

CTP Phase 4 Original ETROs - Formal Representations with personal data redacted

Reference Number	Date		Enquiry Detail
1	29/06/2018	St Pauls Road	I wish to see evidence that the council has undertaken formal risk assessments with regard to the effects of displacement of traffic into surrounding streets on road and public safety.
2	29/06/2018	Hales Road	Closing the Boots Corner scheme for general traffic is a very bad decision. Traffic will now spread to residential areas and the fumes from Diesel as well as Petrol will now invade residential areas to the detrimental health of all residents, especially children and older people!! The Cheltenham Borough Council has NOT listened to the residents of Cheltenham which is a disgrace and it is surprising that the County Council has agreed to execute this scheme! This will certainly have repercussions in the Ballot Box at future Elections !! Shame on both the County Council and Cheltenham Borough Council, especially Cheltenham Borough Council !!!
3	29/06/2018	Battledown Approach	A terrible plan, with no thought for alternative routes. Going to create more pollution due to traffic and drive people out of town. The dying town centre will truly be dead. What a waste of money! Do any tax payers want this?
4	03/07/2018	Bishop's Cleeve	Totally agree with scheme except being able to not drive through town because of existing restrictions- not sure routes are viable without causing chaos. You need to create a clear run and by stopping Clarence street you have pushed traffic to side streets. Create an alternative clear run and all will be fine. Maybe make Winchcombe street two way and take traffic out through past pitville school?
5	03/07/2018	Wincombe street	I live on Winchcombe street, however to access my secured residential parking pace for my flat I need to gain acces to Albion place. Which would mean me driving across the other side of town as both roads in and out of Albion place are now bus lane only. I have lived in my flat for personal data removed and would like one of these roads to be accessed by residents as well as buses. I'm not happy to be driving in opposit direction to my parking space via matalan as this would add on more petrol and time.
6	04/07/2018	Collin lane	Personal data removed. I am lucky to have managed to find a part-time job in the centre of Cheltenham. I currently park in St Georges place car park and use Clarence Street to gain access to the A46 in the direction of Prestbury. I have tested a few different routes an so far can only find a route adding around 15 extra minutes to my journey- largely due to the shear weight of traffic. I must cut through many residential areas not suited to the traffic and as someone who is not local I find it very hard to navigate the largely un-signed 'new' routes I must take.. I am going to have to reduce my working hours when the new plan comes into force resulting in a loss of income of 2 hours per week because I will not be able to complete my contracted hours each week due to the new route. My company are not happy at my reduction in hours and it is putting my job at risk. Its a shame because I contribute to the local economy as I shop and eat my lunch on the high street. I think phase 4 will make life and the local roads more dangerous in residential areas. It will affect my ability to work in Cheltenham town center. I very much object to the lack of advice and support for people in my position.
7	04/07/2018	Pittville Street	Hello there We have already started to lose business due to the closing of Pittville Street. Customers can't park outside to pick up heavy equipment, so they are going elsewhere. Do you have a solution to this please? Personal data removed.
8	04/07/2018	Bath Street	This scheme does not provide safer passage for pedestrians as I witness each day as a result of the buses, taxis and emergency vehicles still using these roads. In addition there are no designated alternatives to Boots Corner so ratbruns have been created thus producing traffic issues elsewhere in town. Another stated aim of this scheme was to reduce traffic using Albion Street ring road to access Regent Car Park however this has effectively been done by closing other car parks and ensuring that there are never enough spaces in the car park. It seems that the interests of the members of Cheltenham BID (at least those in senior positions at The Brewery complex) have been fast tracked rather than the interests of all Cheltenham residents.
9	06/07/2018		I really need to take issue with you over this idea to block off main artery roads running through the centre of Cheltenham around Clarence Parade, Boots Corner and Winchcombe Street. I only found out about these changes a week ago on BBC West afternoon news. I don't get the Echo nor do I listen to local radio. My main point of anger is that I am a blue badge holder and cannot walk far due to a disability called Personal data removed . I have had to park in Portland Street Car Park today as it was the nearest I could get to a self employment meeting at the JobCentre. Not only was this very difficult for me regarding walking as my condition makes me prone to tripping and falling, BUT I now have to pay under NCP rules. If you do not permit me to park where I used to be able to in Winchcombe Street and the Prom by HSBC, the least you could do is to arrange that I, and others like me, park for free in car parks. What is more, the pavements coming into Town from the car park are not great. It seems to me that the person with ultimate responsibility has not consulted a qualified person on behalf of those with disabilities. Not all disabilities are wheelchairs and this seems to be forgotten by many people. I have looked at all of the information you have provided. Having 2 or 3 disabled bays dotted around is not a good idea as i could be driving around for a while to find a space, depending on whether I can actually drive along the roads i have known for years due to your changes. Please can common sense prevail.

10	09/07/2018	Brizen Lane	The signage on Royal Well Road about the changes on Clarence St etc are not adequate due to their location. They are next to large trees and adjacent to a bus layby. Also nearby are Cheltenham Festivals banners which are very bright colours on the lamp post. The things around the signs are more prominent and when a large bus is parked right at the end of the layby it reduces the visibility of the sign. Also it is positioned too late for people to take decisive action to move into the right lane even if driving below the speed limit. It isn't really until the entrance to Clarence Street which makes it clear then it is too late. The signage needs to be repeated nearer to the entrance to the bus station on Royal Well Road and also there should be markings on the road. There are people driving through Boots Corner simply because the signage is inadequate not because they are trying to make some sort of point.
11	10/07/2018	Montpellier Grove	The current trial closure of Boots corner has been implemented extremely poorly so far. Signage supporting this is extremely unclear and confusing (not to mention if you are turning left from Crescent Terrace you cannot see the signage - and once you have committed to that road you are stuck as it is a one way system). This trial has significantly made my daily commute to work (route is from Montpellier Grove to GE Aviation Systems by Bishops Cleeve) more difficult both ways as Boots corner was my main road into work. I've since found alternative routes but they are significantly more busy (currently I go via All Saints Road and through Pittville which is struggling with the increased traffic). I've noticed on my commute back from Bishops Cleeve an excessive amount of traffic blocking the Cheltenham hospital as a consequence of people using that very same route to return in the evening. Lastly, I feel this scheme is the worst of both worlds. Boots corner will not be pedestrianised whilst buses and taxis can still go through - so the only thing this is achieved is punishing residents, commuters, and local businesses.
12	10/07/2018	Gotherington	The Boots Corner closure has been poorly conceived and is shambolic. I am personal data removed and have been driving in Cheltenham since I was 18. This is the worst change I have ever experienced. I regularly drive through Cheltenham from Lansdown Road to Pittville Park a journey that took just a few minutes. Since attempting to do the same journey since the closure I took 20 minutes and probably pumped out a lot more pollution trying to navigate the route without any guidance from signs. Your Q and A said you couldn't give alternative routes as it depended on the start and end point of the journey. - that's tosh. Everyone just needs to know how to get from Royal Well to North Street and then they can find their own way. I know Cheltenham like the back of my hand but even I struggled. Pity poor visitors to the town. Since the closure I'm going to give shopping in Cheltenham a miss - if I can't get it on line or out of town I'll go to Bristol or Worcester - that will be less stressful. Also the signage is not sufficient. My husband drove through the closure on day 2 as we missed the sign -and by then you are committed. As I see it if you get to the sign you have to do a loop down the Promenade then decide to do a wiggly route around StJames and the High Street coming out onto the already chaotic Swindon Road or somehow make for Hewlett or Hales Road - I've not tried the later yet but it will be equally as bad. Perhaps the purpose of this is to collect fines from confused drivers. The comment that you will start fining earlier rather than later as a lot of cars are going through it shows a lack of awareness. It's not deliberate - people just don't know where to go, didn't see the sign or have no idea that a road that is clearly 'open' is in fact 'closed'. So meanwhile when I must visit town to see the dentist be prepared for my 10 year old diesel (the one I was encouraged to buy by the Government as it was 'cleaner' at the time) to spew out more CO2. Or I can find another dentist!
13	10/07/2018	Bishop's Cleeve	I strongly object to the closure of Boots corner and the changes to roads surrounding. I live in north Cheltenham and work in the town centre. These changes have made it a nightmare for anyone wanting to go to north Cheltenham including Prestbury, Bishops Cleeve, Winchcombe and beyond. The alternative roads were congested in rush hour before these changes and are now even worse. None of the alternative roads are designed for high volumes of traffic. Perhaps if you had made Bath Road 2 way and allowed traffic from the Town Hall to connect it would have made sense and eased this. The increased amount of traffic into the Promenade (by Yates) has made it increasingly dangerous trying to cross the road as cars swing round the new diversion - a pedestrian crossing is urgently needed now. If you had totally pedestrianised Boots corner I may have been more in favour, but as you still need to use the crossing as some vehicles are allowed then I feel it defeats the object of the scheme, all it has done is inconvenience traffic, local shops and businesses for no particular gain. It's a real half hearted effort and I see no benefit to anyone, not to drivers, deliveries, pedestrians, shops or businesses - who wins? Not the public who pay for these changes.

14	10/07/2018	Hartlebury Way	<p>I fail to understand why this development is wanted or required. The closure of boots corner is completely unnecessary. As a pedestrian in the town centre I have never had an issue with the boots corner crossing. The lights change frequently enough that there is no real wait. Due to the number of taxis and buses using the route from a pedestrian point of view it makes little difference. The increase in traffic this closure has caused along routes like collage road in front of the hospital during peak times is unacceptable. Shurly it is unnecessary to make it harder on our emergancy services with congestion then it already is. The time and money put into this project would be better spent filling in the numerous pot holes on our roads. If the goal of this project is to decrease car usage then I would suggest fixing the quality of the roads. I am LESS likely to use my bike because of the numerous pot holes and pour quality of the repairs that have been done. There is not a single resident of Cheltenham I have spoken to that thinks the boots corner project is a good idea. It is not likely to encourage me to use my car less. It dose nothing to improve my experience of the town centre so why are you wasting time and money on this project when there are plenty of other things that it could be spent on.</p>
15	12/07/2018	All Saints Road	<p>I reside on All Saints Road and the Boots Corner trial has meant a substantial more amount of traffic is now passing down our street, making it increasingly dangerous for our young children - particularly as parking in this 'free for all' zone is already a major issue.</p>
16	13/07/2018	Montpellier Grove	<p>As I understand it the speed limit has not been changed from 30mph?(I have searched FAQ but cannot find anything). If I am correct it seems completely inappropriate for vehicles to be turning down Clarence St passed The Bank House and Primark at 30mph when Boots Corner is intended to be more pedestrian friendly. Please urgently consider revising the speed limit to 20mph (or less) before there is a serious accident.</p>
17	13/07/2018	Swindon Village	<p>For context, live in Swindon Village and work personal data removed on Clarence Street. I would like to start by first starting by stating the objective of "pedestrianizing Boot's Corner" was a failure before it began. The reason for this is by allowing buses and taxis through, it's not possible for it to be considered a success. My normal route in would be via Tewkesbury Road -> Lower High Street -> Ambrose Street -> Clarence Street and then park either in our outdoor car park or in the underground bays at Cheltenham House. The issue on leaving is in order to get facing in the direction of the race course, it's now means trying to reverse that journey. However, when parking in our underground lot, you are forced to go down Clarence Parade and ultimately head to Rodney Road to re-join the inner ring road and head towards the racecourse. This is damn right dangerous. You've essentially relocated Boots Corner to Rodney Road. A road that had traffic lights and thus a pedestrian crossing. Rodney Road has none of this and essentially feels like you are driving on the actual High Street. There is also a Nursery at the end of Rodney Road where the parents frequently will do a U turn and head back up it. This makes navigating this road even more difficult and that's completely ignoring even getting onto Rodney Road with shoppers trying to get to Regent Arcade. In the short period the "trial" has been in place, there has already been an accident involving two cars on Abrose Street. I can't remember ever hearing of an accident before the trail was implemented. I checked CrashMap for 2017 and there were zero recorded incidents at "Boot's Corner". For Clarence Parade, from our building we can see numerous Lorries that are not aware of the new restrictions and then have to use that road to prevent going through the restriction. I went down there the other day after exiting the underground parking spaces and it was tight as cars had parked close to the corner. How a Lorry is supposed to execute that maneuver is beyond me. When exiting the surface car parking spaces (on the corner of Boston Tea Party), it is better for me to go down St Geroge's Place. That road is currently a disaster as it is temporarily one way. It wouldn't be the worst if you made part of Clarence Street two way to prevent having to do a completely unnecessary loop to head back down Ambrose Street. On an unrelated note, it would also mean cutting out the two mini roundabouts and St James Square, which is in a completely unacceptable condition. The money from this "trial" would have paid for some of the resurfacing of these roads I am sure. My final thought on all of this is why didn't the council decide to move the bus stop on Clarence Street to the ACTUAL BUS DEPOT on Royal Well Road?! It would go a HUGE way to reducing traffic around the one way. It's absurd given that that bus depot seems to be massively underused. Most big towns and cities have bus depots and it's expected you go there to catch the bus. In conjunction with this, FIX THE TIMING OF THE TRAFFIC LIGHTS ON THE OUTER RING ROAD BY THE BREWERY. You are very welcome to contact me to discuss my thoughts and opinions.</p> <p>wouldn't be the worst if you made part of Clarence Street two way to prevent having to do a completely unnecessary loop to head back down Ambrose Street. On an unrelated note, it would also mean cutting out the two mini roundabouts and St James Square, which is in a completely unacceptable condition. The money from this "trial" would have paid for some of the resurfacing of these roads I am sure. My final thought on all of this is why didn't the council decide to move the bus stop on Clarence Street to the ACTUAL BUS DEPOT on Royal Well Road?! It would go a HUGE way to reducing traffic around the one way. It's absurd given that that bus depot seems to be massively underused. Most big towns and cities have bus depots and it's expected you go there to catch the bus. In conjunction with this, FIX THE TIMING OF THE TRAFFIC LIGHTS ON THE OUTER RING ROAD BY THE BREWERY. You are very welcome to contact me to discuss my thoughts and opinions."</p>

18	14/07/2018	Elmfield Road	Incorrect signage to stop vehicles from entering this zone, with no get out clause u turn or alternatively route to take. Confusing for Cheltenham residents and the Older driver causing unnecessary stress to drivers with a potential increase in accidents along the area- alternative routes need to be set up if this proposal is to go ahead. Moving the actual busses from the area would be more environmentally friendly, located still in easy reach for those reliant the bus service and the less mobile but away from outside Clarence street .
19	16/07/2018	Leonard Stanley	I am writing in opposition to the closure of traffic at Boots corner. I visit Cheltenham primarily to do a large food shop at M&S and use their collect by car system. Any other shopping I do in Cheltenham is incidental. As I live in Stroud and travel via the A46 I now find access to the rear of M&S virtually impossible without a very lengthy and difficult detour. I presume that the same problem will apply when John Lewis opens. Many of the car parks are similarly out of bounds to those of us living to the south of the town and getting to the race course and beyond has the same problem. I need to park, shop and collect and have no wish to be involved in extra mileage just to shop in Cheltenham. The small "out of town M&S do not carry the full range as I discovered when trying to swop to Cirencester. Not only is this inconvenient but it is not even providing a proper pedestrian area as buses, taxis and cyclists are still using the road. It seems to me that this is yet another hair brained, anti car political decision. Please reverse it, Cheltenham will be the loser as I and many of my friends propose to go to Cribbs instead, personal data removed
20	16/07/2018	Charlton Kings	Boots Corner 'Closure' Sorry but I think the Council are putting the cart before the horse and that they should focus on improving the cycling, walking and public transport options before penalising drivers. Cycle tracks need to be improved (and I don't mean things like the farcical scheme on the A40 between Charlton Kings and town where they have painted pictures of bikes on the main carriageway instead of making use of the wide pavement). Pot holes need to be repaired promptly (ever tried cycling in the rain when you don't know if the next puddle is a small dip or gaping hole). Cycle parking has to be better so you can leave your bike and expect it to still be there in one piece when you come back and it is ridiculous that there is no coherent cycle route down the main high street. If you want to get future generations on their bikes then the infrastructure has to be good enough for us to want our children to use it. When it comes to walking why can we not make our streets safe enough at night for people to walk home? Meanwhile public transport has become less frequent and more expensive. Every single time you make it hard to walk, cycle or bus you push people to use their cars and adopt it as the norm. And what about park and ride provision, wasn't the area where the new mini showroom is in Hatherley meant to be an extension to the park and ride? However there will always be a need for cars of some description to cater for people of restricted mobility (an increasing issue with our aging population) and anyone who needs to make multiple journeys in a day (whether through work or personal reasons). So where do the Council stand on encouraging the use of electric cars & providing charging points? You have to make the green options as easy, cheap, safe and comprehensive as possible. The Boots Corner 'closure' (and I use that term loosely) seems to be a triumph of bad planning and has only succeeded in creating confusion for pedestrians and drivers alike and pushing traffic on to more unsuitable streets.

