEAR IN DEPTH ENOUGH TO BE EFFECTIVE OR SAFE... [PERPETRATORS] WOULD NEED TO BE ABLE TO RE-EVALUATE EVERYTHING THEY KNOW ABOUT INTERACTIONS WITH OTHER PEOPLE AND TO WANT TO CHANGE... MY EXPERIENCE IS THAT THEY REPEAT, AND USUALLY WORSE WITH THE NEXT PARTNER.

(Professionals Consultation).

”

SUPPORT IN SAFE ACCOMMODATION

Under the Domestic Abuse Act 2021, the county council as a **tier 1 local authority** has a statutory duty to provide support to victims/survivors of domestic abuse and their children residing within 'domestic abuse safe accommodation'. Safe accommodation includes²².

+ REFUGE ACCOMMODATION

+ **SPECIALIST ACCOMMODATION** (INCLUDING DEDICATED SPECIALIST SUPPORT FOR PEOPLE WITH PROTECTED CHARACTERISTICS SUCH AS A DISABILITY)

+ **DISPERSED ACCOMMODATION** WHICH INCLUDES SELF-CONTAINED ACCOMMODATION

+ **SANCTUARY SCHEMES** (WHICH PROVIDE ENHANCED PHYSICAL SECURITY MEASURES TO A HOME OR THE PERIMETER OF THE HOME)

+ **SECOND STAGE (OR 'MOVE-ON') ACCOMMODATION** (TEMPORARY ACCOMMODATION WHEN INTENSIVE SUPPORT IS NO LONGER NEEDED BUT A LEVEL OF SUPPORT IS STILL BENEFICIAL)

To support the delivery of the local authority statutory duties in the Domestic Abuse Act 2021, the county council receives funding (previously from the Ministry of Housing, Communities & Local Government) as a grant, and from 2025/26 this is included in the Local Authority Settlement). Some of this funding is passed to the

tier two local authorities (the six district councils) as they hold the housing function and are better placed to commission some of the support in safe accommodation. The county council also works with its local partners to consider and prioritise the funding allocated to address the support needs of domestic abuse victims and their children in safe accommodation.

The following activity commenced during the previous strategy, and these will continue and develop, where appropriate, under the new strategy to provide support as part of the response for victims/survivors:

+ The ongoing expansion of the **Places of Safety model**

+ **Support in Refuge accommodation** (Stroud Beresford Women's Refuge)

+ **Domestic abuse support in safe accommodation** through Gloucestershire Domestic Abuse Support Service (GDASS)

+ **Domestic abuse training within the housing sector**

+ **Domestic Abuse Housing Champions Network**

+ **Strategic activities relating to meeting the council's statutory duties** e.g. development and refreshes/reviews of the needs assessment, strategy and delivery plan, and commissioning activity

+ **Operational activities relating to meeting the council's statutory duties** e.g. consultation work and project work to inform strategic decisions

+ **Pilot of a therapeutic support service** for adult victims/survivors of domestic abuse in safe accommodation (Healing and Empowerment)

+ **Pilot of a therapeutic support offer** for children and young people accessing domestic abuse safe accommodation

+ **Funding for a pilot of short stay supported accommodation** for those who have experienced domestic abuse and/or Violence Against Women and Girls and have experience of multiple disadvantage (Respite Rooms)

+ **Supporting district council Domestic Abuse Housing Association (DAHA) accreditation**







Further consideration will be given as to how this funding will be used in future years to continue to strengthen the local approach to support within safe accommodation.

²² <https://www.gov.uk/government/publications/domestic-abuse-support-within-safe-accommodation/delivery-of-support-to-victims-of-domestic-abuse-in-domestic-abuse-safe-accommodation-services>



HOUSING AND HOMELESSNESS

People who are homeless because of domestic abuse have an automatic priority need, so local authorities must arrange suitable accommodation for them in certain circumstances, such as while their case is being assessed. In Gloucestershire, this duty rests with the district councils, and each district has its own housing, homelessness and rough sleeping strategies where the accommodation needs of survivors of domestic abuse are considered through the implementation of appropriate solutions. These can be found as follows:

-  **GLOUCESTER HOUSING HOMELESSNESS AND ROUGH SLEEPING STRATEGY**
-  **CHELTENHAM HOUSING HOMELESSNESS AND ROUGH SLEEPING STRATEGY**
-  **STROUD HOMELESSNESS PREVENTION STRATEGY**
-  **TEWKESBURY HOUSING STRATEGY**
-  **FOREST OF DEAN HOUSING STRATEGY**
-  **COTSWOLDS PREVENTING HOMELESSNESS STRATEGY**



Click on the above titles to access the links

It should be noted that at the time of writing, government has published the English Devolution White Paper²³, expecting two-tier areas to develop proposals for reorganisation to create unitary authorities. As such, the strategy will be updated to reflect any impact or change that may result.

²³ <https://www.gov.uk/government/publications/english-devolution-white-paper-power-and-partnership-foundations-for-growth/english-devolution-white-paper#executive-summary303iO4YRH00h6I5keqrQ%3D&reserved=0>

DELIVERY PLAN

To accompany this strategy there will be a delivery plan that supports the implementation of our vision, priorities and objectives. The Gloucestershire DA LPB will be responsible for producing a dynamic and evolving delivery plan which will evidence our activity and progress in meeting our strategic objectives and the impact being made on the needs identified in the Domestic Abuse Needs Assessment 2024. The Gloucestershire DA LPB will be responsible for agreeing the prioritisation and setting of timescales for the activity within the delivery plan. The plan will be closely monitored through the LPB governance structure.

