

PUBLIC QUESTIONS

TRAFFIC REGULATION COMMITTEE MEETING – 16 December 2019

Questioner's name	Respondent's name	Supplementary notes
<p>1. Wayne Finch</p> <p>Was the original thinking behind the closure of Boots Corner to general traffic anything to do with public transport and making it easier for buses and taxis to navigate the road? Assuming it was, has there been any significant increase in the number of passengers?</p>	<p>Philip Williams – Senior Case Officer</p> <p>Yes, one of the main objectives of the Cheltenham Transport Plan is to improve public transport access to the town centre. This is key to delivering the public transport strategy in the Gloucestershire Local Transport Plan.</p> <p>A statement of support has been received from Stagecoach regarding Cheltenham Transport Plan, including Phase 4.</p> <p>Phase 4 – Boots Corner <i>Since June 2018 we have seen (like for like) passenger journey numbers in Cheltenham increase by 6,000 a week; that's more than 4% growth against a national picture of decline. That growth is continuing.</i></p> <p><i>Based on average car occupancy rates, that's about 3,000 to 4,000 fewer private vehicles.</i></p> <p><i>Bus punctuality has improved too – up from 91.5% on time performance to 93.1%. We run more than 50,000 miles a week so even a 1% improvement makes a significant impact.</i></p>	<p>The full text of Stagecoach's representation is included within the full Traffic Regulation Committee report.</p>
<p>2. Trevor Dumbleton</p> <p>After the initial phase of the transport plan, a summary document was produced showing the main concerns, most of which have not been addressed.</p> <p>What is the summary of the concerns raised in the second</p>	<p>Philip Williams – Senior Case Officer</p> <p>I believe Mr Dumbleton is referring to the "Responses to formal representation comments", document which the council published which collated and summarised the 775 responses received during the initial period of the Phase 4 Experimental Traffic Regulation Orders (ETROs).</p> <p>This feedback was used to inform the amendments to the ETROs, which commenced on 3rd June 2019.</p>	<p>The original ETRO document is available here: https://www.gloucestershire.gov.uk/media/2089761/ctp-p4-formal-representation-responses-10.pdf</p>

<p>phase, how many formal complaints have been received and how many were against or in favour of the scheme?</p>	<p>In the consultation on these amended ETROs we received 159 formal representations. The Traffic Regulation Committee (TRC) report published for the meeting on 16th December analyses the concerns raised, categorised into eight themes identified from the representations:</p> <ul style="list-style-type: none"> • Journeys: congestion, journey times, costs, signage and information, routes. • Effects of extra traffic on other roads: air quality, difficulties in crossing roads, speeding vehicles, damage to buildings. • Cycling and walking: safer to do both, encourages both, segregated cycle routes, cycle parking, reckless cycling. • Pedestrians: advantages for, footfall, safer for, pedestrian/vehicle priority. • Town centre environment: More pleasant, better, speed reduction. • Businesses: Suffering/succeeding, improved access on Clarence Street and Clarence Parade, loading options. • Additional restrictions: Further access restrictions on other roads, taxi bans, HGV issues. • Disabled badge holder parking: amount and locations. 	
<p>3. Dan Beale</p>	<p>Philip Williams – Senior Case Officer</p>	
<p>The changes to North Street make it impossible for car drivers to drop-off disabled passengers outside the Job</p>	<p>A due regard statement has been created and updated throughout the Cheltenham Transport Plan project to ensure that the council is complying with its duties under the Equalities Act and to document and monitor relevant actions. This is</p>	