21	16/07/2018	Ewlyn Road	The current closure of Boots corner and the ensuing traffic chaos has shown what an ill conceived and unnecessary plan this is. No diversions have been put in place and drivers have been severely delayed by the lack of suitable alternative routes. The signage as you come up Royal Well is inadequate and will lead to people being fined unfairly. The reasons given for the scheme are flawed. The assertion that the link between the centre of the town with the Lower High St will be improved is nonsense. Pedestrians will still need to use the Zebra crossing exactly as they did before the closure. You will also not increase cycle traffic as you have not provided any improvement in your cycling infrastructure. Cyclists will still need to contend with buses, taxis and other vehicles. As a keen cyclist I have seen no improvements that would encourage me to cycle in to town with my family. If anything I would be more wary as the buses and taxis could be less aware of other road users given that they are in a restricted area. The whole scheme has made driving into town more difficult and time consuming. This will not magically encourage people to use public transport. Instead it will drive them to the out of town retail parks or on to the internet to do their shopping. In summation you have prohibited some forms of vehicles but have done nothing to provide alternative routes with enough capacity. This will lead to increased journey times and will ultimately drive people away from the town centre.
22	19/07/2018	Frocester	Please tell us how we are supposed to drive to North Place and Portland Place car parks without extensive, polluting diversions that will disturb and endanger residents.
23. Duplicate see above	19/07/2018	Frocester	Please tell us how we are supposed to drive to North Place and Portland Place car parks without extensive, polluting diversions that will disturb and endanger residents.
24	26/07/2018	Clarence Parade	I would like to make a formal representation of objection for the above. Some of the reasons are listed below. I own a business in Clarence Parade and since the introduction of phase 4, I have had difficulties in trying to arrange deliveries between the times of 6pm - 10am. Some of my deliveries come from Chippenham and and Birmingham and are unable to guarantee delivery between these times. It has also now been confirmed that we are unable to apply for a Business Parking Permit for this year. We were and had one for the previous year. It is very unfair that we are not able to purchase one whereas the business on the corner of my road is able to as they are classed in Clarence Street. Again if I were able to purchase a business permit it would make my life a lot easier as I come to the restaurant twice a day for a number of hours to do prep work. Since the addition of double yellow lines outside my premises there has been a decline in my business as customers were able to park outside and come in. Quite a few customers have commented on this and have confirmed that they have gone elsewhere due to lack of spaces available on the street or surrounding areas. These are just some of the reasons and I am seriously considering closing the business if my business declines further and this scheme is made permanent.

25	26/07/2018	Clarence Parade	<p>Objection to the regulation for loading / unloading between 6pm - 10am on Clarence Parade. This restriction seems to have been plucked from thin air without any sensible reason for its enforcement or any consultation of the business's which it will effect. I understand that these regulations are in force on the pedestrianised area of the high street but this has no bearing on what is workable for the business' which are effected on Clarence Parade. Due to the nature of our business', and our neighbours businesses, very few of us are even open before 10am. Unlike the large, chain high street stores we are a small independent operation which relies entirely on fresh produce. Our orders are placed after dinner service in the evening (obviously they cannot be placed earlier as the produce which we require is dependant on what our customer choose to order in the evening) and it is just not possible for our suppliers to reach us from London, Cumbria, Wales and Cornwall before 10am when Clarence Parade becomes inaccessible. We have been advised that deliveries arrive after this time should use the loading bay situated on Crescent Terrace. Whilst this is not ideal, we have passed to advice onto all of our delivery drivers, however the loading bay on Crescent Terrace services not only all of the businesses which are now inaccessible on Clarence Parade, but the existing business' on Crescent Terrace and The Promenade. This is leading to a massive shortage of loading bay space (even when including the double yellow lines which are also permitted for loading/unloading) and is currently causing difficulties for our suppliers. As a result a couple of our suppliers are suggesting that they may have to either start charging us an increased delivery charge or install minimum order restrictions. Clearly neither of these are an option which we are thrilled with. The other issue we have with deliveries having to be received before 10am is that we don't have any staff on site at that time to receive these deliveries. Under the EU working time directive I must give my staff an 11 hour break between shifts and as they do not finish work until midnight then I cannot ask them to back in work before 10am.</p>
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26	26/107/2018	Clarence Parade	<p>Objection to the regulation for loading / unloading between 6pm - 10am on Clarence Parade. By your own admission this regulation has been plucked from thin air without any consultation of the business's which it will effect. I understand that these regulations are in force on the pedestrianised area of the high street but this has no bearing on what is workable for the business' which are effected on Clarence Parade. Due to the nature of our business very few of us are even open before 10am. Unlike the high street stores we are a small independent operation which relies entirely on fresh produce. Our orders are placed after dinner service in the evening (obviously they cannot be placed earlier as the produce which we require is dependant on what our customer choose to order in the evening) and it is just not possible for our suppliers to reach us from London, Cumbria, Wales and Cornwall before 10am when Clarence Parade becomes inaccessible. We have been advised that deliveries arrive after this time should use the loading bay situated on Crescent Terrace. Whilst this is not ideal, we have passed to advice onto all of our delivery drivers, however the loading bay on Crescent Terrace services not only all of the businesses which are now inaccessible on Clarence Parade, but the existing business' on Crescent Terrace and The Promenade. This is leading to a massive shortage of loading bay space (even when including the double yellow lines which are also permitted for loading/unloading) and is currently causing difficulties for our suppliers. As a result a couple of our suppliers are suggesting that they may have to either start charging us an increased delivery charge or install minimum order restrictions. Clearly neither of these are an option which we are thrilled with. To compound this issue, due to the EU working time directive, we are unable to ask our staff to change their working hours to receive these deliveries before 10am (even if our suppliers could get them to us) as they must be given an 11 hour break between shifts; so normally they would work until midnight I cannot ask them to be at work by 10am.</p>
27	01/08/2018	Brizen Lane	<p>I have made comments before but wish to add a few more. The restrictions on deliveries are affecting small independent businesses in the Clarence Place and Clarence Street area. I understand council officers have been made aware of the issues that mean in particular the restaurants which are small independent, family run businesses cannot function with delivery times restricted to between 6pm and 10am. There are no comparable businesses on the High Street or Promenade who are affected by such hours. In particular the restaurant traders will have many different suppliers who will have other places to deliver to. High Street chains like Costas or Starbucks will have their own suppliers and more control over when products are delivered to them. Please make suitable amendments/exemptions to make sure small businesses in the scheme are are not so disadvantaged that they can no longer trade. The whole point of the plans is to boost the local economy not put people out of business.</p>

28	01/08/2018	Eldon Road	<p>I support full pedestrianisation of Boots corner. I do not consider taxis to be a green or efficient transport and do not see why they should be exempt from restrictions. I would rather no buses were allowed through Boots corners if possible, otherwise there will still be too much traffic for benefits to be seen. I do not think enough has been done to encourage other modes of transport. There appears to be no significant change to buses or park and ride schemes. Cycling on the High Street and Inner Ring Road has been improved but no significant changes have been made to improve cycle access into the town centre itself. You can't expect people to ditch the car if the alternatives do not appeal. In fact, the best cycle route into town (Trafalgar/Rodney Road) has been made worse for cyclists since the redevelopment of that junction as the traffic lights have been removed and it takes a while to wait for a gap in what is two merging lanes of traffic before it is possible to cross. The only half decent infrastructure, Landsdown Road, is in need of maintenance and improvements. There appears to be a need for more disabled spaces, especially around M&S. I would rather taxi spaces were changed into disabled spaces. People can phone a taxi if they cannot make it to the taxi ranks by foot. Be transparent. If the scheme is to be a success you need the public onside. Publish the effects on traffic, pollution, trade, footfall. Make sure that if there are benefits that they are heard and not drowned out by the vocal minority.</p>
29	03/08/2018	Coronation Road	<p>By removing access to cars past Boots corner, local businesses are being affected and there is far more congestion in areas such as St Paul's</p>
30	03/08/2018	Minchinhampton	<p>I strongly object to the closure of 'Boots Corner'. Cheltenham's frankly obscure road network cannot cope with significant changes in traffic flow and it has made it very dangerous for pedestrians. I am employed to work in near-central Cheltenham, but because of many council driven changes have to park my car in the North Place car park. As someone who commutes from the Stroud area, you have closed the main route for me to drive north through Cheltenham. The alternative routes I can take (St James Sq / Ambrose St / St George's St, Sandford Road, College Road, Hewlett Road / All Saints Road and the Old Bath Road) are heaving with traffic during the morning rush hour where they weren't before the scheme. I am hugely concerned that the traffic is as bad as it is considering it is the school summer holidays; what will the roads be like when schools are back and winter starts to set in?. My journey from the Stroud area is taking me between 5 and 10 minutes longer a day as a direct result of the closure, I can only see this getting worse from September onwards. As a pedestrian, I am finding it very hard to cross roads that don't have dedicated crossings due to the increase in traffic (St James' Square is particularly dangerous). You have closed a direct road that had a safe crossing to divert traffic onto roads that do not have safe crossings. I can fully understand the air quality argument; I drive an electric car so this is something close to my heart. Perhaps the best way to clean up the air quality in Cheltenham, in general, is to allow zero (tailpipe) emission vehicles through Boots Corner and put a low, camera monitored speed limit in place? That would really get people thinking about EVs as their next vehicle purchase. They're certainly a lot 'greener' than the diesel buses and taxis you seem to want to allow through. Please don't read this and say public transport is the answer; the timings don't work for me, there are too many cancellations and it's very expensive (especially when compared to the minimal electricity costs required to run an EV).</p>
31	03/08/2018	Corpus St	<p>The closure of this road e.g Boots Corner provides no benefits for either pollution, traffic volumes or pedestrianisation. The reasons for this are 1) Traffic build up becomes higher in other roads, resulting in more time spent stationary and therefore higher pollution levels. Furthermore this pollution is only moved a few streets away and in many cases into streets with a higher concentration of residential dwellings. Traffic volumes are rerouted to roads and routes less capable of dealing with them. And finally as buses, cabs, taxis and authorised service vehicles can still use the street there is no possibility of pedestrianising the link between lower and upper parts of the high street. So there cannot be any logical justification for this scheme.</p>

32	03/08/2018	Woodmancote	<p>I strongly object to the proposed changes taking place to restrict traffic to authorised vehicles only on Clarence Parade, Clarence Street and North Street, and the no waiting at any time on Clarence Parade. This scheme is killing local businesses who have been long established on these roads, with many hospitality outlets suffering, and a nightmare for businesses and residents. It is a huge inconvenience for anyone regularly driving through Cheltenham, the alternative routes are far busier and traffic is spilling into small residential side streets that are simply not designed to cope with any volume of traffic, including St Lukes Road and St Georges Street - it took me 20 minutes just to pull out of St Georges Road the other day. Traffic is also worse around Montpellier Terrace and College Road, close to schools and the hospital and park. There is no benefit to the scheme, certain vehicles are still allowed through so it is not pedestrianized, and leads to confusion and no doubt accidents as I am sure some taxis will drive more quickly through now. It doesn't even need to be pedestrianised, there is already a large area that is pedestrians only and it works well. All it seems this is achieving is creating problems for people and knock on effects. Please, please reconsider this scheme and reinstate the road as it was. Thank you.</p>
33	03/08/2018	No address	<p>Dear Sir/Madam, I am a local Cheltenham resident with children at Primary school and am a self employed local business owner. The restrictions placed upon Clarence Rd (Boots Corner) whilst in principal are a good idea they have unfortunately had the following detrimental impacts which I believe outweigh the good intentions of the scheme directly. I now travel from The Park area of Cheltenham back to the Prestbury area via the following route - Rodney Rd and High Street and Winchcombe Street. This results in me driving right through an area that is not pedestrianised but pedestrians think it is and that is not signal controlled or with any crossings. I am therefore more likely to hit a pedestrian taking this journey than I was before using Boots Corner. Secondly I travel via Saint George's St - these lights are still set based on the old traffic flow so allow a few cars through at a time. This results in me being stationary for longer than I would have been using the Boots Corner route and therefore causing more pollution. I also believe the plan is detrimental to local businesses.</p>

34	03/08/2018	Bournside Road	I would ask you in the strongest terms possible to reconsider the changes taking place restricting traffic on Clarence Parade, Clarence Street and North Street to authorised vehicles only. It is a huge inconvenience for drivers having to get from one side of the town centre to the other, the alternative routes are far busier, with traffic now spilling onto the smaller residential side streets that were never designed to cope with the increased volume of traffic. The scheme is going to kill local businesses and must be a massive headache for the people who have bought the recently built apartments. There just seems to be no benefit from this measure-it is not pedestrianised as certain vehicles are still allowed through which is certain to lead to accidents. There are already large parts of the town centre that are truly pedestrian and this latest step just seems to be a solution to a problem that was not there in the first place. I would urge you to reconsider this scheme and reinstate the road system as it was. Yours faithfully Personal data removed
35	03/08/2018	Suffolk Square,	I have spent nearly 40 years trading in this area of Cheltenham and I am currently in the process of renovating another Restaurant Personal data removed . Whilst I understand the vision of a traffic free Boots Corner that dream is of detriment to the other affected areas of the scheme. I have been speaking to businesses in the affected areas i.e. Clarence Street and Clarence Parade as well as a wider area and the scheme is affecting business. Customers down, footfall down, sales down. There is confusion and today a near fatal accident when a motorist changed lanes and so nearly hit a cyclist. Please scrap this scheme in its entirety and start again. What is the point of all this when buses, taxis emergency services and deliveries can continue to use this area. I would say with respect it is the buses and volume of sitting taxis that cause the problems not only in Clarence Street but in the Promenade as well
36	03/08/2018	Bournside Road	It is a completely and utterly ridiculous decision made by people who do not think with any forward clarity on the actual working implications of the closure of Boots Corner, but who just reply on their own personal agendas and hypothetical reasoning. Since the closure a high number of cars are still coming through the Corner and the rest are clogging up other roads through the town, and thus just moving car fume pollution to other places. How on earth anyone in their right mind, and with only a modicum of intelligence, could say that by closing Boots Corner is pedestrianising it must live in Cloud Cuckoo Land when still allowing taxis, buses, motorbikes, and bicycles to go through it. It actually beggars belief. It's about time all these people with unworkable ideas throughout Cheltenham were held personally responsible for promoting their own personal agendas and their own hair brained schemes at a cost of the local tax paying public. Then, and only then, will they stop wasting public taxes and promote only workable schemes that work for EVERYONE in the town and not just the idiotic few !!
37	03/08/2018	Fairview Rd	As an owner of a local business directly affected by the changes to the one way system I feel very strongly about the closure of Boots Corner. With 20 vehicles regularly using this route not only will it increase fuel costs, increase travel times reducing our efficiency levels it will also provide H&S risks to our vehicles having to use residential routes not prepared for the large increase in traffic and congestion levels. Although I was for the changes within phase 1 & 2 I believe this phase will be to the detriment of our town. Increasing confusion of new visitors and increased queuing times in and out of the town centre.