In addition, the DA LPB will consider appropriate metrics to monitor the impact of the strategy and the activities undertaken.

DOMESTIC ABUSE **NEEDS ASSESSMENT**

The county domestic abuse needs assessment is completed every three years, with an annual refresh that focuses on the provision of domestic abuse safe accommodation, as part of the statutory duty set out within the Domestic Abuse Act 2021.

The scope of the needs assessment in Gloucestershire was widened to not only cover domestic abuse beyond the provision of safe accommodation, but to also include stalking, so-called honour based abuse, forced marriage and child to parent abuse.

The Gloucestershire Domestic Abuse Needs Assessment 2024²⁴ reviews data for years 2021/2022, 2022/2023 and 2023/24. A range of agencies provided data to contribute the needs assessment.

²⁴ <https://www.gloucestershire.gov.uk/media/11qb4dl2/full-da-needs-assessment-2024-final.pdf>



NATIONAL PREVALENCE DATA (CSEW: YEAR END MARCH 2020) ...

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4.4%

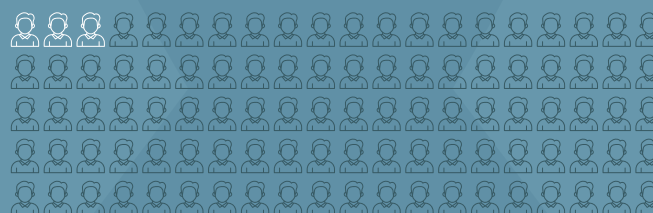
OF ADULTS AGED 16-74 EXPERIENCED DOMESTIC ABUSE IN THE LAST YEAR



DOMESTIC ABUSE IMPACTS AROUND



6 IN 100 WOMEN



3 IN 100 MEN EXPERIENCING DOMESTIC ABUSE IN THE LAST YEAR

THERE ARE APPROXIMATELY



GLOUCESTERSHIRE DATA ...

THERE IS A CLEAR LINK BETWEEN DOMESTIC ABUSE AND DEPRIVATION: RESIDENTS IN GLOUCESTERSHIRE ARE **6X** MORE LIKELY TO REPORT DA IN THE MOST DEPRIVED **20%** OF AREAS IN ENGLAND THAN THE LEAST DEPRIVED **20%**. IT IS EXPECTED HOWEVER THAT DOMESTIC ABUSE IN MORE AFFLUENT AREAS OF THE COUNTY IS UNREPORTED.

19%



OF ALL **CRIME REPORTED** TO GLOUCESTERSHIRE POLICE IS **DOMESTIC ABUSE**

38%



OF ALL **VIOLENT OFFENCES REPORTED** TO GLOUCESTERSHIRE POLICE IS **DOMESTIC ABUSE**

25-34
YR OLDS

HIGHEST RATE OF DOMESTIC ABUSE LOCALLY IS WITHIN THE **AGE GROUP 25-34**
31.4 DOMESTIC ABUSE CRIMES PER **1000** OF THE 25-34 POPULATION)

DOMESTIC ABUSE RATE: 23/24

15.8
CRIMES PER
1,000
OF THE **POPULATION**

71% 28%

71% OF LOCAL DOMESTIC ABUSE **VICTIMS ARE FEMALE.**
28% ARE **MALE**

86% 13%

86% OF DOMESTIC ABUSE **PERPETRATORS ARE MALE.**
13% ARE **FEMALE**

28%



OF REFERRALS INTO **CHILDREN SOCIAL CARE** ARE DOMESTIC ABUSE RELATED

STALKING RATE:

3.39 CRIMES PER
1,000 OF THE
POPULATION
OF **GLOUCESTERSHIRE**

76%



OF **STALKING VICTIMS** ARE **FEMALE** AND 30% **AGED 25-34**

83%



OF **STALKING OFFENDERS** ARE **MALE**

GLOUCESTERSHIRE DATA...

46 REFERRALS

TO MARAC (HIGH RISK VICTIMS) PER

10,000

OF THE FEMALE POPULATION IN GLOUCESTERSHIRE, COMPARED WITH **48 REFERRALS NATIONALLY**



THE MOST **COMMON ISSUES** WITH ACCESS TO DOMESTIC ABUSE SAFE ACCOMMODATION IN THE COUNTY ARE RELATED TO:

NO RECOURSE TO PUBLIC FUNDS

EXPERIENCES OF **MULTIPLE DISADVANTAGE**

LACK OF **AVAILABLE SPACE**

LACK OF **MOVE ON ACCOMMODATION**

ACCOMMODATION THAT MEETS THE NEEDS OF **PROTECTED CHARACTERISTIC GROUPS**

IN **2023/24** GLOUCESTERSHIRE DOMESTIC ABUSE SUPPORT SERVICE (GDASS) RECEIVED OVER

11,000 REFERRALS

19%

OF REFERRALS ARE FOR **HIGH RISK CASES**

IN **2023/24** POSITIVE RELATIONSHIPS GLOUCESTERSHIRE (PRG) RECEIVED OVER

250 REFERRALS

FOR **PERPETRATORS OF DOMESTIC ABUSE** FOLLOWING AN ASSESSMENT

IN **2023/24** OPERATION ENCOMPASS HAD A DROP FROM 2,399 IN 2021

1,974 REFERRED

CHILDREN REFERRED THROUGH OPERATION ENCOMPASS WERE **PRIMARILY AGED**

6 - 10 YEARS



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91

DOMESTIC ABUSE VICTIMS WHO APPROACHED THE GLOUCESTERSHIRE REFUGE WERE UNABLE TO BE ACCOMMODATED IN 2023/24

FROM 1 APRIL 2021-31 MAR 2024:

