

Cheltenham Transport Plan Phase 4

Report of the Highway Authority

Traffic Regulation Committee 16th December 2019

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Lead Commissioner, Gloucestershire County Council

Agenda Item 8

Overview

- Background & Policy context
- CTP Phases 1-3
- CTP Phase 4 original scheme & amendments
- Phase 4 Consultation feedback
- Transport monitoring
- Mitigations & Options
- Recommendation

Background & Policy Context

- CBC scheme promoter
- GCC Highway Authority
- Local Sustainable Transport Fund bid
- Transport Policy
- Air Quality, Climate Change, Public Health

CTP Phases 1-3

- Phase 1 – Albion Street
- Phase 2 – Oriel Road 2 way (Town Hall)
- Phase 3 – Royal Well Road
- Phase 3 – Clarence Parade/Street two way

- Benefits
 - Shorter westbound bus & cycle routes
 - access to Regent Arcade & Rodney Road car parks
 - Changes road layout before Boots Corner
 - Improved access to businesses

Consultation Feedback

- 775 formal representations to Original ETROs
- Amended scheme introduced
- Legal obligation to consult on revised ETROs:
- 159 formal representations
 - 134 objections
 - 19 supportive
 - 6 neutralplus support from CBC Cabinet and Stagecoach

Consultation Themes

- Objections
 - Traffic displacement: Swindon Road, Rodney Rd, St George's St, St James Sq, St Lukes, St Pauls and residential roads
 - Air quality
 - No bypass or clear routes for motorists
 - Customers confused.... impact on businesses
 - Boots Corner still used by buses & taxis
 - Disabled parking
- Support
 - Better for pedestrians and shoppers
 - Quieter roads for cyclists
 - More reliable bus services
 - Good for air quality
 - Tackling Climate Change

CTP Phase 4

- Original Experimental Traffic Regulation Orders (ETROs)
 - Bus gate at Boots Corner
 - Prohibition of Driving Order (POD)
 - One way street
 - Disabled parking
- Amended ETROs
 - western part of the POD removed
 - bus gate camera moved and made 24hr
 - loading access to Pittville Street/Promenade
 - more disabled parking and loading bays

Transport Monitoring

- Comprehensive monitoring of existing and new sites within town centre
- Significant growth limited to few locations
- Overall reduction in long and short term.
- No evidence of net displacement into outer areas
- Bus patronage up 4.3%
- Cycle and Walking - up - surveys by CBC up
- Air Quality monitoring – neutral (CBC)

Mitigations & Options

- Bypass or a bespoke solution for Cheltenham?
- Mitigation
 - Ring road investment in traffic signals
 - Calming Rodney Road
 - Clearer route signage for motorists
 - St Lukes and St Pauls
 - Segregated cycle lanes
 - 20mph through Boots Corner and central area
- Public Transport route review
- Pedestrian spaces near Boots Corner
- Future proofing

Recommendation to Committee

- To make the current Phase 4 ETROs permanent;
or
- To abandon the current Phase 4 ETROs and revert back to the permanent TROs which were in place immediately prior to the Phase 4 trial

The TRC recommendation will be considered by GCC Cabinet on 20th December when it will make a final decision