38	04/08/2018	Church Street	As a business owner in Church Street within the area, this is possibly the most ill-conceived, and badly executed scheme I have ever witnessed. We have a carpark within the zone and the scheme has made it impossible for us and our clients to get to us and leave the premises without finding the need to break the law. The road markings do nothing to stop cars and vans blocking the entrance to Church Street at the Clarence St entrance, forcing us to go through the gate to get to work. And on leaving the carpark we often find it is blocked by cars parked at the junction of Church Street and High Street, making it impossible to leave the area entirely. The advise we have had is to call the police. Really?! Whilst those charged with putting the scheme into practice have been as helpful as they can, it does not change the fact the it is the most ridiculous waste of public money and is going to do just the opposite of what was intended. Something that was pointed out numerous times before it was introduced and has been ignored. This scheme must be abandoned before it does irrevocable harm to businesses in the area.
39	04/08/2018	Canterbury Walk	The system is failing on many points. There is no true "Pedestrianisation. People are waiting to cross roads at Boots Corner, High St, and promenade . The pollution, tailbacks and waiting times are affecting those in all the small roads now having to be used. I object to the loss of footfall to businesses and spoiling the appearance of the town centre. This scheme is detrimental to the town ill thought through and many are saying they are now avoiding Cheltenham . Please return to previous system until you can find a better solution. We need a ring road !!
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42	04/08/2018	Winchcombe Street	It is discriminatory to disallow from the bus gate and no driving zones any people with disabilities in cars. There are several ways you could identify people with disabilities: anyone claiming the mobility component of PIP or people with blue badges. CBC claims to have consulted with people with disabilities. I dispute this, or if CBC did it was with a small group and not a wider forum. None of the groups for people with disabilities I'm aware of have had any contact from CBC. A small change: people with disabilities in cars will not be excluded from these zones is easy to implement and stops the discriminatory action.
43	05/08/2018	Goodrich Road	The current scheme is inappropriate for a town the size of Cheltenham. The only time that Cheltenham sees any appreciable increase in vehicles and for that matter pedestrians is during the Cheltenham Festival race week in March. It would seem that this scheme is potentially crippling local businesses and also local business people (I count in that category) who on a daily basis need to traverse the town through this route. This has been crept through with little thought for local road users or businesses. It must be reversed and traffic allowed through. Sensible parking limits also mean that restrictions should not become punitive and unreasonable, otherwise the council could be accused of killing off Cheltenham as a place to live and work.
44	06/08/2018	Falkland Place	I fully support all the changes that have been implemented. The only other change I would suggest it to prohibit taxis as well (although I would prefer a fully pedestrianised zone). My shopping experience has been very much improved in the area around Boots. I often drive in the vicinity of Clarence Square as well as the Prom and havenot seen any increase i congestion. Please make the changes permanent.
45	06/08/2018	Alstone Croft	I work in the centre of Cheltenham and live off Gloucester road and I am fully in support of the bus gate, parking restrictions and road changes. I hope it will become permanent.
46	07/08/2018	Winchcombe street	I am in favour of the trial. It has been interesting that there is no major issue driving North/South, something I do at peak times daily. It appears that it would make sense to look at making Crescent Place, Clarence Street and Clarence Parade two way such that cars don't get "stuck" in and around this area.
47	07/08/2018	The Brewery Quarter	I am writing to provide my support for the Cheltenham Transport Plan and in particular the Boots Corner trial. Having developed the Phase II extension of the Brewery Quarter, I have taken an interest in the rationale for the plan and have been involved in the numerous consultations. I am of the view that the scheme will improve the economic prosperity of the town whilst making it a safer environment for pedestrians living or visiting the town centre. I believe the initial trial needs to be properly implemented and the results studied so that any public concerns can be addressed and any amendments to the scheme considered. Currently, drivers are still using Clarence Street and until enforcement is in place, the success of the scheme cannot be properly examined. I also note some local press articles claiming the scheme is already damaging for town centre businesses but I struggle to understand how this can be the case when drivers are still using Clarence Street. I would also add that the Brewery Quarter has seen its highest level of occupational take-up over the past three months and we are experiencing very strong levels of footfall between the High Street and the Brewery Quarter. A number of the Brewery Quarter operators often experience a drop in trade in periods of hot weather. I would therefore urge the trial to be carried out over the full 12 month period so that a true result can be considered.
48	07/08/2018	Shurdington	The delivery of this latest stage of what should be a great scheme for Cheltenham has been shambolic. Nearly everyone i have spoken to have stated they were not aware of the latest phase and its restrictions. There appears to have been little or no publicity and if there has, it has been ill directed and planned.

49	08/08/2018	Brizen Lane	In order to improve phase four should the trial continue further or become permanent I would like to request the following amendments: * Clarence st made two way between junction with Clarence Parade and junction with Ambrose Street so that south to north traffic has alternative route towards St. George's street than via convoluted route up St George's * This would enable deliveries to Clarence Parade and Clarence St businesses which are currently struggling * issue of parking for collections at businesses at the above locations - for takeaways and bridal business, creating numerous loading bays on Clarence Parade for limited parking up to 20 or 30 mins - then traffic can flow left towards ambrise st missing out boots corner and avoiding more of janes sq/knapp road area which is route to st gregory's School
50	08/08/2018	Clarence Parade	As a resident of Cheltenham and independent business owner on Clarence Parade the current traffic restrictions through Boots Corner have made travelling through the town and operating my business unnecessarily very difficult, inconvenient, traffic journeys across town have doubled in time driving shoppers away. The traffic through boots corner has never caused any problems in the town and the pollution levels in this area have been proved to be the lowest in this area. The closure of Boots Corner has caused a huge negative impact to residents in Cheltenham, and a noticeable drop in footfall to my business. Cheltenham town centre will no longer be a convenient place for people to shop and small businesses to survive. I am considering closing my shop due to the road closure and its negative impact on the town. As a resident journeys through the town to take my children to clubs and activities have doubled in time and there is no alternative mode of transport - that is why I have a car. I sincerely hope the decision to prohibit traffic through boots corner will be reversed, the problems with traffic and pollution this has caused in other areas of the town (i.e. brewery, college rd) are too high. Lets keep cheltenham town centre the popular shopping destination it has previously been and not drive people who travel in from miles around away and send them elsewhere.
51	08/08/2018	clarence street	Hi my father and i have a hairdressing Salon on the corner of Clarence street and clarence parade. Since this road closure weve noticed a drop in business. A drop in casual walkins. Major difficulties getting deliveries with the ludicrous loading. Restrictions. All of our customers and i do mean all do not understand or agree with the closure. Huge dangers caused by it for instance drivers driving the wrong way down the one way streets to avoid fines! Near misses between pedestrians and cars as people believe they dont need to used the crossings correctly anymore. This is to fix a problem that wasn't a problem. The pollution argument doesnt hold water as 1 this are is one of the lowest for pollution in the town espically as the diesel spewing buses still go through. The argument that it will be safer for pedestrians also doesnt hold water as traffic will still go through ie busses ,taxis and emergency vehicles. Also i dont believe it will make a difference to tge lower high street 1 i feel its wrong to rob peter to pay paul ie taking people away from areas hoping they will go to other areas. 2 people will go to the lower high street if there's something to go there for. Town is getting quieter and quieter parking needa to be easier and cheaper! Town needs to be more accessible to its visitors.
52	08/08/2018	St georges Road	I am strongly objecting the 'phase 4' of this new Cheltenham transport plan. I am just a delivery driver, quite possibly overlooked. I would be fined for doing my job. My job that doesn't pay incredibly well, that has no job security, and now my local council, where I was born, now seeks me to leave my job? That's the outcome of this decision. I will not pay for any license or permit, as I shouldn't have to. If I should, then I can only see this as a money making scheme for the council. For what you describe as a trial, you have invested into some very permanent things, and hope, should you decide the trial hasn't gone as well as you anticipated, how you're now going to spend more of our money on something we didn't ask for in the first place? It seems as though, this isn't a trial, more of an easier way to tell the citizens bad news. I hope for a quick response, as this decision is currently ruining my income.

53	09/08/2018	Devonshire Street	As a resident of the Lower High Street, I feel that the new Cheltenham Transport Plan is a major retrograde step. I appreciate all the aims of the scheme, but basically it has left me more or less trapped if I want to go from the Lower High St up to the Pittville or Whaddon areas or indeed to Winchcombe or out of town eastwards. I now have one exit route along St George's Street, which is constantly clogged with traffic displaced from the former route via the town centre. Often the traffic backs up along St George's St on to the Lower High St, causing traffic jams there. While the air-quality might have improved in the town centre it certainly hasn't in my part of town with all the extra traffic and idling engines. It has taken me up to 15 minutes to get out of St George's Street at the Matalan junction. No concession seems to have been made to all the extra traffic. The traffic light gives little time for cars to get out onto the A4019 and there is frequently queuing traffic on the A4019 held up by lights further along the road past the Brewery Centre limiting the number of cars that are able to exit St George's St. My only alternative is to go down to the Montpellier roundabout and past the Eagle Star building, but that is a long way round and if lots of people are doing it will inevitably cause extra emissions. It seems to me that the new scheme has been introduced with no mitigating measures. All the cars that used to go via the town centre are now displaced onto roads which were already busy, with no alternatives provided for. Unless these are provided or the traffic-lights at the end of St George's Road are sequenced much better I will continue to object to the new set-up. Alternatively, allow traffic to turn right out of the Lower High St past the sorting office. While its aims are laudable, the new scheme is ill-thought-out and counter-productive. Where traffic once flowed relatively easily around Cheltenham town-centre, now there are long queues. Please rethink this scheme quickly and come up with viable alternatives.
54	09/08/2018		As a disabled driver can I please ask why am I being penalised from driving in Pittville Street, High Street and the Promenade this is the centre of Cheltenham and its stopping me shopping in these areas, as the only way out of these streets are to go past Boots Corner. Surly YOU MUST let disabled drivers access these streets with out being penalised to let them shop in the CENTRE of Cheltenham Personal data removed
55	10/08/2018	Clarence Parade	Objection & Serious Safety Concern - In the space of the last 24 hours our assistant manager has almost be hit head on by a car going the wrong way down Clarence Street, a car did a u-turn at the Clarence Parade/Clarence Street junction to then go the wrong way up Clarence Parade to be met by a bus (video evidence available) and most seriously my husband and I had a near miss outside The Stable yesterday evening (the same place as the young hairdresser was killed last year)as a car turned at the last minute, at a good speed onto Crescent Place without indicating at the junction- we were very fortunate that we were crossing at The Stable entrance rather than at the island & were not further out in the road.
56	10/08/2018	Clarence Parade	Objection- Customer complaint at Lumiere Restaurant. Customer unable to drop wife outside (as he always does), unable to find appropriate parking near by. Wife struggles to walk following surgery. All of this is unnecessary as there are options to allow both customers and deliveries to reach us. This is damaging our business.

57	11/08/2018	Clarence Parade	Dear Sir/Madam I am contacting you as the Director of Move Sales & Lettings Cheltenham Limited and the Managing Agents of 1-6 Clarence Parade, we have 27 residential apartments in the building. Located in 1 Clarence Parade, Cheltenham, GL50 3NY. As a property business I am sure you can appreciate the necessity to be able to access the entirety of Cheltenham all day every day. We currently have five company cars that are in continual use seven days a week. Our parking is located down Post Office Lane. Add to this, we currently have 27 corporate tenants of whom cannot obtain parking permits for Cheltenham. With the new changes and restrictions now in place I have been monitoring the impact to my business very closely and I have already noted a profound loss of business due to the time in which its taking both my staff and I to get to appointments throughout the day. Across the business, due to now not being able to drive through Boots corner and the velocity traffic now on all other routs we have on average been losing 5 hours PER DAY. The cost implications due to the loss of business, fuel and now being late for appointments is a huge financial burden on a small local business. We have, on average 45 appointments where a vehicle is needed every day. Since the changes I have sat in more standstill queued traffic in Cheltenham that ever before, my fuel bills have almost doubled over the last month, I cannot see how this is in any way going to help pollution locally? Add to this, Post Office Lane has now formally been changed to one way, the road is a mess and there are hazards down the lane continually. Delivery lorries are continually stopping in the middle of the lane blocking the access in and out causing further delays and issues for all of the tenants trying to park. The road surface is in a dire state and there are bins and rubbish all over the place. I have reported this, along with antisocial behaviour and drug use on multiple occasions. My staff, most mornings are 30 minutes late to work due to being unable to park in our carparking spaces! I have as much CCTV as you would like on the matter. I am happy to supply as much further detail as you so wish however, after attending the council meeting its apparent that Councillor McKinlay has little time to hear out views. Kind Regards, Personal data removed
58	11/08/2018	Princess Elizabeth Way	The closure of boots corner is causing a lot of problems on the outer ring road along (traffic light ally) as its better known, from the sorting office to London road. That journey took me 20 mins this morning at 11am not even rush hour. Because all the traffic trying to get across town and avoiding boots corner trying to find a way around. It is causing mahem around the town on the roads even up as far as Charlton kings, lekhampton and Tewkesbury road. Which ever ediot came up with the idea needs his head looking at. And what the hell is it going to be like come race week when thousands of people come to the town.
59	11/08/2018	Fairview Close	A strong objection to preventing cars from using parts of Royal well road and Clarence street (boots corner). I fail to see what this is achieving, other than forcing drivers to go miles out of their way, burning more petrol and adding significant delays to what should be a short, simple trip past boots. This is an utterly mad change to road layout, causing untold disruption, for zero benefit.
60	11/08/2018	St. George's Rd	The system needs to be left alone, there's no disabled access
61	11/08/2018	Hilltop Road	The closure of boots corner has caused traffic chaos in the surrounding roads. it is bad enough for local people let alone visitors to our town. We have witnessed a lorry in Ambrose St stuck unable to negotiate the through road system. It has stopped blue badge parking in Pittville street therefore restricting them from shopping in the town centre. I think this is a disaster and cannot see that it will improve the town.
62	11/08/2018	milsom st	Firstly I don't think a lot of thought went into the needs of the elderly and disabled, secondly why weren't the traffic lights in St. George's st and the traffic lights in the promenade altered to allow the excess traffic more chance to exit these roads causing less pollution, and why hasn't a pedestrian crossing been installed at the top of Rodney road?