80

 DOMESTIC ABUSE VICTIMS WERE **HOUSED IN PLACES OF SAFETY**

152

DOMESTIC ABUSE VICTIMS **WERE NOT** ABLE TO BE ACCOMMODATED IN PLACES OF SAFETY AND OTHER OPTIONS HAD TO BE EXPLORED

FROM APRIL 2021-OCTOBER 2023: **113 CHILDREN** ON AVERAGE PER MONTH WERE CONSIDERED IN MARACS AS CONNECTED TO VICTIMS OF HIGH RISK DOMESTIC ABUSE

10

10.1

NEEDS ASSESSMENT: OVERARCHING AREAS OF DEVELOPMENT



ONGOING IMPROVEMENT OF POLICE RESPONSE TO DOMESTIC ABUSE



CONSISTENT TRAINING FOR ALL PROFESSIONALS



AWARENESS RAISING that improves knowledge and understanding but also challenges societal attitudes

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CONSIDER THE **RESPONSE TO VICTIMS** of domestic abuse who present with experiences of multiple disadvantage



DOMESTIC ABUSE and wider deprivation and societal inequalities



RESPONSE TO VICTIMS from underrepresented and protected characteristic groups



EARLY IDENTIFICATION AND INTERVENTION collection across all agencies



PLACE BASED APPROACH to addressing domestic abuse, recognising the diverse communities across the county



DOMESTIC ABUSE AND SUICIDE RISK

10.2 | NEEDS ASSESSMENT: THEMED AREAS OF DEVELOPMENT



EXPLORING OPPORTUNITIES
to increase the Target Hardening and Sanctuary Scheme during recommissioning DAHA Accreditation

IMPROVE CONSISTENCY
in responses from homeless services across the county

FURTHERING COLLABORATIVE WORK with neighbouring authorities on the Managed Reciprocal Scheme

ACCOMMODATION BASED SUPPORT

WHOLE HOUSING APPROACH

PROVISION OF MOVE ON ACCOMMODATION

INCREASE CAPACITY
of DA safe accommodation

DEVELOPMENT OF SERVICES THAT OVERCOME BARRIERS RELATED TO:

- + no recourse to public funds
- + experiences of multiple disadvantage
- + Specialist support for protected characteristic groups

CAPACITY
broadening the range of support offered e.g. more group work programmes, system focus to consider ways to improve overall response to victims accessing services and support, e.g. quicker police response times

EXPLORATION of options for longer term/step-down support that is victim focused, with increases in practical support

ENGAGEMENT
with protected characteristics groups (consideration of 'by and for' approach)

COMMUNITY BASED SUPPORT

INCREASED FOCUS
on economic abuse

INCREASING
referrals from multi-agency partners across the system

MULTI AGENCY ENGAGEMENT
and increasing referrals

CONSIDERATION
of 'by and for' Services

THEMED AREAS

ONGOING AWARENESS

raising of available perpetrator interventions and how to identify perpetrator behaviour

CONTINUED DEVELOPMENT

of PRG and ensuring accessibility of services

PERPETRATORS



ONGOING ROLL OUT

of the MATAC model (and future funding to support this)

DEVELOPMENT

of an out of court disposal model

INCREASED PUBLIC AWARENESS

of domestic abuse and impact on children and young people

THERAPEUTIC SUPPORT

to children and young people witnessing domestic abuse at home

TRAUMA INFORMED

child-led approach that provides holistic support to children

CHILDREN AND YOUNG PEOPLE



DEVELOPMENT AND OVERSIGHT

of Operation Encompass

TRAINING

for professionals on domestic abuse and the impact on children and young people

INCREASE CAPACITY

for specialist domestic abuse support for children and young people, including considerations for broadening the scope when recommissioning the existing 13-19 offer (currently STREET), and exploring the needs of children witnessing domestic abuse in the home

VULNERABLE ADULTS



IMPROVED UNDERSTANDING

of links between domestic abuse and adult safeguarding

THEMED AREAS



DEVELOPMENT
of stalking
perpetrator services

CLEAR PATHWAYS
of support are in place



STALKING

INCREASED TRAINING
and awareness
of stalking

A NEED TO IMPROVE
local understanding



**HONOUR BASED
VIOLENCE
/FORCED
MARRIAGE**

**INCREASE COMMUNITY
ENGAGEMENT**
that aims to reduce stigma of reporting

AGREE OWNERSHIP
of child to parent abuse
agenda strategically

CONSIDERATION
around full pathway for child
to parent abuse including
risk assessment, support
services and training



**CHILD TO
PARENT
ABUSE**

REVIEW LOCAL PROVISION
and consider options to address gaps

VOICE OF THE VICTIM/SURVIVOR

The voice of the victim/survivor is essential to the development of the local strategy to tackle domestic abuse. Only those with a lived experience are able to provide first-hand knowledge of how our local systems, pathways and services work and how they could be improved to ensure victims/survivors of domestic abuse are effectively supported at all levels. Understanding lived experience is how we can ensure our decision making and activity to tackle domestic abuse remains victim/survivor-focused, placing the victim/survivor at the centre of our thinking and response.