<p>Centre Plus. This is something that they used to be able to do. What assessments have been carried out by the council of the impact upon disabled people of these changes?</p>	<p>published as an ‘additional document’ supporting the TRC papers</p> <p>The main issue raised about the impact of the CTP changes on disabled people has been access to disabled parking bays. Significant work has been done to provide these within the town centre in locations close to the High Street. More information about this and other measures can be found in the Due Regard Statement.</p> <p>In respect of the Job Centre Plus, access to North Place from St. Margret’s Road /Poole Way has not been modified at any stage of the CTP. It is recognised that whilst this enables private vehicles to get close to the Job Centre Plus, it may not be suitable for all. The amendments to the ETROs introduced in June 2019 included alterations to the waiting and loading times in North Place. Vehicles are allowed to load / unload in designated areas between 6pm and 10am. Access to this section of North Road is via Pittville Street.</p> <p>Throughout the CTP access to North Street by public transport including taxis has been maintained. In addition Cheltenham has a Shopmobility service located in St George’s Place, between the Library and the High Street, for people with limited mobility.</p>	
<p>4. Rosemary Lynn</p>	<p>Philip Williams – Senior Case Officer</p>	
<p>1. Following the trial, (during which I'm sure rigorous monitoring has been carried out!) , please clarify the environmental impacts of the trial ie how does air quality in those areas which were identified before the trial as having a</p>	<p>1. In two-tier authorities, Air Quality monitoring is delegated to the District level. CBC has been assessing the local air quality situation and its Cabinet paper on the CTP in November 2019 included a separate report on Air Quality in the town. This noted that Cheltenham has one of the most extensive air quality monitoring arrangements for any comparable town and demonstrates that areas of NOx (nitrogen oxide and dioxide) exceedance are small and isolated. CBC’s air</p>	

<p>problem now compare? Please clarify if the trial has had negative air quality impacts on areas of the town through which traffic is now diverting as a result of the trial.</p> <ol style="list-style-type: none">2. Following the trial, please clarify the impacts on business and shopper footfall in the center of the town. Has footfall increased? Have businesses gained or lost business as a result,?3. Have blue badge car drivers been more or less able to park within easy access of the centre of town?4. How has the money generated from fines imposed on drivers driving wrongly through the centre of town been spent?5. What has the whole scheme cost to date?6. What research has been done into the impact of the scheme on the numbers of tourists and people from other parts of the county	<p>quality report concludes that CTP has made very little difference to air pollution levels across the town, which have displayed a slow steady decline in exceedances (-7.5%) since 2014.</p> <ol style="list-style-type: none">2. CBC have reported that there has been over a 100% increase in footfall in the town centre since the trial highway changes were introduced. This is also supported by businesses such as the Brewery informing of an increase in footfall.3. As a result of the Prohibition of Driving ETRO introduced in Pittville Street centre some Disabled Badge Holders Only (DBHO) parking was inaccessible and replaced by Taxi parking). However, new additional DBHO parking was created in other locations around the town centre and an increase in DBHO parking in the town centre has been achieved as a result of the CTP scheme. Additional spaces have been included as part of the amended ETROs introduced in June 2019. <p>There is now a total of 9 new or additional DBHO parking around key locations in the town centre such as the following:</p> <ul style="list-style-type: none">• The Promenade• Cheltenham Library and The Wilson Museum• The Town Hall• Winchcombe Street• The High Street (between Winchcombe Street and Bath Road) <ol style="list-style-type: none">4. GCC won't know the total costs of the whole scheme, and what if any surplus is available to spend, until completion of the trial and the subsequent TRO process. A decision on allocating any surplus, once the	
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visiting Cheltenham?

costs of the scheme have been covered, will be made at the end of the trial and experimental TRO process is complete. Should there be a surplus we need to see how much this is before speculating on specific measures. In any event we will comply with the Road Traffic Act which says we have to invest any surplus revenue from the highway (such as on street parking fines, bus gates etc) on operational/administration costs for highways, and any highways/transport/cycling and walking schemes or highway maintenance. We have publicly committed to investing in Cheltenham.

5. Please refer to the answer above regarding costs.

This Traffic Regulation Committee is meeting to consider the amended ETROs in Phase 4 (trial element) of the Cheltenham Transport Plan. The bulk of work and cost on the 'whole scheme' was incurred in Phases 1-3 approved earlier as permanent changes.

6. No specific research has been undertaken by GCC, which is the Highways Authority, on tourism and visitors to Cheltenham. CBC data shows an increase in footfall in the town centre since the ETROs were introduced, showing people are continuing to visit the town centre.

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