63	12/08/2018	Yorkley road	Total mess up as a person born to this town our big problems started with the closure of the bus station in st Margaret's road that should be redeveloped into a new bus station with cafe and shops ebhancing the brewery complex plus visitors see nice parts of the town not the eye sore which is the royal well Clarence street will then be less busy as buses terminate in the bus station north place disabled can park in Pittville street and have local traffic to shops Get rid of a lot of the traffic lights and put round snouts in their place this helps the flow of traffic at peek times and whoever thought of putting pedestrian crossings next to roundabouts wants to be shot it's an accident waiting to happen
64	12/08/2018	Hardwicke	It is a shambles. It's killing the trade in the town centre, I tried to get into town last Saturday but gave up after over an hour of waiting in traffic that has no idea what was going on. On a previous visit to the town I had no less than 3 people ask me why it's closed off. If you want a shop free town keep the closures because that's what is going to happen unless you revert it back to how it was before.
65	12/08/2018		Whilst I understand the need to make this area pedestrianised, I used to park by boots corner on the double yellow with my blue badge. This helped with my mobility, and allowed me to easily access high street shops. Now, I park either on the promenade limiting myself to the shops on the prom or the regent arcade which again limits where I go. I don't think this was taken into consideration - particularly with shop mobility being also the wrong part of town
66	12/08/2018	Shaw Green Lane	The closure of boots corner to traffic is causing chaos I saw for 25 my s trying to get through the lights opposite Matalan and ended up cutting up through the Dt Paul's to get to Evesham Rd. the consequences of this are likely to be avoiding a town centre which is already struggling.
67	12/08/2018	The Reddings	Clarence Parade - once you pass the barrier by Yates you are then trapped in the prohibited area. Tried to make a delivery to property in Clarence Parade (Move Estate Agents) assuming that I could turn left in to Clarence St, but couldn't because of new barrier Clarence St - what is the point of the two way section from Clarence Parade to Clarence Place Why has single yellow line parking been removed - original suggestion was that this would become two way but as it has remained one way there is no reason to stop parking at off peak (single yellow lines) periods. Why is the blue badge parking outside the library for one hour when blue badge holders can park on double yellow lines for three? Pittville Street - if you enter Pittville Street, you are then trapped in the new prohibited area unless you travel along the little known permitted route down the pedestrianised area of The Promenade by House of Fraser - which surely is very dangerous Clarence Place one way system makes good sense There are no clear alternative routes from south to north through town. There are rat runs available but these are unsigned and simply push the former traffic from Boots Corner to The Bowling Green or Rodney Road or St Lukes
68	12/08/2018	St George's Road	By closing these roads to general access and diverting traffic along alternate routes the council has significantly underestimated the impact on those living within the affected area. Traffic noise pollution and volume are at unacceptable levels 24/7. Whereas previously these problems were only apparent during rush hour, this is no longer the case. There is no advantage to re-joining boots to primark simply a plan without thought for its impact on those citizens who put the councillors in post. Ignore the opinion of your constituents at your peril. This scheme is a disaster and needs to be stopped now.

69	12/08/2018	St George's Road	As a resident on St George's Road for the past fifteen years the closure of Boots corner since June 2018 has resulted in a substantial increase in the number, size and variety of vehicles going up and down St George's Road. Non of these vehicles travel below 30mph and emerging from Overton Park Road is precarious and the increased traffic flow has made it more so. In addition in am concerned there will be a fatality because of the speed and increase in volume of vehicles. The closure has also resulted in an increase in traffic noise 24/7 rather than just at morning/evening rush hour - this is particulart noticeable on a Sunday.
70	12/08/2018	Churchdown	I am writing to say how terrible I think the Boots Corner restrictions to traffic idea is. Now in operation for a while, it forces people to drive further to ge5 to the same destination, causes more jams, pollution, fuel usage, frustration, time wasting and will further dissuade visitors to the town centre. If you want to kill off the town centre shops and encourage the likes of Cavendish House and M&S to close down then you are going about it the right way..... I think I'll stay st home and order on the internet instead. Reverse this stupid idea ASAP. The disadvantages severely outweigh the very small advantages, most of them imaginary anyway.
71	13/08/2018	Hatherley Road	This is a comment for the Boots corner closure. As someone who travels frequently down this route. You have created created a rat run down bayshill road , down the side streets to the brewery. Increased waiting times and traffic down gloucester road, and around St Pauls. Gloucester Road is now particularly frustrating. These are all residential areas. I now avoid Cheltenham travel (well done), only making 2 journeys into the centre for playgroup, and now do my clothes shopping at the retail parks/supermarkets/online as I used to park in and around pittville. Regents arcade is not the best carpark with a small child, but you never made a clearer plan for alternative routes. I am sure you will blame online shopping for the demise of the High Street not your on plans to make it impossible to access the area not only for locals who use the rat runs, but for the thousands of visitors we have each year who do not know the roads. When Cheltenham Liberal Democrats were canvassing for recent local election votes, I would point out that I was specifically told it was a Gloucestershire County Council plan, whereas we all know it is Lib democrats own vanity project. Its quite obvious to everyone this would happen but you have ignored the views of not only residences along the rat runs but from the general public.
72	14/08/2018	St Luke's Place	This is a solution to a problem that doesn't exist. It has simply increased traffic and pollution levels in residential areas (including St Luke's, where I live) despite the fact that Boots Corner is not one of the areas of Cheltenham which exceeds the EU pollution limits. The Bath Road/London Road junction is, by way of comparison, and yet by closing Boots Corner you are simply pushing more traffic through this area. That's not to mention the irreparable damage this closure is doing to local hardworking businesses. Please reverse this trial immediately.

73	15/08/2018	Cheltenham	<p>I completely disagree with phase 4 of the Cheltenham Transport Plan - the closure of Boots corner. The absence of proposed alternative routes for prohibited vehicles (indicative I believe of the absence of viable alternatives) means that the surrounding streets (which are largely residential) would be used. This would increase the levels of pollution and decrease the road safety in these areas - something which would be disastrous for the additional people now using these streets who have been encouraged/forced to walk into town by this scheme. The pedestrianised area by Boots corner would also suffer negatively from pollution as the pedestrians would be moving closer to low speed and stationary (= more polluting) buses and other vehicles in this shared space. Also, I believe that the maximum speed for buses (and I presume other vehicles) in this area was supposed to be 5mph - little faster than a brisk walk. To date I have not seen any evidence of this along Clarence Street or any of the other affected streets. I have also noticed a large increase in traffic along Rodney Road and along the High Street into Winchcombe Street which I believe is a direct result of the closure of Boots corner. I cannot see how banning traffic that bisects the High Street perpendicularly via a pedestrian crossing can be viewed as a safer alternative to routing a part of that traffic to cross the High Street in an area that is not protected with a pedestrian crossing and which furthermore runs along the course of the High Street rather than across it. Finally, I cannot see what provisions have been made to encourage drivers to park out of the town centre and walk in. The car parks are expensive and when the North Place car parks are eventually built on, they shall also be inadequate to support the necessary footfall to keep the centre alive.</p>
74	15/08/2018	Clarence parade	<p>Just witnessed at 11.30am on 15th August 2018 a bus crashing into the temporary barrier erected next to the bus station on the inner ring road, real danger to the public safety this scheme, I have witnessed cars going the wrong way down 1 way streets to avoid boots corner, lorries reversing back down 1 way streets and now this! When are the council going to see this experiment as just plain dangerous, what has to happen for someone to realise this maybe a child run over on a back street not fit for large volumes of traffic that should be going through boots corner as this is why it was purpose built for the job, god knows what will happen when the children go back to school let alone when large events such as the races are on!</p>
75	15/08/2018	Charlton Kings	<p>Objecting to the closure of boots corner to cars has caused traffic chaos in Cheltenham. There are no suitable alternative routes and the additional traffic has gridlocked various routes around the north and south of the town centre making it practically impossible to travel east to west.</p>

76	16/08/2018		<p>Hi, I'm objecting to the above. My reasons are I am disabled with multiple chronic conditions. Personal data removed - but as I look ok people expect me to cope (but I'm finding it harder and harder, my mental health is now affected and I'm struggling with confidence too (made harder as I live alone so need to be independent). I struggle with slopes (which makes parking at the Regent Arcade car park and going to the High Street precarious) and walking generally (which is required for my heart) at present I only go out on good days and manage about 20-50m with stops, etc. I also get confused/disorientated so changing things are very scary for me (but I try to deal with things slowly & regularly to cope with changes). I got a warning letter recently for trying to park in the disabled bays outside M&S (which I discovered where changed to a taxi rank and this meant I did not shop that day, or since, in the area). The layout changed and I did not know where to go or how to get out of the situation so I came back home (and cried)! I struggle to shop online (this has taken ages to type) and Personal data removed so I need to be able to try before I buy. I used to go to M&S, Boots, Clarks, Monsoon, etc, and that end of the High Street regularly. Now I'm afraid to as I struggle to do so and because I got that letter so I'm too scared to attempt! My health has meant I am no longer earning Personal data removed and also means I cannot normally drive for long periods (so non moving traffic and going round and round is a nightmare for me). I struggle to use public transport too (I even struggle to walk to my local bus stop). My pain is there whether I'm standing, sitting or walking. I wish you would take people like me into account. Parking near M&S was ideal as I could use the WC and park (when spaces were available). I could also manage to drive and park and visit one shop at a time on my own (after which usually the pain and exhaustion levels would be a problem) so I could buy my own shoes, nighties, lingerie, jeans, with a degree of independence. This scheme has taken all of this away from me and the shops have lost my regular business. I cannot afford taxis. I just want you to understand what these changes has done to me. I am sure I am not alone. It became difficult for me when the High Street was pedestrianised, then again when the Brewery changes occurred. The way things stand, I will not be able to do any clothes/shoe shopping in Cheltenham anymore. If you are going to go ahead with this scheme please put in some long term free disabled parking in around Pittville Street, The Promenade and Clarence Street because without it the quality of my life will deteriorate even further. Thank you for listening to me.</p>
77	23/08/2018	St George's Square	<p>I object to the closure to cars of Clarence Street leading into North Street where it crosses the High Street at Boots Corner in Cheltenham. This was the primary northern route for cars through the town centre, with direct access to the east-west inner ring road, and to the north via Evesham Road. The unfortunate result of this road closure is that this traffic now uses the only other town centre route on the west side of town, via St James' Square, Ambrose Street, High Street and St George's Street. The route is much more meandering, involving many left and right turns, mini roundabouts and enforced delays, primarily at the much-used pedestrian crossing on the High Street by the bowling green, and the traffic lights at the junction of St George's Street with Swindon Road. The latter is particularly bad. Are you aware that the lights at this junction turn green for only about ten seconds? This allows no more than five vehicles to get through, creating long tail backs (with inevitable petrol fumes in a residential street) and which, at busy times, reach as far back as St James Square, a quarter of a mile away. Those lucky cars that make it, are then caught in a dangerous position on Swindon Road as the next easterly set of lights are often still red, leaving the last two St George's Street cars stuck at a diagonal across the Swindon Road while the traffic joins them from the west. At the very least, a much longer green light must be installed. The Cheltenham Transport Plan proposes 'to put people before traffic'. People drive cars and are traffic. People and traffic cannot be separated so simplistically. Phase Four of the plan, including the closure of Clarence Street, therefore causes drivers much unnecessary frustration, anxiety, delays and pollution. It also fails to consider pedestrians and residents on or near the alternative Ambrose Street/St George's Street route who have to endure much increased traffic and all its associated noise, pollution and tail-backs.</p>

78	23/08/2018	Park Place	This scheme has been poorly introduced with inadequate signage and no indication of alternative routes, e.g. from Montpellier to Pittville, Race course etc. Traffic now has moved to the other end of the High Street, past the bowling green and through a narrow residential street or to the other side of the High Street up Winchcombe Street. A properly signed ring-road system needs to be implemented in order to make the High Street fully pedestrianised .. this does not seem possible without considerable road building, increased parking provision - and clear route indicators.
79	29/08/2018	Clarence Square	I am the owner of Clarence Court Hotel, Clarence Square, Cheltenham and feel compelled to write as to this scheme. Since the start of this 'trial' almost every guest who arrives with us by car complains bitterly as to the confusion with this scheme and the huge difficulty they face getting to Clarence Square due to the closure of these streets to drivers. This means they can not easily get to North Place or North Street which is the logical route to Clarence Square. We get multiple daily phone calls from lost customers at their wits end trying to find our hotel and I have even received letters of complaint saying while the hotel was lovely they will NEVER revisit Cheltenham due to the chaos caused by this scheme. Even local people can't work out how to easily get to us from the town so visitors stand no chance!
80	01/09/2018	Davallia Drive	It is outrageous that a major town centre through-route can be arbitrarily closed with no alternative provided. Yesterday 31.8.18 there was gridlock around the Gloucester Road/Tesco junction, with the traffic backed up to the Waitrose/Shell Garage roundabout and I was unable to reach my destination in Tommy Taylors Lane and had to turn back. I am disgusted by this. It is a clear attempt to sabotage town-centre traffic and must be cancelled soonest.
81	03/09/2018	Bournside Road	I object most strongly to the closure of Boots corner because all it achieves is to divert the traffic coming into town or going north along roads that are not built for this level of traffic. A good example of this is Rodney Road as this now attracts heavy vehicles and significantly more traffic as being one of the only roads you can now use because of Boots closure. Another road similarly affected is St Georges Street. To make matters worse the so called closure still allows buses and taxis so why on earth close the road just for cars. Personally we rarely bother to go into town now since the closure preferring to shop out of town in Cheltenham or Gloucester. Hope the council will be pleased with themselves when more shops close in the centre of town because of reduced trade. Clearly the people responsible for making these decisions have no understanding of the practical results of this ridiculous decision.
82	03/09/2018	Grove Street	Excessive levels of traffic which overwhelm the roads. Queuing even across residential roads which will only worsen during heavy times (e.g. school pickup/drop off)
83	05/09/2018	Grove Street	Dear sir/madam, I write to you as a very frustrated cheltenham resident. Since your closure of boots corner - a closure which you appear to have had little or no consultation with local residents - my once quiet residential street is now full of near stand still traffic during rush hour. I have attached a video and photos to evidence the issue and should note that the traffic stretches the entire length of grove street. The closure of boots corner apparently without any consideration of alternative routes for the traffic is completely irresponsible of the council and I urge you to reconsider this. The closure is turning streets like mine into rat runs which is dangerous for the residents. If it is not completely evident from the above, I confirm I object to the continued closure of "boots corner". This is an essential through route through the town and closure of it has caused traffic issues in numerous other areas.
84	05/09/2018	Sir Charles Irving Close	Since the closure of Boots corner to normal traffic as a pedestrian who walks into town frequently I have found town much harder to navigate. Other roads such as the Promenade and Rodney Road have become much harder and dangerous to cross due to a significant raise in the volume of traffic using these routes. Boots corner often still needs the lights to cross as constant stream still of taxis and buses. Just last week I crossed 3 times and had to use lights. I do not understand how this can be called 'pedestrianised' as it is not and is not a pleasant area for pedestrians to use or take priority. This closure has not enhanced town but had completely the opposite effect.
85	07/09/2018	St George's Road	Via E Mail 7/9/18 . Further to my first email I have additional comments to make: 1. Traffic flow/lights : trying to cross left or right at the lights with Bayshill Road/St Georges Place is becoming increasingly difficult. I have recently sat in a queue waiting to turn R onto Bayshill Road (with three cars in front of me). As there is no filter none of the cars in front of me were able to cross as there was a stream of traffic coming up St George's Road from town. 2. Traffic flowing down Honeybourne Way towards Tesco's. There has been a significant increase in queueing traffic to go towards Tesco's/Tewkesbury Road as people work out how to get round Boots Corner being closed. I am wondering if an air quality survey and count of vehicles is being considered.
86	05/09/2018		..\Formal Complaint DONE.pdf