In order to support this, the Gloucestershire DA LPB has appointed a Domestic Abuse and Sexual Violence Consultation Officer, whose role ensures the voice of victims/survivors is regularly represented at all partnership meetings and within individual projects. In addition, a consultation network has been built to engage across the whole of Gloucestershire's communities supporting this work.

As part of the 2024 needs assessment, a bespoke piece of consultation was conducted to inform the development of this Domestic Abuse Strategy for 2025-2028, ensuring it is informed not only by local need, but by what victims/survivors and the community tell us need to be the partnership's priorities over the next four years.

The results from this consultation supported the key findings from the Gloucestershire Domestic Abuse Needs Assessment 2024, but also identified the following thematic areas:



VICTIM/SURVIVOR FOCUSED SUPPORT

Support locally that is victim/survivor focused. Recognising the needs of individual victims/survivors and ensuring support is able to respond effectively to those needs. This included reflections on a need to secure longer term support, specific support to address economic abuse, personalised support packages and a need to ensure victims/survivors felt believed and listened to.

VOICE OF THE VICTIM/SURVIVOR



SPECIALIST DOMESTIC ABUSE SUPPORT

Identified the demand on specialist services; the need for support to be tailored to the client's needs, consideration for the factors impacting engagement and ensuring specialist domestic abuse support is accessible. This included reflections on a need for therapeutic recovery support, services that are accessible to all protected characteristic groups, a need for more staff within commissioned services to support overall capacity and flexible approaches to engaging with victims/survivors.



HOUSING

Identified the demand on housing services, the complex nature of domestic abuse and fleeing your home and the impact it can have on multiple areas of your life. The importance of the response and support available from housing services was apparent and housing services need to be fully supported to achieve this. This included reflections on the need to ensure there are more safe accommodation options, specialist support for those with specialist needs and consistent responses from homelessness teams.



FAITH, RELIGION AND CULTURE

Importance of understanding domestic abuse within different cultures, faiths, and religions to improve awareness, identification, and response, to safely manage risk and ensure accessibility to services and support that are faith aware and culturally competent. This included reflections on the need to reduce the stigma of reporting, increase community engagement and ensure cultural education is in place.



PROFESSIONAL RESPONSE

The merit of multi-agency working and the need for it when supporting the complexities of domestic abuse. Professional response can lead to identification, disclosure and/or engagement with support. This include reflections on a need for professionals to be well trained, conduct robust risk management, create safe environments for victims/survivors and provide consistent approaches.



AWARENESS RAISING AND TRAINING

A need for improved knowledge and understanding of domestic abuse and the sources of support available to enable early identification and intervention, and therefore improve the response to domestic abuse. There was a call for learning opportunities to be easily accessible, consistent and offered widely across all districts, ages and sectors. This included reflections on the need to challenge societal views and improve knowledge and understanding of both professionals and the community.



INCREASED SUPPORT FOR PERPETRATORS

A need for a robust offer of support for perpetrators that meets demand, meets the needs of perpetrators and carefully assesses risk. This included reflections on the need to increase accessibility of services, robust risk management and the need to increase provision that prevents escalation of abusive behaviours.

THE GLOUCESTERSHIRE APPROACH TO **COMMISSIONING DOMESTIC ABUSE SUPPORT**

There is strong partnership working and joint commissioning across the public sector organisations in the county and through the DA LPB. Gloucestershire County Council takes a partnership approach to commissioning domestic abuse support services, working with statutory partners: Gloucestershire Integrated Care Board (ICB), Gloucestershire Office of the Police and Crime Commissioner (OPCC) and the district councils.

The current services (see below) will continue to provide specialist support to those affected by domestic abuse across the county.

We will continue to build on the strong partnership and joint commissioning already present across the county, and the recommissioning of specialist services will be based on local and national funding opportunities and via local governance arrangements.

SPECIALIST DOMESTIC ABUSE SUPPORT SERVICES IN GLOUCESTERSHIRE

The below reflects commissioned services at the time of writing the strategy and may be subject to change throughout its lifetime.

GLOUCESTERSHIRE DOMESTIC ABUSE SUPPORT SERVICE (GDASS)

GDASS is a specialist countywide domestic abuse support service provided by GreenSquareAccord. It is commissioned by Gloucestershire County Council with additional investment from the OPCC and the ICB.

The core service provides:

- + Support to all victims of domestic abuse aged 16+, female, male and LGBTQ+ victims with staff specialisms identified covering all protected characteristic groups
- + Support across all risk levels:
 - o Helpdesk support
 - o Standard/Medium risk: Floating Support and Group Work for women and men

- o High Risk: Independent Domestic Violence Advisors (IDVAs²⁴), including IDVAs with specialist knowledge e.g. Health and Court IDVAs, or working in specific settings e.g. the criminal justice system.
- o Support service to the Multi-agency Safeguarding Hub (MASH)
- o Support to victims accessing domestic abuse safe accommodation
- + Support to victims in the context of the whole family
- + Awareness raising and training for professionals in Gloucestershire
- + Community awareness raising and engagement
- + Information, tools, and resources accessible through a public facing website

PLACES OF SAFETY SCHEME

Places of safety are commissioned by Gloucester City Council (as the host local authority for the Housing Partnership Team which acts on behalf of the district councils and the county council, the OPCC and the ICB) and delivered by GreenSquareAccord. The current contract includes an expansion of the capacity of Places of Safety from 12 to 24 units, with the potential scope to expand to 36 units during lifetime of the contract.