87	05/09/2018	Bishop's Cleeve	The current 'experiment' makes driving north from the town centre difficult for everyone but particularly disadvantages those who live to the north of the town (Bishop's Cleeve conurbation and beyond) and those who are new to the town. There is no provision for an alternative route that will allow traffic to head north without either making a large deviation or running through residential streets, with the parking hazards and jams that this involves> Visitors to the town will be unaware of the new restriction until they are in Royal Well/ Clarence Parade and are faced with "Do not follow satnav" signs. At what point, they ask, are they able to follow satnav with confidence again? Where are the alternative routes? They circle round into the Promenade, looking in vain for instructions, eventually giving up and risking the route that their common sense and their satnav dictates. As a pedestrian, trying to cross the road at the pedestrian crossing outside Primark/Boots is little easier than before, with buses, cyclists, taxis and bewildered visitors still making their way through - often so confused in the latter case that they aren't seeing the traffic lights because they are looking for direction signs. In addition, crossing the road at the junction of High St and Rodney Road is now twice as hazardous as before, with yet more bewildered motorists making the junction busier than ever. Heading north, motorists now have to turn right into Albion Street, negotiating their way past bus lane, cyclists from two directions and cars from the left. Where is the logic in all this? Where is the duty of care for residents, neighbours and the visiting motorist - all of these have been let down by this ill-judged experiment. I hope it ends swiftly.
88	09/09/2018	Prestbury Road	The delays to traffic and various different routes drivers are having to take in order to avoid this closure means it's taking me at least 20 minutes to make a 10 minute journey. It's concerning that smaller side roads are having heavier traffic that are not suitable for so much extra traffic.
89	09/09/2018	Haslette Way	Objection referring to the lack of thought that has gone into where traffic will go with Boots corner closed. Saturday afternoon it took 35 minutes to drive from the corner of St Georges Rd/ St Georges Place, to the Matalan junction.The traffic lights at the St Georges St/ Matalan junction were letting 1 car out every change due to traffic backed up on Swindon Rd. This is not a one off. This happens every day in rush hour. Pollution must be at dangerously high levels. In addition much higher levels of traffic are also to be found down College Rd and Rodney Rd. Objection referring to speed and pollution of buses in the High St. Buses go very slowly from the gate down past the Brewery. Due to the width of the Rd, buses often cannot complete the journey due to buses not quite in their bays, leading to even more pollution as they sit there waiting Objection on behalf of cyclists. 3 issues. Firstly the traffic lights at the Royal Well Rd/ Clarence St junction favour traffic coming down Clarence St and do not appear to be sensitive enough to respond to cyclists on Royal Well Rd. Secondly pedestrians are stepping out to cross Boots Corner without checking for cyclists. It is surprising there has not been an accident yet. Thirdly lack of cycle racks is an issue. Far more are needed than are available. Rather than putting in Phone box advertising hoardings, add cycle racks. Overall the idea is poorly thought out, and makes no sense. I would certainly be more for it if ALL traffic was stopped from using Boots Corner/ High St - there is a bus station in Royal Well 2 minutes from the High St. This should be used instead. The whole scheme appears to have been thought up by someone with a vested interest in this happening as there is no logical explanation.
90	09/09/2018	Stoke orchard	The closure of Boots corner to traffic. All alternative routes are clogged up and the traffic is now horrendous at rush hour

91	10/09/2018	<p>Boots corner is an utter utter mess. No one from CBC OR GCC are replying to anyone on social media yet keep posting like it's working. It isn't. I am a deep cleaner and maintenance contractor and half of my agents are on the one way system meaning I cannot collect or return keys for jobs or quotes without fine now. I live on personal data removed and struggle to be let out as all by Matalan/st George's street are grid locked. Most of town centre now has cars sat with engines on not moving anywhere. I haven't spoken to ONE SINGLE person who disagrees with me and I'm engaging in a lot of chats and talks on this matter online. Businesses are seeing profits and take lower than they was before this mess. It's obsured that councillors can make decisions on behalf of the whole of Cheltenham Regency Cleaners Limited without Cheltenham people having any say what so ever! Even business, disabled and people who live off these roads. I'm a firm believer that councils and mps work for and represent US the town citizens not yourselves. We haven't been shown data on town centre emmissions. If we had realtime data it would now show thousands of cars and engines on not going anywhere as the town centre traffic is now forced down residential roads that simply cannot handle the flow caused by this. I speak for myself and all.i have spoken with on this matter and we all think RE deserve more from our councillors and councils! We're proud to be from Cheltenham and was very proud of our centre. Now it looks like a section of motorway under construction with huge horrible looking signs and make shift barriers covering our streets and causing countless trip hazards. I would like to request figures your basing your idiotic decisions on, possibly a freedom of information request on theses "figures" as it's so so obvious this has made fumes and emmissions so so much worse with the exception of just by boots corner (yet still busses use it (worst polluters , massive diesel engines guzzling fuel) and now more taxis than before as it's quicker for them now. Walking down st George's street is horrible, I suffer from asthma and walking up a confined street with traffic sat the entire length of the road makes it noticeably harder for me to breath and I'm coughing much more. Not only this but my dog I walk is face level with sat cars and its now worse for her too. Before this mess cars were going through slowly but efficiently. Now it's far from it. There is so much traffic sat that when lights do change people are racing for lights, every day drivers are edging over lines and covering hatched markings so they can get out of the traffic. None of this was an issue ad the entire of st George's street used to clear with two green lights. Now it's more like three cars only as there is no where for the cars to go. This mess will be sorted sooner or later and I Truilly believe and hope people who forced Cheltenham to have to live with this will loose their jobs. As I said previously myself and everyone I have spoken with has suffered in one way or another from this ridiculous decision. No mum can drop or pick her child up from CEX or KFC, you can't stop for some flowers or Clarks shoes. The sheer amount of people and businesses in Cheltenham suffering because of a small group of counsellors poor poor decisions is too much and not on. We all collectively demand more from our PAID counsellors. One way or another our voice will be heard and heads/jobs will roll. The sooner the better. It's far easier to admit defeat and wrong doing rather than some one being seriously hurt or injured from this. Just last week two different lorrys were pictured reversing back out of the done and one driving the wrong way past the system. I'd like as mentioned details of town centre emmissions and all the data you have based this design to remove traders and driver from half of our town. Please get back to me asap. I'm meeting with Paul baker this evening to plan a colaberation between traders, businesses and Cheltenham residents who are effected to group together and combat this. It's utterly shocking I'm even having to write this and combine with other like minded people. This is our town and mps/councillors work and represent US, NOT themselves. I hope I have made my point very clear. Apologies for any typos I'm so busy I don't have time for this or spell checking but needs must. Thankyou for your time Personal data removed Cheltenham resident and director of Cheltenham Regency cleaners limited</p>
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92	10/09/2018	Wards Road	The scheme has been badly thought-through and implemented and is a serious detriment to trade in Cheltenham town centre. All that it has done is to gridlock other parts of town, such as Gloucester Road and the Promenade, by pushing through traffic down those routes, or forcing people to backtrack when they find they cannot go past Boots Corner. It is now easier to drive to Gloucester and shop there.
93	10/09/2018	Minsterworth	I have not visited Cheltenham this year. The first formal prohibition sign I saw was when I had commenced my turn, it would have been more than dangerous in the traffic to stop or reverse at that time and point. There was no way to leave the prohibited street(S). Strangers do not know where 'Boots corner' is so can not avoid it until they reach it or see the first formal prohibition sign! The first visible prohibition sign I was able to see was too late to alter my turn route safely with other traffic close behind. Please confirm whether you plan to penalise me for this mistake arising out of late/inadequate signage. My vehicle is a Personal data removed . This occurred around 1130 hours today Monday 10th September Many Thanks Personal data removed
94	10/09/2018	Oakley Road	I don,t normally complete surveys but the closure of Boots corner is ill-advised without a proper alternative route (which there is not). The cost to business will be enormous. The other routes through town are gridlocked and dangerous. The increase to pollution is unacceptable. Who thought this up? If they have the courage of their convictions please name them.
95	11/09/2018	Gretton Fields	My comments are in respect of what is known as 'Boots Corner'. First, this trial scheme does nothing to further the objectives of the council to enhance the lives of people in Cheltenham, or encourage economic prosperity. The congestion caused by the closure to traffic to Boots Corner causes significant congestion elsewhere in the town, down streets that are not fit for the purpose and this is creating unnecessary danger to pedestrians and other road users. Secondly, the council seems immune to the strength of feeling amongst the people and business owners of Cheltenham on the this closure. Thirdly, the council seems hellbent on pushing through its desired scheme, regardless of the strength of opposition. They are failing to have regard to public opinion in continuing with this trial. The congestion it has caused has created chaos, economic difficulties for businesses and is a safety hazard: Time to bring an end to this crazy scheme before the situation deteriorates any further.
96	12/09/2018	Festival Way	Personal data removed I'm objecting to the closure of Boots corner. I now sit in traffic for 30 minutes on St George's street. How is this better for the environment not to mention the poor people living on the street. The A4019 can't take anymore traffic! What happens when John Lewis opens?! Boots corner would have been the main route from the South to their car park! I was also stuck on St George's St when an ambulance tried to come down, there was no where for the traffic to go so the ambulance with flashing lights and sirens was stuck for 10 mins before enough of us were out of the way. When I go into town, obviously I walk. I don't go into town to sit in a fake lawned area whilst diesel buses trundle past! What a load of nonsense. People in town are there to work or shop. There are numerous parks nearby. Surely it would have made so much more sense to close Rodney Road?! There is no crossing there are all for people! The money you have wasted on this is truly shocking and I've heard hardly anybody, resident or business owner that wants it yet you carry on regardless! So much for democracy. You will never get another vote off myself.
97	12/09/2018	Cromwell rd	Traffic has just been relocated to another area, it doesn't make sense. St Georges st is now suffering from heavy traffic everyday. I think it was poorly planned with no alternative routes set out for drivers.

98	13/09/2018	New Barn Lane	The new scheme is causing utter chaos for other parts of town and adding a lot more time in the car so not good for the environment. People are reverting to either the outer ring or Rodney road which is leading to a build up just a few 100 metres up the road. Town looks a mess and I think it's the biggest waste of time, effort and money and it's not working. People choose where they want to shop, it's not down to if you have to cross a road with traffic running through it or not it's down to what shops are where. I think it's a crazy idea and should revert back to how it was.
99	13/09/2018	Not Shown	It's just stupid. Why close it to all except buses? It's the most obtuse waste of money I think I've seen ever from the council. What is the actual goal here?? If you're pedestrianising then do that, if you're not then just stop this whole thing. It's ridiculous. All you've done is making getting around Cheltenham even harder and created hideous rat runs up side streeys
100	14/09/2018	Wessex Drive	As a regular user of the town centre, and more particularly, the area around Boots Corner, the implementation of the Bus Gate in Clarence Street/North Street has led to a visibly significant reduction in both observed traffic flow and speeds along Clarence Street/North Street. The pedestrian crossing at Boots Corner is possibly one of the busiest in the town (I do not have the data to corroborate this statement). It is common for pedestrians to take a chance crossing when the crossing has not been called, and on busier days, the volume of pedestrians using this facility can far exceed available capacity. I consider this intervention has significantly improved the safety and quality of place at this location, by reducing conflicts between pedestrians and general traffic and reallocating road space for pedestrians in this attractive town centre environment.
101	19/09/2018	Promenade	Closure of Boots Corner for general vehicles. This has caused so much hassle to both businesses and commuters. How is closing off one of the main roads though a busy town a good idea? Businesses have suffered, for example restaurants are not able to get their deliveries. Additionally smaller residential roads are now far more crowded as commuters try to find other routes. Personally, my 10 minute drive home from the Promenade to the Racecourse has turned into a 20 minute drive with the traffic having doubled. Even more worryingly, cars are driving up the wrong way down this road! Only last week I was crossing the road from Primark to Boots when I was almost hit by a cyclist. I had looked both ways but he passed me extremely fast going up the wrong way up the road towards Cath Kidston. Since the closure there have been more safety issues and congestion. A very poor recommendation by the council.
102	19/09/2018	Thistledown Close	I wish to add to the comments and concerns made by MP Alex Chalk regarding the recent road closures and latest schemes, particularly the boots corner, but also other examples where perfectly good 2 lane roads are reduced in capacity with planters positioned as an obstruction. I am deeply concerned that Cheltenham town centre needs ease of access for shoppers, with online ordering and next day delivery now such an easy option the very last thing we need is the council making it more unappealing to go into the centre of Cheltenham. The scheme is causing additional congestion and pollution on surrounding roads, confusion to drivers and reducing road capacity. While other councils are improving road systems and encouraging visitors into the High St, Cheltenham is reducing road capacity, increasing complexity, increasing pollution and solving a problem which frankly never existed. Please review this trial with a view to abandoning it, in the interests of visitors to Cheltenham, residents, and businesses in the city centre, all of whom will suffer if this hairbrained scheme continues. If this scheme isn't reviewed I'll be making sure to highlight the councillors who implemented this plan at the next election so that people can tell them what they think at the ballot box.

103	20/09/2018	Ballinode Close	<p>Poorly implemented by keeping the roads open to certain vehicles but making it still possible for all vehicles to access. As far as I'm aware of there had been no incidences to justify the closure of 'boots corner' • Cars and pedestrians mix elsewhere in town with no issues. With no clear diversions it's easy to end up in an endless loop racking up ticket after ticket, no indication given of the closures when coming from ambrose street/ st James square - if anything this has made the already dangerous and congested lower high street (frog and fiddle area) even busier and more congested. Secondly the sneakily implemebted 'taxi zone' by Montpellier gardens is atrocious. Signs on signs on signs with no clarity of when restrictions apply. One sign should be enough to clearly explain the rules there so not to catch people out - judging by the number of tickets seen on cars there it's clearly seen as a money making opportunity by the council.</p>
104	20/09/2018	Appleton Avenue	<p>I am confused as to what we are trialling, as traffic is still permitted and therefore the controlled pedestrian crossing is still required, this will not prove the viability of joining the lower and upper Highstreet together. The closure has increased traffic along Gloucester Rd and via all other rat runs onto the un-synchronised high number of traffic control lights at the Brewery complex that have never worked, we are often forced to watch the lights cycle from red to green whilst no one moves, journey times noise and air pollution have increased. One route across town now involves driving along the Highstreet outside Lloyds bank into a demarcated cycle route in the opposite direction, there are also a high number of pedestrians that have no formal road crossing such as the one that worked perfectly well on Boots corner. I would like to know how much this trial is costing, Cheltenham attracts many tourists and shoppers who will chose to spend their money elsewhere, the quantity of temporary traffic furniture required is unsightly and embarrassing, is the trial also measuring the financial impact to shops at a time when we need to be doing all we can to increase the footfall on the Highstreet? MP Alex Chalk is correct, the trial closure of Boots Corner is a 'solution to a problem that doesn't exist'</p>
105	22/09/2018	Bath Road	<p>Overall I am objecting to the scheme. It appears purpose designed to be negative to almost everyone affected e.g. residents, commuters, visitors, emergency services, pedestrians, cyclists, essential services/workers. There are also no clear guidelines as to whether or not the scheme will be considered a success, just an overall "finger in the air" attitude. Even this survey doesn't cover many of the things affected. I've summarised the losers and winner below: Pedestrians Lose Boots Corner no change as still signal controlled Rodney Road/High Street negative change due to increased traffic Elsewhere in town centre increased congestion & pollution Difficulty crossing road between bus station and rear of Municipal Offices due to (temporary?) barrier in middle of road At risk people Lose Increased journey times for emergency vehicles including inability to get to certain addresses in good time because cars can't move out of the way Increased journey times for carers/district nurses/Meals on Wheels These need to be explicitly surveyed to find out the impact Cyclists Lose Boots Corner" no change as still signal controlled Elsewhere in town centre " increased congestion & pollution Residents" Lose Increased congestion in town centre Poorer air quality due to waiting traffic Increased noise due to waiting traffic Bus Passengers " Lose Increased congestion on Promenade and elsewhere in town centre = delays Disabled Motorists " Lose Unable to access to town centre Motorists " Lose Increased congestion Longer journey times Extra mileage due to distance needed to avoid Boots Corner Signalization still poor and confusing Businesses " Lose Anecdotal evidence on Gloucestershire Live website Inability to get deliveries in normal business hours Gloucestershire County Council " Win Fines for motorists going through Boots Corner although unclear as to how they will identify unmarked delivery vehicles such as Amazon & various other parcel firms</p>

106	22/09/2018	Greenway Lane	The trial closure of 'Boots Corner' has shown no meaningful benefit in terms of utility and experience of high street shopping, but has had significant detrimental effect through the inconvenience, displacement of traffic onto less-suitable routes, and has made the experience of shopping on the Promenade (a much more precious asset for the town) less pleasant due to the increased traffic now routed that way.
107	23/09/2018	Windmill road	I object to the ill-thought-through implementation of the bus gate. The appalling signage for drivers making the left turn from Crescent Terrace to Clarence Parade essentially traps drivers. I've seen many drivers flagged down by pedestrians to warn them of the camera around the corner, leading to cars going back the wrong way down the one way street. Additionally, as part of the inner ring road of Cheltenham it makes little sense to ban cars from this important route without offering a suitable alternative. Cars in this area must take the long way round via the Prom, causing more traffic in the town centre (and more pollution) than before the bus gate was implemented. Lastly, the camera enforcement inspires contempt for law and authority - I've seen a passenger exit a vehicle and walk slowly in front of it as it advanced down Clarence St in order to use their handbag to block the CCTV view of the number plate. In summary, this daft plan is badly planned, makes traffic problems worse and is actively hated by the majority of people who this body claims to represent.
108	24/09/2018	Park Place	By closing the Boots corner, you have pushed traffic up Rodney Road, making it busy and difficult to cross the High Street by the new John Lewis, meaning pedestrians are now faced with extra traffic where there is no pedestrian crossing - whilst still needing to wait and use the pedestrian crossing at the Boots corner as there are still vehicles permitted to go through here. In addition, traffic has become worse on Montpellier Terrace, College Road and Hale Road as people try to find alternative routes to get across town.
109	25/09/2018	Not Shown	Objecting to the closure of boots corner. Ridiculous idea, damaging businesses. Bring back the bus station, remove Clarence street bus stops and open boots corner.
110	25/09/2018	St Stephens Road	The closing of Boots Corner to general traffic is a fantastic movement by our local council. It has made shopping on Cheltenham high street a lot more pleasant for pedestrians. Not only has it reduced noise pollution but overall pollution and, as a mother, i feel a lot safer and more relaxed when shopping in the town centre with my child. I understand the frustration of drivers, however, i hope that this road closure will encourage people to walk, ride a bike and/or use public transport to reduce Cheltenham's overall carbon emission. I also hope that our local council will look into making alternative routes for drivers less congested so as to stop the amount of moaning and whining on social media (it is getting tiresome). Keep up the good work! Let's make Cheltenham green!
111	25/09/2018	Ambrose St	Hi I'm writing to complain re the traffic lights at the top of St. Georges St, Cheltenham. They only allow a couple of cars through at a time, therefore traffic is queuing down to Ambrose St roundabout and then onto St James Sq. This is particularly bad come rush hour at 5pm and all day on a Saturday. This is affecting businesses in The Lower High St as I'm having customers saying they will not come down this end of town. Please can someone contact me on personal data removed to discuss what is going to be done. Regards personal data removed
112	25/09/2018	Lansdown Trading est	<ol style="list-style-type: none"> 1. Due to the lack of consultation, these regulations have been brought in despite having no bearing on what is workable for the businesses which are effected on Clarence Street and Clarence Parade, due to the nature of our businesses, very few of us are even open before 10am and unlike the high street stores we are a small independent operations which receive goods in from multiple suppliers not one delivery from head office who can enter the premises unsupervised. 2. As business owners, our access to our own premises are restricted, we cannot now make our own collections and deliveries at times suitable to our business; dropping off heavy camera equipment, cash and carry collections, furniture, wedding dresses etc. We cannot be expected to change our business models which have been in place for numerous years, decades in some cases, for an experimental trial. 3. Some of the bars and restaurants rely totally on fresh produce being delivered daily into their kitchens; the orders for this produce are placed after dinner service in the evening (obviously they cannot be placed earlier as the produce which they require is dependant on what our customer choose to order in the evening) and it is just not possible for our suppliers to reach us from London, Cumbria, Wales and Cornwall before 10am when Clarence Parade becomes inaccessible. 4. This also causes issues under the EU working time directive as our workers have the right to 11 hours rest between working days so we are unable to change our staffing hours to accommodate this - Lumiere Restaurant in particular only has one brigade and the staff don't usually finish until 11pm/midnight so they can not legally ask their staff to be on site before 10am. Vodka Revolution are incurring extra staffing costs to ensure that someone is on site in order to receive these deliveries before their normal shifts would begin. 5. The Spice Exchange have had to change suppliers as they are not on site in order to receive their deliveries before 6pm, as much of their produce is frozen and they cannot simply rearrange their delivery to their home address. 6. Old White also has delivery issues as their large pallet deliveries of paint simply cannot be transported from the loading bay as they are just too large.

			<p>7. The pollution levels in residential areas of the town where the ill thought out scheme has displaced the traffic such as St Lukes and Gloucester Rd and Clarence street to name a few.</p>
113	25/09/2018	Longlevens	<p>I personal data removed travels to and around Cheltenham on average 6 days a week 4 of those involve travelling to the personal data removed University of Gloucestershire and have lived near Cheltenham all of my life, personal data removed Cheltenham is where I prefer to spend my money and time. I feel that this plan will kill custom and therefore close stores both nationals and small independent ones also. I fully accept that something ideally needs to be done to slow traffic flow and make people take alternative routes and I feel that a 20mph speed limit and weekday restrictions can achieve this without taking away vital resources for disabled people. I object to this phase of Cheltenham's traffic plan on the grounds that it is going to have an excluding detrimental effect on disabled residents and visitors to Cheltenham. Whilst there are Road's and paths that are unnavigatable for those in wheelchairs, who use walking aids and mobility scooters as I discovered the 7th September when I realised how often I had to go off if a raised luck whilst using a rollator and I had to go to the other end of a road just to safely cross on a scooter. And i had no choice but go from clarence street towards St. James on the road with the hazard lights on whilst a bus was driving behind me as there are no drop curbs. That was both terrifying and an adrenalin rush. But I can't help but wonder what might have happened if the bus driver hadn't been paying quite so much attention to the road in front of her and enauring noone could go around her. Before solving what isn't a problem please solve a very real, very dangerous one. If you fell traffic calming needs to be done why not set restriction times or instigate a 20mph speed limit that slows traffic and may well have the affect that you wish this plan to have. With your current plans you are making disabled visitors such as myself like an after thought, you're taking away vital disabled parking areas and not adequately replacing them with like for like free spaces. You are putting restrictions and charging in the car parks that people are having to use after the loses. We are an after thought. The new seating ideas are ludicrous, I saw two ladies sat on the boots corner bench in the road for a few minutes whilst waiting to cross and both commented that they didn't feel safe and that they would have to remember to not sit there whilst in town with their toddler children as they would run in the road thinking that it was allowed. One went so far as to say that she'd rather go to Bristol because although there are Road's with traffic it is slow and most seating was in the pedwstrianised areas and Bristol has the bigger better stores. And I cn only imagine with dread what havoc race week and other major race meets at the racecourse will bring. I am a student at FCH and will probably be unable to go to lectures during race week because of the diverted traffic and increased risk of injury for me due to people who are frustrated and unsure as to where they can and can't go. Please consider other alternatives to this plan. John Lewis will in theory bring more people to Cheltenham many if whom who would normally go to Cribbs Causeway but go will also turn and head straight back to the M5 as they don't want to waste money on extra fuel and parking charges. Stagecoach have proven that they can't provide a 75-100% reliable service that is adequately able to bring disabled people into Cheltenham safely.</p>

114	26/09/2018	Gotherington	The closure of these roads does not work. Our town seems to have ground to a halt . The traffic in the other areas are now suffering and it's added a lot of time to journeys . Even my business in Bishops Cleeve has been affected and clients complaining. Please do the decent thing and reverse this, especially before the big race meets
115	26/09/2018	Liverpool	To close some of the roads in Cheltenham is to unconvinced tax-payers and to discourage people to visit the town. The erection outside of Starbucks is bizarre and embarrassing.
116	27/09/2018	Sefton walk	You are prepared to stop traffic going through boots corner, but not prepared for the vandalism that will take place to the waste of money that is playschool art that has been installed. Lets put a bright green car bike rack in a random place, even though you cant drive an actual car down the road, lets put planters in the way, even though you pay car tax to drive it in roads. The town centre is losing business at an incredible speed so you put car park prices up, close roads and allow a massive new shop to close other shops. Can you honestly not see that our town is going to end up like gloucester, and ad hoc "art" is not going to save it. We cannot rely on festival income to save the town, and its a good job that non payment of council tax is liable to a prison sentence, and that our prisons are overcrowded, as i expect many people are annoyed about paying council tax for tat.
117	27/09/2018		Both myself and my wife are disabled. We are concerned about ability to stop outside Lakeland (Imperial Circus) and visit a hairdressers opposite M&S in Pittville Street.
118	27/09/2018	Park Place	I find the whole scheme a real waste of time and from my own experience living in Cheltenham it now takes a lot longer to cross the town and sends traffic across the high street further down via Rodney Road instead which for the high street seems a lot more dangerous. The traffic in st Luke's is now awful as is traffic in Montpellier terrace and Gloucester Road near Tesco. I fail to see what it achieves by stopping general traffic but still allowing buses, taxis and emergency vehicles so has not made it safer to cross the road. It used to take me 5 mins at rush hour to drove from Montpellier to the other side of town but now it takes on average 20 mins. It seems to be trying to fix a problem that didn't exist and has created huge problems for Cheltenham residents.

119	27/09/2018	Clarence Square	I am a resident of Clarence Square. personal data removed Gloucestershire Royal Hospital personal data removed . Journey time across Cheltenham from the south side has increased from 10 minutes to 45 minutes at peak rush hour times. Journey time at non peak times is increased substantially. Alternative routes are now with permanently queueing traffic. 1. Gloucester Road turning right to A4019 2. St George's Road turning right and left to A4019 This is particularly bad.. Both right and left turners have to share a single lane un to the traffic light. There is stationary traffic already on the A4019 together with traffic light sequencing only allow 1 or 2 cars through to turn right for each traffic light sequence. The traffic from St George's Road joins that from route 1. 3.College Road and roads around Cheltenham College to A435 This scheme is causing a complete breakdown in the transports system in Cheltenham. Before this scheme journey times were shorter. Now stationary or slowly moving traffic has hugely increased pollution as a whole and this is largely in residential areas. Citizens are altering their routes to increase journey distance in an attempt to avoid jams. This is leading to anger and stress together with pollution is impacting on health of residents. At times the whole of Cheltenham is one big traffic jam. I fear that this will at some time impact upon provision of emergency Consultant care, out of hours to the most sick and vulnerable patients in Gloucestershire and put life at risk. I urge you to abandon this scheme which is obviously failing.
120	29/09/2018	Harp Hill	I would like to register a formal objection to the Boots Corner traffic changes. In my experience this has made travelling by car around Cheltenham much more difficult. At 11am on a Saturday morning - not exactly rush hour - we have spent ten minutes on St George's St waiting to turn right on to the A4019. This is completely unnecessary and must be causing terrible noise, disruption and air pollution for the residents of St George's St. Please cancel the trial and accept this does not work. Cheltenham is a wonderful town but this is really detracting from the pleasure of living here.
121	30/09/2018		The effect of the above is to force traffic elsewhere. Journeys are longer. Stationary traffic brings pollution. As a loyal resident of Pittville, as a shopper, pedestrian, town centre dog walker, there is no benefit to me whatsoever. Boots corner is now the ugliest thing in Cheltenham.
122	30/09/2018	Bishop's Cleeve	Put a stop to all of it, complete farce causing unnecessary inconvenience to ALL Cheltenham residents. LIB DEMS OUT
123	30/09/2018	Market Street	I would like to request additional elements to the scheme such as allowing motorcycles to use all roads as they simply do not cause congestion on the high-street. Accessibility to motorcycle parking should be added to all additional bicycle parking allowing further accessibility to the centre. Why? Electric bikes are just as dangerous as motorcycles due to the lack of sound, they have the ability to hit the speed limit in the centre as any other motorised vehicle.
124	01/10/2018	Charlton Kings	I am completely opposed to the closure of the Boots corner section of the town to general traffic. I feel it is unnecessary and far to disruptive with traffic pushed into other areas of the town. I also feel that introducing street furniture before the trial has been completed is presumptuous and leads me to believe that a trial was never intended and the development was always intended regardless.