Places of Safety operates as a dispersed domestic abuse safe accommodation scheme and provides accessible, affordable and suitable self-contained individual properties for all victims of domestic abuse including single victims, family units, victims with disabilities and/ or additional support needs. This accommodation is temporary, and support is provided by Places of Safety to support victims in securing suitable move on accommodation

Domestic abuse support within Places of Safety is delivered as part of the GDASS contract.

²⁴ <https://safelives.org.uk/about-domestic-abuse/domestic-abuse-response-in-the-uk/>



SPECIALIST DOMESTIC ABUSE SUPPORT SERVICES IN GLOUCESTERSHIRE

TARGET HARDENING AND SANCTUARY SCHEME

The Maintaining Safety in the Home service (Target Hardening and Sanctuary Scheme) is commissioned by the district councils and the OPCC. The scheme is currently delivered countywide by Safe Partnership, it provides:

- + A range of measures for maintaining victim safety at home by way of additional security measures e.g. alarms, locks, lighting.
- + The provision of a safe room with telephone in a property where there is very high risk of DA and/or stalking.

STROUD BERESFORD WOMEN'S REFUGE

The women's refuge in Gloucestershire is provided by the Stroud Beresford Group, a charity that has been providing support in the county for over 40 years. The refuge is independently funded, with some regular support from the county council's domestic abuse grant funding towards the

cost of domestic abuse support within the refuge and support from the district councils.

The refuge provides support to women and their children, offering safe accommodation (nine bed spaces) alongside a range of services that help build skills, confidence and self-esteem.

GLOUCESTERSHIRE DOMESTIC ABUSE HEALING AND EMPOWERMENT SERVICE

Trauma recovery pilot providing support to adult survivors of domestic abuse accessing domestic abuse safe accommodation using domestic abuse grant funding (for support in safe accommodation). The pilot will be used to evaluate the benefits and demand for trauma recovery support and to inform future consideration for wider provision of trauma recovery provision for all adult survivors.

POSITIVE RELATIONSHIPS GLOUCESTERSHIRE (PRG)

PRG is a specialist countywide service that provides a range of interventions to challenge beliefs and address the behaviours of domestic abuse perpetrators aged 18 years and above. The service is currently provided by FearFree, it is commissioned jointly by the county council, OPCC and ICB. The service provides:

- + A 25 week accredited domestic violence prevention programme. This is a behavioural change group programme for perpetrators of domestic abuse.
- + 1:1 behavioural change work with any perpetrators of domestic abuse who are not eligible for domestic violence prevention programme group programme, including female perpetrators of domestic abuse, LGBTQ+ perpetrators, as well as male perpetrators who could not attend group work programmes, for example due to work commitments or learning difficulties etc.
- + Healthy relationships early interventions group work
- + Partner safety work to ensure victims remain safe as perpetrators attend the programme
- + Relapse prevention support for service users completing the domestic violence prevention programme.

SPECIALIST DOMESTIC ABUSE SUPPORT SERVICES IN GLOUCESTERSHIRE

SAFE TEENAGE RELATIONSHIPS EDUCATION AND EMPOWERMENT TEAM (STREET) GLOUCESTERSHIRE

A countywide service that provides a range of prevention activity, targeted support, group work programmes and support to safeguard young people aged 13-19. The service is currently provided by Victim Support, it is commissioned by the county council with additional funding from the OPCC.

The service provides:

- + Support to young people aged 13-19 affected by domestic abuse through:
 - o Experience of teenage relationship abuse
 - o Witnessing and affected by domestic abuse in the home
 - o Displaying harmful behaviours in their own relationships
- + Young Person's Violence Advisor (YPVA) support and 1:1 domestic abuse support
- + Group work programmes:
 - o Recovery Toolkit
 - o Dating Detox

GLOUCESTERSHIRE STALKING ADVOCACY SERVICE (GSAS)

A countywide service that provides support to high risk victims of stalking across Gloucestershire, working in conjunction with GDASS, Victim Support and Gloucestershire Constabulary. The service is currently provided by FearFree, commissioned by the OPCC to provide support that includes provision for Independent Stalking Advocacy Caseworkers (ISACs).

NON-SPECIALIST DOMESTIC ABUSE SERVICE PROVISION

Victims/survivors of domestic abuse can access domestic abuse support from a whole range of providers across Gloucestershire e.g. Housing Teams/Homelessness services, GPs, other health provision including mental health services, Children's Social Care, Adult Social Care, Education settings, Department for Work and Pensions, counselling services, other commissioned specialist services e.g. Via, Nelson Trust. These providers are engaged with the domestic abuse agenda, have a good awareness of domestic abuse, proactively seek to identify domestic abuse and work with victims and their families to understand risk and address the issues presenting or will make onward referrals as needed to specialist domestic abuse support services.

PLANNED REVIEW OF THE **DOMESTIC ABUSE STRATEGY**



The Gloucestershire Domestic Abuse Strategy will be in place for years 2025-2028 in line with government requirements.

To support the continued delivery of the Gloucestershire Domestic Abuse Strategy, the local needs assessment will be completed in full every three years, with an annual review of local domestic abuse accommodation based support services in line with the statutory requirements as part of the Domestic Abuse Act 2021. In addition, the DA LPB will develop a rolling delivery plan to track partnership activity in response to the strategy and its outcomes.

ANNEX 1:

DOMESTIC ABUSE ACT 2021

STATUTORY DEFINITION

The Domestic Abuse Act 2021²⁵ provided a statutory definition of what amounts to “domestic abuse”, which is defined as:

Behaviour of a person (“A”) towards another person (“B”) is “domestic abuse” if—

- (a) A and B are each aged 16 or over and are personally connected to each other, and
- (b) the behaviour is abusive.

Behaviour is “abusive” if it consists of any of the following—

- (a) physical or sexual abuse;
- (b) violent or threatening behaviour;
- (c) controlling or coercive behaviour;
- (d) **economic abuse**;
- (e) psychological, emotional or other abuse;

and it does not matter whether the behaviour consists of a single incident or a course of conduct.

The Act also defined how the two people can be “personally connected”, which is when any of the following apply:

- (a) they are, or have been, married to each other;
- (b) they are, or have been, civil partners of each other;
- (c) they have agreed to marry one another (whether or not the agreement has been terminated);
- (d) they have entered into a civil partnership agreement (whether or not the agreement has been terminated);
- (e) they are, or have been, in an intimate personal relationship with each other;
- (f) they each have, or there has been a time when they each have had, **a parental relationship** in relation to the same child;
- (g) they are relatives.

The Act also introduced children (those under 18 years) as victims of domestic abuse who:

- (a) sees or hears, or experiences the effects of, the abuse, and
- (b) is **related** to A or B.

STATUTORY DUTIES

The Domestic Abuse Act also introduced a number of statutory duties placed on local authorities (in Gloucestershire this is currently the county council as the tier one authority, and the council receives funding to support these duties) to:

- + **Convene a multi-agency Domestic Abuse Local Partnership Board** – to oversee the delivery of activities to meet the statutory duties under the Act.
- + **Complete a local needs assessment** – that specifically explores the level of local need for support services within safe accommodation.
- + **Develop a local domestic abuse strategy for the provision of such support** – that is informed by the needs assessment.
- + **Commission domestic abuse support services** – that utilises the needs assessment and strategy to support decision making around commissioning for victims and their children in domestic abuse safe accommodation.
- + **Monitor and report to government** – annually on investment and impact.

The Statutory guidance (Delivery of support to victims of domestic abuse in domestic abuse safe accommodation services²⁶) states that, as so far as is reasonably practicable, tier two authorities must comply with the request to cooperate with tier one authorities in exercising the tier one functions under part 4 of the Domestic Abuse Act. The statutory guidance also requires that where commissioning has been delegated by the tier one authority to the tier two authorities, adequate funding must be passed down to the tier two authorities.

²⁵ Domestic Abuse Act 2021 (legislation.gov.uk)

²⁶ <https://www.gov.uk/government/publications/domestic-abuse-support-within-safe-accommodation/delivery-of-support-to-victims-of-domestic-abuse-in-domestic-abuse-safe-accommodation-services>



ANNEX 2: CORRECT AT THE TIME OF WRITING

GLOUCESTERSHIRE DOMESTIC ABUSE LOCAL PARTNERSHIP BOARD MEMBERSHIP

STRATEGIC GROUP

(Chaired by Director of Public Health, Gloucestershire County Council with vice chair Director of Communities, Gloucester City Council)

Crown Prosecution Service (CPS)

Department for Work and Pensions (DWP)

District Councils –

Cheltenham Borough Council, Cotswold District Council, Forest of Dean District Council, Gloucester City Council, Stroud District Council, Tewkesbury Borough Council, including:

+ Community Safety Partnerships

+ Housing

Gloucestershire Constabulary

Gloucestershire County Council, including:

+ Adults Safeguarding

+ Adults Social Care

+ Children Safeguarding

+ Children's Social Care

+ Children and Families Commissioning

+ Education

+ Public Health

Gloucestershire Fire and Rescue

Gloucestershire Health and Care NHS Foundation Trust

Gloucestershire Hospitals NHS Foundation Trust

Gloucestershire Integrated Care Board (ICB)

Gloucestershire Office for Police and Crime Commissioner (OPCC)

National Probation Service (NPS)

OPERATIONAL GROUP

(Chaired by Public Health Consultant - Domestic Abuse, Gloucestershire County Council)

Crown Prosecution Service (CPS)

Department for Work and Pensions (DWP)

District Councils –

Cheltenham Borough Council, Cotswold District Council, Forest of Dean District Council, Gloucester City Council, Stroud District Council, Tewkesbury Borough Council including:

+ Housing

Domestic abuse commissioned services:

+ GDASS

+ Healing and Empowerment

+ PRG

+ STREET

+ Stroud Refuge

Gloucestershire Constabulary

Gloucestershire County Council, including:

+ Adults Safeguarding

+ Adults Social Care

+ Children Safeguarding

+ Children's Social Care

+ Children and Families Commissioning

+ Education

+ Gloucestershire Healthy Living and Learning (GHLL)

+ Libraries

+ Public Health

+ Restorative Gloucestershire

Gloucestershire Fire and Rescue

Gloucestershire Health and Care NHS Foundation Trust

Gloucestershire Hospitals NHS Foundation Trust

Gloucestershire Integrated Care Board (ICB)

Specialist/ other commissioned services:

+ Crimestoppers

+ Nelson Trust

+ Places of Safety

+ Via

+ Family Hubs (expand)

+ Victim Support Services

+ Stalking Service

Gloucestershire Office for Police and Crime Commissioner (OPCC)

CONSULTATION NETWORK

(Led by Consultation Officer Gloucestershire Office for Police and Crime Commissioner)

Victims and survivors of domestic abuse (including representation from protected characteristic groups)

Community Leaders

Housing providers

Health providers

Local authorities

Frontline professionals

Voluntary and Community Sector organisations/ groups

ANNEX 3:

ACHIEVEMENTS FROM GLOUCESTERSHIRE DOMESTIC ABUSE STRATEGY 2021-2024

The below provides a summary of some of the key achievements from the Gloucestershire Domestic Abuse Strategy 2021-2024. It does not provide an exhaustive list of all activity, but demonstrates the range of activity undertaken to support the implementation of the strategy.