125	01/10/2018	Mendip Road	<p>The closure of Clarence Street North (Boots Corner) to cars has led to a considerable increase in traffic in other, primarily residential, areas of Cheltenham. The most notable examples are Rodney Road, St Paul's and Gloucester Road. Traffic lights and other controls in these areas have not been adjusted to accommodate the new traffic flows. The lights regulating the right hand turn at the Fairview Road/Portland Street junction and the straight-on and right hand turn at the Gloucester Road/Tewkesbury Road junction only let a few cars through each time, even though the volume of traffic on these routes has increased as a result of the Boots Corner closure. The right hand turn at the bottom of Promenade towards the Town Hall should also be reviewed - sometimes there is so much traffic coming up Promenade towards the Queens that there is no - or an extremely limited opportunity - for vehicles waiting to turn right towards the Town Hall. I commute home from Montpellier to Pitville and my journey time has increased considerably. I also question the logic of diverting traffic away from Boots Corner (where there is a dedicated pedestrian crossing) towards Rodney Road, the High Street and Winchcombe Street where there are no measures to protect pedestrians. It is unclear who has priority on the High Street outside John Lewis and there are no railings in place to protect pedestrians, a situation which will only worsen when John Lewis opens to customers. I do not believe that the closure of Boots Corner has improved the High Street in any meaningful way. Traffic has essentially been diverted further up the High Street towards John Lewis/Rodney Road. The pelican crossing provided pedestrians with an easy way to access the lower High Street and this still has to be used as the road remains open to buses and taxis.</p>
126	02/10/2018	Bath Road	<p>I am not supporting this plan. Ill thought out, ill conceived, does not created a shared space and the money spent so far is wasted. The TRO made recommendations of engagement with the communities and to date traffic surveys are incomplete as is NO2 monitoring around the town.</p>
127	02/10/2018		<p>My objection is to the removal of access to vehicles to Pittville Street, then onto the Hight Street and through to Clarence Street. For many years there has been the ability to use this loop, and has been very useful for families that have family members that have limited mobility, or for people that have limtied mobility themselves. Being able to either drop a family member very close to shops, or to park using a disabled badge, is seen as a lifeline to normality. An example of this is for my mother that has personal data removed, with limited mobility, and the need to access transport nearby. I could park the car near to the entrance to Marks and Spensers, help her out of the vehicle at her own speed - something that really isn't an option with a taxi or bus - then let her have some normality using the store at her own pace while I would wait in the car using the benefit of the blue badge. Sometimes the pain of her condition would mean she would have to cut the outing short, but she had the comfort of knowing help was very close to hand, and I could respond to a text message quickly to help her out and back to the car. My mother is now too afraid to use the town centre, she hasn't grown up with out of town superstores that take an age to walk around. Buses and bikes aren't really an option. The plans really have not had the most vulnerable of our society in their thought process at all. With all of the comments from the council coming forward are about about driving up cycle usage and increasing shopper spending.</p>
128	02/10/2018	Ashleworth	<p>The traffic pushed from the town centre "boots corner" scheme is clogging up the wider area, and high street foot fall has fallen generally as people are put off coming into town due to confusion, travel chaos and unfamiliarity.</p>

129	02/10/2018	Grace Gardens	<p>I live south of Cheltenham town centre, and have family north of the centre, using Boots corner is the most direct and quickest route to take. It could be busy on Saturday's with additional traffic when I would take a longer route as it could be quicker overall. I also like to visit places north of the centre, such as the Racecourse, Pittville Park, the Pump Room, etc. Closing Boots corner has meant my journeys are now longer, I am using residential roads where as Boots corner is non-residential, and my car engine is switched on using more petrol than before. If visiting the town centre I would park on outer roads and walk in, or walk in from home and this has never changed. I used Boots Corner for essential journeys and not ones where I can walk instead, and it must be a main route for many considering the volume of cars that went through. The FAQ answer about alternative routes is a joke, CBC can not make changes such as these without even considering the impact to residential roads, your answer might have well said 'we don't care'. Over the last few years I have seen Cheltenham centre decline, shops have been disappearing from the High Street many of them well known chains, I presumed it was a general issue around the country, and then visited Shrewsbury this year - have you been? It is difficult to drive into, but cars can go through, the streets and shopping arcades are packed with people, I saw less than 3 closed shops and lots of the well known chains that have already gone from Cheltenham. It is a small town, lots of history but no one was looking up they were shopping. It is not easy to get to but people were making the effort. Shame on you CBC you should be growing the centre not shutting it down. It all started with the parking charges in Montpellier Street which put people off coming into the town or staying longer and wandering. You have pushed out workers parking to streets further out of town; they still have to get to town for work making parking changes can only effect their behaviour when they give up and find employment elsewhere. There seems to be two aims with these changes - encourage taxis by favouritism on routes and more taxi only parking bays, and reducing Cheltenham whilst building up Gloucester. I can only presume vested interests somewhere with taxi companies or the desire to grow Gloucester whilst trying to put Cheltenham down. If the trial results in the changes staying in place the next step will be closing down the other routes allowing access from south to north following complaints from the houses on the new routes; they are bound to raise complaints. It will be bumps in the road, going one way, and eventually closed to non residents. That would push the traffic onto different residential roads. CBC should be reviewing how the traffic flows through Cheltenham and putting improvements in place, I don't feel you have a clue how it flows through, how to improve it and seem to be putting your heads in the sand with regards the impact and feedback being raised. It is very sad to see the town decline, you should be ashamed to be the council that not only stuck in the knife, but twisted it as well.</p>
130	02/10/2018	Princess Elizabeth Way	<p>I object to Clarence Street being made into a bus/taxi only route. You have not considered traffic flow into the rest of Cheltenham and diversion routes for rush hour traffic. The traffic has simply been pushed into an already strained and poorly laid out traffic system, which has now almost doubled drive time. Whoever came up with this decision, clearly does not drive around Cheltenham in rush hour. If you did you would realise how important that route was for most of Cheltenham's commuters. You have succeeded in making sure in the next election someone else will be picked. I didn't take much of an interest before, but if this the sort of changes that will be made you can be sure I will be voting for someone new. Cheltenham has one the worst road system's, as voiced by many and this has made it 100 times worse.</p>
131	02/10/2018	Triscombe Way	<p>It doesn't make sense to NOT allow cars through Clarence Street and North Street but still allow buses. The area will still remain a road so can't be used by pedestrians. This also pushes more traffic through the residential areas around town (St Pauls, etc).</p>

132	02/10/2018	Greenhills Road	This project should be stopped and reversed now. College Road is gridlocked during rush hour and other times - end to end. Ambulances are struggling to get through and I'm sure plenty of people who are urgently trying to get to the hospital. I can only imagine what the increased pollution levels are for the many families who live in the road. Local businesses are being decimated by this closure. Residential streets backing up at peak driving times which are not fit for the purpose of hosting through traffic. Vehicles are creating more emissions due to the extra distance being covered in an effort to leave the town travelling via the Evesham Road. The town is being split into two; the Pittville side and the Montpellier side. It cannot be good for the environment as journeys are taking twice as long. And what for when Boots Corner isn't actually pedestrianised! Please put a stop to this madness now. Only a handful of people support this - and most of them seem to be your councillors. In addition, I would like to add that the junction between Oriel Road and Rodney Road needs some sort of traffic light, or at least an indicator for the drivers coming out of Rodney Road giving letting them know what the traffic lights on the through part of Oriel Road are doing. I have seen several small crashes there and I myself have had a couple of near misses, where I've thought the lights were on red so made to go and then they changed to green as I was in mid manoeuvre !!
133	02/10/2018		Dare not use any of these roads for fear of not getting to my destination with out being fined . Why does the council insist on causing problems when there were never any in the first place. It It Aint Bust Don't Touch IT, its our money you are wasting on pathetic so called improvements the money you were given by the Government was for the pot holes in Cheltenham NOT FOR THIS Imitation Garden. Get a life and restore the Boot's Corner and use the money allocated for what it was originally intended for POT HOLES.
134	02/10/2018		Hi, I wanted to feedback experience of doing a shop fit job on a small shop in Pittville Street Cheltenham today. As a sole trader builder/joiner I turn my hand to many different building jobs and have done shop fits all over the country for Superdry in the past, not experiencing anything like this anywhere else before. I am not sure if I am able to park in Pittville Street so have left my van in Winchcombe St but it is beyond a simple inconvenience. As I need tools to take off the old sign and put a new one on. Having to walk to and from my van with them is a massive pain, literally as I have problems with the achilles tendons on both of my feet. I had to work late yesterday so that I could collect the large old sign I had taken down with my van as it was too big to carry. If i can't carry all of the tools I need in one go I would need to leave them outside the shop while I went to get more and they are expensive and my livelihood and at risk of being taken. If there are exemptions for builders working on stores could you make them more explicit? It is not reasonable to expect sole traders to work in the hours you have given for delivery, it will be dark in those hours soon and we can't work outside in the dark without massive expense and inconvenience of trying to secure external lighting. I am sure there must be some provision for this and would appreciate being told because otherwise I would not take on another job like this and I doubt other small trades would either.
135	09/10/2018	Hope Orchard	Letter from the and CBC
136	04/10/2018		..\05 October 2018\Formal - Response to and froml re general response 4 October.msg
137	02/10/2018	Draycot Road	The current temporary scheme is just causing more traffic in residential areas and killing the trade in the town centre. So much for enhancing the town it will be a ghost town when all the current businesses move out due to lack of trade.
138	02/10/2018	Elmfield Road	The roads are now much worse with backlog traffic now through lower high street and roads running off this - the amount of money spent on this project should have been used to improve the quality of roads rather than divert traffic to other areas which has not alleviated the problem but just pushed it on to already other busy roads - the amount of money that has been collected for using boots corner is ever increasing and no mention of what the council will use it for.? A money making machine indeed.

139	02/10/2018		This is creating serious delays in and around Cheltenham in residential areas I fail to see what the benefits of the scheme are apart from keep shoppers away from the high street when we all know. The problems the retail sector is facing You are killing Cheltenham town centre and damaging the surrounding residential areas
140	02/10/2018	Teddington	I understand what you are doing, and it may be nicer in the long run. But it is ridiculous that none of the other Town exit routes have been changed. Even the traffic signal times/options. Using the Gloucester Road to get to Bishops Cleeve is a nightmare. Waiting time is ages. Puts me off going anywhere but Gallagher retail park.
141	02/10/2018	Prestbury	I have found the changes to be disastrous for my own personal circumstances. I live in Prestbury but go to the doctor's personal data removed in town. Trying to navigate my way home after an appointment last week resulted in me driving all the way down Tewkesbury Road (the opposite way to my house) because I have caring duties for personal data removed and could not wait in stationary traffic at St George's Street. My caring duties mean that I can't rely on public transport to get me to town and back home promptly so I have ended up avoiding town except when absolutely vital. I have also accidentally ended up in snarled up traffic on residential streets that are taking the bulk of the rerouted traffic a number of times since the changes came in, which has been both distressing and has major implications for seeing to [their]medical needs. The cosmetic features just add insult to injury. Horrific to look at and don't blend I with the surroundings at all. Of all the roads to mess around with, why that major route? It doesn't make any sense??? Much better to completely pedestrianise from Boots up to Thomas Cooks or even up to the Strand, reclaim one of the car parks you sold off near the brewery and give us back a generous bus and coach park, with ample disabled parking. What a tragedy our town centre looks now.
142	02/10/2018	Leckhampton	This has been poorly implemented and forces traffic through roads which were not designed for high volume use. I see no benefit to the town, particularly as there are a range of exemptions, allowing some vehicles continued access. Please reverse this decision ASAP.
143	02/10/2018	Sissinghurst Grove	I totally object to all elements of this poorly thought out scheme being 'triallyed'. Vehicular traffic being barred,EXCEPT for buses. So much for a pedestrian area! No serious thought given as to how traffic can avoid Boots corner. Facile comments given in the press by Mr McKinlay to try and justify this travesty. With this 'trial' (that has so much money thrown into it, that the council will say it has to be permanent to justify the expense, regardless of the town's outcry), Cheltenham will become a ghost town, if not already due to expansion of on-street parking charges. WAKE UP, and listen, really listen to the people of Cheltenham.
144	03/10/2018	Old Gloucester Road	I am making a formal complaint in opposition to the Boots Corner scheme. 1. it is unsuitable for a Regency Spa town that relies on toyrism 2. It is increasing life threatening pollution for pedestrians & bike riders 3. Traffic congestion is increased by it 4. Access to Post Office lane is confusing and likely to result in a fine. 5. The Artificial grass will soon become fouled with Pidgeon and Seagull excretion, cigarette butts and other litter. This will increase costs to street cleaning. This trial scheme should be stopped now, before the next influx of visitors to festivals or race meetings. It is not popular with residents or visitors. It is unlikely to in the future. I will not visit the town centre to shop while this scheme continues to cause grid lock. Gallagher retail park and other Tewkesbury road shops will get my custom. personal data removed

145	03/10/2018	Cleeve View Road	<p>I am opposed to the closing of access to general cars through the Boots Corner. As someone who lives on the Pittville side of town but has a need to go to my Dr's on St Georges road personal data removed, I often come through town this way as it would otherwise mean driving in the wrong direction to get home and at least a mile or more detour through small roads or head towards more congested roads. It also would likely mean diverting a huge amount of traffic up past the ladies college personal data removed and I am unhappy at how this will affect her safety with so much traffic changing route. I am also unhappy as the lights on St George's road to turn up past the college only allow a car or two at a time and so there will likely be a lot of backed up traffic on that road which already has parked cars on both sides as well as homes and a nursery - an access nightmare! I also do not understand how you want to divert traffic up through the promenade which is mostly accessed by taxis and buses with them pulling out on both sides and a huge footfall of people, again - an absolute disaster with more cars being diverted that way! It's also one of Cheltenham's most visited and photographed tourist locations with the fountain, gardens and 'carefully' selected shops so why would you want to head a couple more thousand cars down that route?! I am concerned that you have made some silly promises within the John Lewis negotiations and this is one of them where you haven't even considered how it will affect the actual people using the road. It hasn't caused any issues previously so why 'fix' what was never broken.</p>
146	03/10/2018	Beechurst Avenue	<p>The Boots corner "trial"traffic restrictions are ridiculous, it is not a traffic free area and the resulting back up in residential streets are hazardous to both pedestrians and residents and makes travel across town(via a car) lengthy both in distance and time. I understand wishing to encourage pedestrians, but picking up from the coach and bus station for passengers with heavy luggage necessitates using a car or taxi and the subsequent journey, back down the prom, across the front of the town hall,up Rodney road to get to Albion street, adds to the snarled up traffic,the pollution and hazards, previously able to drive straight thro boots corner(respecting the traffic lights) and into Albion street.Makes no sense and the plan needs to be reversed. This current scheme puts people off coming to the centre of cheltenham and using the shops,services and eateries.Please sort it out quickly.</p>
147	03/10/2018	Market Street	<p>I object to the closure of "Boots Corner" to traffic on numerous grounds includinh: 1.Access to shops for disabled people. 2. Inability to deliver/collect goods from shops on Pitville Street and High Street. Considerable increase in traffic throughout central Cheltenham and surrounding streets such as St Pauls area where I live 3. Additional pollution on the streets surrounding my house. 4. Danger to residents and children in central residential areas from traffic trying to find there way around Central Cheltenham.</p>
148	03/10/2018	Murvagh Close	<p>I do not agree with the closure of Clarence Street to through traffic. This temporary closure has had a direct effect on the amount of traffic at a standstill outside my home. The increase in traffic at a standstill along Sandford Road and Old Bath Road has caused a large increase to the toxic pollution this traffic produces, as a family with school age children, there is now no longer a window of opportunity for us to spend time in our garden without the noise and inhalation of toxic car fumes before the children go to bed. Rush 'hour' has now extended long into the evening, and even on weekends the traffic now backs up at a standstill from Sandford Road to the traffic lights at London Road. My child's bedroom has had a yellow stain appear above her bedroom window on the ceiling, this can only be caused by the pollution seeping in from the road her bedroom overlooks. You have made no plan for where the diverted traffic would be dispersed to and residential areas are feeling the pain of your misgivings. Listen to the residents of Cheltenham, very few would agree this closure is a good idea.</p>