- + The consultation network was established in order to ensure the voices of those with lived experience of domestic abuse can be gathered and help influence the work of the Domestic Abuse Local Partnership Board. A range of bespoke pieces of consultation have been conducted to support development of new work streams within the partnership and to influence the commissioning of specialist services. This has included:
 - o Consultation on the needs of children as victims of domestic abuse.²⁷
 - o Consultation to support the recommissioning of the Places of Safety service.
 - o Engagement with community groups to ensure representation across a range of groups in the county.
 - o Consultation to support the commissioning of a pilot therapeutic service for victims of domestic abuse.
- + Ongoing assessment of local need and research into best practice approaches that has supported the development of new work streams, including (non exhaustive list):
 - o Needs assessment on children and young people impacted by domestic abuse, developing recommendations for future service development accepted by lead commissioners.

- o Annual assessment of need into safe accommodation access across Gloucestershire, supporting the development of intervention and commissioning of services.
- o Evaluation and research into healthy relationships work in schools.
- o Research into child to parent abuse with recommendations to drive activity in response.
- + Development of local policy and training roll out across the county including:
 - o Policy guidance for employers on how to support staff experiencing domestic abuse, stalking and sexual violence, including an employers' pledge within the constabulary to respond to police victims of domestic abuse.
 - o Training for frontline professionals on identifying and responding to domestic abuse, including how professionals should assess risk.
 - o Roll out of DA Matters training within Gloucestershire Constabulary and establishment of a champions network.
 - o Roll out of training into police perpetrated domestic abuse.
 - o Training into new criminal offences introduced as part of the DA Act 2021 and stalking.
 - o Rural domestic abuse champions network established in the rural districts of the county.
 - o New training for hairdressers ('Cut it Out') in identifying and responding to domestic abuse led by GDASS.
 - o Development of the Gloucestershire Domestic Abuse Training Pathway.

- + Ongoing commissioning and development of specialist services to support victims and their children, including:
 - o Places of Safety scheme providing individual properties as safe accommodation to victims who need to flee their own home.
 - o Establishment of domestic abuse specialist embedded within mental health services, policing and housing.
 - o Investment in the county domestic abuse perpetrator programme.
 - o Establishment of a new pilot service to provide therapeutic support to victims of domestic abuse within safe accommodation.
 - o Investment in the Gloucestershire Stalking Advocacy Service.
 - o Investment in the MATAC process for identifying and responding to the highest risk offenders.
 - o Investment in local refuge service.
- + Ongoing ownership of Domestic Abuse Related Death Reviews, including joining the national Domestic Homicide Review Oversight Mechanism pilot run by the Domestic Abuse Commissioners Office.
- + The development of a communication strategy and subgroup to lead on county awareness raising activity. Awareness campaigns have included a focus on stalking, understanding domestic abuse, supporting family and friends and raising the profile of local services.

²⁷ [cyp-impacted-by-da-in-gloucestershire-2023-final.pdf](#)



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ANNEX 4: DEFINITIONS

A - C

By and for – services run by and for the communities they serve, such as for Black and minoritised women, deaf and disabled women and LGBT+ survivors.

Child to parent abuse - there is currently no agreed definition for the type of harm or abuse where children display harmful behaviours towards parents/caregivers. However, in recent a consultation (outcomes not yet published, [Defining child to parent abuse](#) - GOV.UK), government indicated that this would apply to those aged under 16 yrs.

Commissioning services – care, support etc, funded by a public authority, such as a local authority or the NHS, through a contractual arrangement with a provider.

Community Safety Partnerships - bring together local partners to formulate and implement strategies to tackle crime, disorder and antisocial behaviour in their communities. [Find out more about the Gloucestershire CSPs here.](#)

Coordinated community response – a collaborative approach that brings together various agencies and organisations to address a specific issue, like domestic abuse, by working together to keep survivors safe, hold abusers accountable, and prevent further harm.

D - E

Domestic abuse champion - someone who acts as a point of contact within their organisation, raising awareness, promoting domestic abuse related campaigns, and signposting to sources of support.

DAHA accreditation - the UK benchmark for how housing providers should respond to domestic abuse in the UK. [Find out more here.](#)

Domestic Abuse Housing Champions Network

– a forum that draws together Champions from across the housing sector in Gloucestershire and provides specialist and peer support to help embed best practice and culture change within teams and organisations.

Domestic Abuse Local Partnership Board (DA LPB)

– works to strengthen and coordinate responses to domestic abuse across all services in the county both for accommodation based, and community based support to victims. This includes working together to improve the outcomes for people in the county experiencing domestic abuse, holding individuals to account, and providing support to facilitate the development of healthy relationship behaviours.

Domestic abuse related death reviews – multi-agency reviews following the death of someone (including by suicide) that has occurred as a result of domestic abuse. Previously called Domestic Homicide Reviews (DHRs).

Economic abuse – means any behaviour that has a substantial adverse effect on the victim’s ability to acquire, use or maintain money or other property, or obtain goods or services.

F - H

Forced marriage – a form of domestic abuse where;

- + One or both people do not or cannot consent to the marriage, and pressure or abuse is used to force them into the marriage.
- + When anything is done to make someone marry before they turn 18, even if there is no pressure or abuse.

Honour based abuse – a form of domestic abuse which is motivated by the abuser’s perception that a person has brought or may bring ‘dishonour’ or ‘shame’ to themselves, their family or the community.

I - K

Intersectionality - the overlap of various social identities, such as disability, gender, race, sexuality etc. that may contribute to the systemic oppression or discrimination experienced by an individual.

L - P

Lived experience - the knowledge, insight, and expertise gained from having directly experienced a particular situation, issue, or challenge, offering a unique perspective that can inform policies, research, and services.

Making Every Adult Matter Network – comprised of 50 areas across England working to improve services and systems for people experiencing multiple disadvantage and committed to sharing their learning along the way.

Metric – system of measuring progress of the activity under the Domestic Abuse Strategy.

Multi Agency Risk Assessment Conferences (MARAC)

– where information is shared on the highest risk domestic abuse cases, with the primary focus to safeguard the adult victim, and will also make links with others to safeguard children and manage the perpetrator’s behaviour.

Multi-Agency Tasking and Coordination (MATAC)

– identifies the most harmful and serial abusers of domestic abuse and provides multi-agency interventions to prevent re-offending.

Multiple disadvantage – commonly includes a combination of experiences of homelessness, substance misuse, domestic abuse, contact with the criminal justice system and mental ill health but may also include experience of other disadvantage such as sex working. [Further context can be found here.](#)

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ANNEX 4: DEFINITIONS

Needs assessment – identifies the health issues and needs of the population, and the resources needed to address them, using a variety of methods to inform public health planning and resource allocation.

No recourse to public funds (NRPF) – an immigration status which some migrants are subject to, and can cause barriers to victims of domestic abuse accessing support.

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Operation Encompass – the mechanism of informing schools of domestic abuse incident reported to police so schools can ensure support is in place for the child (ren).

Out of court disposal specialist interventions – a method of resolving an investigation when the offender is known and when that offender admits the offence. This can only be used in limited circumstances and it should reduce re-offending by enabling restorative and reparative justice.

Population-based approach – aims to improve the health and wellbeing of the entire population, rather than focusing solely on individual cases.

Protected characteristics – specific attributes, as defined by the Equality Act 2010, that the law protects against discrimination, including age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation..

Q - T

Rapid Video Response – victim-focused approach to reports of domestic abuse which uses technology to allow a victim to speak to officers. [Read more about this new approach by the police in the county.](#)

Registered Housing Providers – also known as Registered Social Landlords or Housing Associations, and provide affordable homes.

Related – a child is related to a person if the person is a parent of, or has parental responsibility for, the child, or the child and the person are relatives.

Risk – following the disclosure of domestic abuse, a victim’s risk (either standard, medium and high) is assessed. The assessment is used to determine what support is appropriate for the victim based on their risk level, e.g., referral to MARAC, IDVA support, or types of support that might be required. In Gloucestershire, the [DASH \(Domestic Abuse, Stalking, and Honour-Based Violence\) risk assessment](#) is used.

Routine enquiry – frontline staff routinely ask all their service users, clients, customers etc. about their experiences of abuse, regardless of whether there are any signs or suspicions of abuse.

Safe accommodation –

+ Refuge accommodation.

+ Specialist accommodation (including dedicated specialist support for people with protected characteristics such as a disability).

+ Dispersed accommodation which includes self-contained accommodation.

+ Sanctuary Schemes (which provide enhanced physical security measures to a home or the perimeter of the home).

+ Second stage (or ‘move-on’) accommodation (temporary accommodation when intensive support is no longer needed but a level of support is still beneficial).

Safer Gloucestershire – countywide Community Safety Partnership.

Seldom heard communities – those who are often underrepresented or marginalised, making their voices and perspectives less likely to be heard by professionals and decision-makers.

Societal inequalities – the unequal distribution of resources, opportunities, and privileges among different individuals or groups within a society, leading to disparities.

Socio-economic background – combination of social and economic factors such as income, occupation, and social class, which can significantly influence their life chances and opportunities.

Stalking – A pattern of unwanted, fixated and obsessive behaviour which is intrusive and causes fear of violence or serious alarm or distress.

Stalking Clinic – police-led multi-agency meetings.

Statutory services – those that the government or the county council is legally required to provide.

Tier one local authority – parts of England have two tiers of local government. In these areas the tier one authority is the relevant county council.

Tier two local authority – parts of England have two tiers of local government. In these areas the tier two authority/authorities are the district, borough or city councils.

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ANNEX 4: DEFINITIONS

U - Z

Voluntary services – those provided freely and without expectation of payment, often by individuals or organisations, to benefit others or the community.

Whole Housing Approach - a framework for addressing the housing and safety needs of victim/survivors in a local area and brings together under one umbrella all the main housing tenure types alongside the housing options and support initiatives needed to help people experiencing domestic abuse to either maintain or access safe and stable housing. [Find out more here.](#)

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FURTHER INFORMATION

For further information about any aspect of this strategy please contact publichealth@gloucestershire.gov.uk



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