149	03/10/2018	Pittville lawn	My commute is now more than twice as long. I am forced to join all the other drivers that are grossly overloading the roads of St Paul's. I feel guilty to do this, and it really isn't fair as it's not my fault. I see no benefit whatsoever to the closure of boots corner, and strongly oppose it. I am a lifelong Cheltenham resident, and feel that my views, and those of many other people, are not being listened to.
150	04/10/2018	Winchcombe	I have lived and worked in Cheltenham for personal data removed years and my wife all her life. Whilst you will no doubt cite numerous reasons why the closure of Boots corner is a good thing, unfortunately I am whole heartedly of the view that it is a money making scheme. I note the recent statistic of 5000 plus fines since implemented. Working in St James House and living in Winchcombe means that a straightforward drive of 20 minutes now takes circa 45 minutes. Originally we would travel up St George's Street and Tommy Taylor's or Evesham Road. Now due to the clogged up traffic the only viable route is through the traffic of the Tewkesbury Road up to either Sun Street or to Swindon Village. I fail to see how the additional pollution from the traffic caused from this scheme is a benefit to anyone and certainly not the environment. In addition, as a cyclist I do not find it beneficial to have additional traffic and frustrated drivers on narrow streets. The complicated traffic system in a small Cotswold town is bemusing and the source of complaint from anyone who enters it. Unfortunately however I'm sure this view, as was the case of my objection to the Eldorado Road and wider parking permit scheme will be ignored without a response but I am strongly of the view that no sensible minded traffic management would approach town highways in the manner done here. I therefore am objecting to the entire scheme as how can it be any sort of solution to simply push traffic elsewhere and thoroughly congest alternative routes (which incidentally are not suited to the level of traffic).
151	04/10/2018		Forgive me if I've chosen the wrong road names above, but I am referring to the road closure at Boots corner. I look after dogs for a living and because of which come into town every morning and every evening to collect them and take them home. The road closure at boots has made my daily journey a nightmare. I often need to go from St George's Road to pittville and your road closure has made this journey take at least an additional 20 mins in rush hour. The lights at Tewkesbury road near Tesco are never in sync and there are more people going through red lights in an attempt to keep traffic moving. Every other route - via lower high street is grid locked and impossible to pass through. For a town trying to go Green surely you must realise that all the additional waiting of vehicles is creating so much pollution. It's sill and dangerous and it won't be long till someone is knocked over on the pavement in St. Paul's- get that road back open!!
152	04/10/2018	Marsh lane	The 'Boots corner' plan will be a disaster, and I object to it most strongly. The traffic now coming into the Promenade from Royal Well is virtually bumper to bumper all the way up to St Georges Road, it took me 20 minutes by car to get home. As for the ludicrous amount of money spent on the 'tacky' artificial grass and what looks like an amateur diy job on the planters/benches, makes me want to cry. Cheltenham has always been a beautiful, classic regency town a fact I have always been so proud of. I understand that if the 'trial' goes ahead buses and taxi's will still be allowed to use the road anyway....so it will never be traffic free. I have spoken to neighbours, family and friends and every single one of them feel the same as I do. Some of them even saying they will no longer drive and go shopping in the town, as it's much easier to use out of town shops and outlets. If this 'trial' goes ahead, I fear it will be the final nail in the coffin for shops and business's in our once beautiful town, and Andrew McKinlay and Tim Adkins will go down in local history as the men who ruined Cheltenham, as well as having no taste.

153	04/10/2018		I am strenuously objecting to the closure of the Boots Corner area of town. Your policy seems to say that you about pedestrians - which to my mind is a fallacy. Buses and taxis will still thunder through that area which will not therefore make it pedestrian friendly. All this scheme has done is to make access to the town centre much harder for the average motorist and cutting off parking in Winchcombe st for disabled drivers. I am responsible for two blue badge holders in a shopping capacity and the areas now designated are still a long walk for my charges. This scheme has and will affect local businesses already suffering in a pre- Brexit climate, and will actively encourage people to shop elsewhere I am appalled that the council is cutting essential services to special needs schools etc and putting unnecessary funds into this ill thought out scheme. Cheltenham has now become a blue badge unfriendly town
154	04/10/2018	Newland Court	This is a terrible idea that brings no benefits whatsoever. The road still has traffic, even if it has less traffic. You cannot treat it like part of the pedestrianised area (you still have to wait for the pedestrian crossing and watch for buses, taxis etc.), so the plan is pointless. Meanwhile, traffic jams on all the other roads around town have increased massively. This idea should never have got beyond the discussion stage; it makes no sense.
155	04/10/2018	Queens Road	I need to travel often across town from Queens road to gotherington. Every route has become congested and blocked. The traffic through town viamrodney road must be exceeding pollution regulations. The scheme should be dropped.
156	04/10/2018	The Park	Since the closure to cars of Clarence street/parade journey times are taking twice as long. The closure has effectively split the town in two; Pittville and Montpellier. The side roads which one now has to take, st Luke's, college road etc,, are full of traffic which I'm sure the local residents aren't pleased about. This cannot be good for the environment or the local economy as it is now difficult and time consuming to get to the the Pittville side of the High street. I can see no good reason for closing this as busses and taxis are still allowed to access the road which stops the high street becoming pedestrianised, and if your plan is to extend the scheme to all vehicles I shudder to think of the congestion this would cause.
157	04/10/2018	Gristmill Close	I would like to express my concerns about the problems being caused by the closure of Boots Corner. On Saturday 29th September I had occasion to drive from the west side of Cheltenham into the town centre. The queueing traffic started at the junction of Gloucester Road and continued all the way through to where I turned right into North Place to access the Grosvenor Terrace carpark. this took over 30 minutes to travel less than a mile. Also when I accessed the High Street on foot I noticed how much more traffic was coming up through the pedestrianised area from Rodney Road. So much from making life easier for the pedestrian and not splitting the High Street, couple this with the huge amount of disruption caused by replacing the paving. Whilst the new paving stones look very nice why are huge areas being tarmaced . At present the High Street is like a building site, why could the repairs not be conducted in a more controlled manner without causing all the disruptions and bottlenecks which make you feel penned in at busy times. I would appreciate a response to these comments Thank you
158	04/10/2018	Keynshambury Road	All restrictions which have resulted from the decision - temporary only, I trust - to prohibit normal traffic from using the road between Boots and Primark should be lifted. That would result in reverting to the previous, sensible arrangement of traffic flowing freely through the town, with knock-on restoration of business, walk-in shopping, etc. in the centre of town - which it sorely needs, and noone can honestly argue with that.

159	05/10/2018	Wellington Square	<p>I am totally against the prohibition of driving through the town centre. This is an ill-thought out scheme which has caused all sorts of traffic problems in other areas. Businesses are losing custom, business people and families alike now have to spend twice as long getting through the town from Montpellier to Pittville area. The queues are ridiculous at busy times leading up to St Georges Street, not least because there is so much residents' parking allowed in that road. General Air pollution has not decreased because it has increased on nearby roads, which are in a dreadful condition with pot holes etc. Surfaces in St Georges Place and St James Square are a joke but now even worse with so much more traffic. Gloucester Place and Rodney Road are almost as bad. I am the first to say that people should use buses more, but currently in my view there are too many driving around 90% empty, adding to air pollution, so a re-think is necessary on routes and bus-stops. I live in Pittville and there are no stops on the D bus from town to the racecourse. I think the plastic grass, benches and huge planters look dreadful - it would have been lovely to see that area by Boots Corner tastefully refurbished, without any seating. I do hope the Council will take note of my comments. personal data removed</p>
160	05/10/2018	Cleevemount Road	<p>I would attach a file - but I don't know at this stage of the survey whether I can or not - so I'll paste in the words instead: Re Boots Corner traffic management. REQUIREMENTS: Assuming that there is no other requirement for changing traffic flow in other near-by parts of town, what is required to be achieved? Separate pedestrians from vehicles (shared spaces are more dangerous than road/pavement arrangements); Maintain North bound vehicular flow, for the good of overall traffic flow, and avoid forcing all North bound vehicular traffic into narrow surrounding streets; If pedestrian safety, plus civic environment are concerns, then also include South bound vehicular traffic flow, in a single over-all scheme of works. A NEW SOLUTION: So far, only two options have been considered full flow (status quo), or full closure: except that the closure option still leaves pedestrians at great risk, as vehicles are still allowed in the same space and does nothing with the South-bound vehicular flow. Rather than complete closure, why not retain as much as possible for vehicular flow (i.e. North bound), yet still protect pedestrians. How? Perhaps a tunnel, but this would be very expensive. Rather: Place the North bound vehicular route in a HALF-depth tunnel much easier (considering surrounding buildings, foundations, and under-ground services) than a full depth tunnel. It would also need less of a slope run-in & run-out, so reducing the overall length (and cost) of the works, compared to a full-depth tunnel. Build the other half of the tunnel as a raised pedestrian area, over the vehicular route. There is quite a lot of room outside Boots etc especially if NO vehicular access is required. This could now be FULLY PEDESTRIANISED for safety, and is kept open for security (as opposed to making the pedestrian route go under the road, and so enclosed). The slopes could be kept to a minimum for easy access, and of course pedestrians can negotiate steeper slopes than vehicles can. Landscaping could be used, providing a very pleasant overall effect completely unencumbered by the through vehicular flow. Additionally, as only pedestrian loads are to be supported, the top-half structure is minimised both for cost and for overall height considerations. o Note: this is NOT the same as a pedestrian steps/bridge affair which would, in all probability, look terrible. Additionally (and this is over and above anything proposed so far), South bound vehicular flow could be treated in exactly the same way, as part of the same raised pedestrian area (potentially well back into Pittville Street), thus completely separating the two user groups - as well as leaving yet more room for the walk-way slopes to be kept to a minimum. From a project planning viewpoint, these could be two tasks, separated in time to minimise disruption, with temporary pedestrian ramps to maintain East/West access. North bound is essentially blocked already so no extra disruption there! The only real down-side is that, for a simple through-tunnel, vehicular access into Lower High Street would not be possible. However, as the present complete closure scheme only requires busses and taxis (i.e. limited volume of traffic) to travel this way, another solution could be sought without inflicting the whole through-flow on surrounding streets. The relocation of bus stops away from the Lower High Street could, surely, be done in such a way as to require little extra walking. Indeed, with a bit of extra effort (and investment), the other pedestrian/vehicle conflict area (Rodney Road through to Winchcombe Street) could be treated the same way and the new landscaping opportunities used to give a complete, coordinated, town-centre feel to the whole area, Strand through to bowling green. Obviously this is not a fully worked-out plan, particularly concerning the civil engineering required, although this would be considerably less than many projects already undertaken around the country. The intention is simply to draw attention to the proposal of another solution as neither of the two so far offered do much to solve the original problems, without causing significant new ones. Instead of constraining the outcome by simply sticking to what is there now, even if the scheme suggested here is not acceptable, the application of a little imagination and lateral thinking may provide a much better outcome for all pedestrians and drivers (and tax payers funding it) alike.</p>

161	05/10/2018	Welland Lodge Road	<p>I worship at St Matthews Church, in Clarence Street personal data removed. Getting back home to Prestbury is an absolute nightmare at any time of the day or evening, even on Sundays. I have to negotiate Clarence Parade and the Promenade which at certain times of the day can take anything from 3 - 10+ minutes. From there I either have to go psat the Queens Hotel, across bath Road and past St Lukes and then through to Prestbury Road, which can take over 15 - 30 minutes depending on the time of day, OR I have to go round the back of Royal Well, past the Bowling Green and up the road which comes out opposite Matalan, which is a nightmare at any time of day. I have queued from the Bowling Green right up to the traffic lights and this has taken 10+ minutes. The closure of Boots Corner has added over 2 miles onto my route home and is affecting my involvement at church. Also my Doctor's surgery is in this area too so I am hit either way. Following personal data removed in January 2018 I have to make frequent visits to my surgery and this too have been affected. It is a dreadful situation and has clearly not been well thought out by Cheltenham Borough Council who have not listened to any of the objections before this hairbrained scheme was put into place. TThey have just pushed ahead creating a situation that no one wants.</p>
162	05/10/2018	Pavilion Gardens	<p>I object to the closure of Boots corner to through traffic as it makes proceeding from south to north Cheltenham very much more difficult particularly as there are no signed diversions. I should NOT like this measure to be permanent. Signed. personal data removed. Resident of The Park, Cheltenham</p>

163	06/10/2018	Gristmill Close	I would like to express my concerns about the problems being caused by the closure of Boots Corner. On Saturday 29th September I had occasion to drive from the west side of Cheltenham into the town centre. The queuing traffic started at the junction of Gloucester Road and continued all the way through to where I turned right into North Place to access the Grosvenor Terrace carpark. this took over 30 minutes to travel less than a mile. Also when I accessed the High Street on foot I noticed how much more traffic was coming up through the pedestrianised area from Rodney Road. So much from making life easier for the pedestrian and not splitting the High Street, couple this with the huge amount of disruption caused by replacing the paving. Whilst the new paving stones look very nice why are huge areas being tarmaced . At present the High Street is like a building site, why could the repairs not be conducted in a more controlled manner without causing all the disruptions and bottlenecks which make you feel penned in at busy times. I would appreciate a response to these comments Thank you
164	06/10/2018	Cirencester rd	What a waste of money. No one will want to go into town pollution levels must be soaring with the standing traffic. Put it back to how it was no one wants this shops are suffering as are commuters.
165	06/10/2018	Prestbury	I would like to provide feedback on the Boots corner road closure and how it is negatively affecting surrounding areas. The areas I would like to mention are surrounding Waitrose, specifically Honeybourne Way and the B4633. I'm objecting because the issue is that these roads, that are already very busy and held up during peak times, are now incredibly overcrowded at all times during the day. The road layout of the B4633 has not been designed to cope with such a high level of traffic meaning that it often gets completely blocked up leaving people in a standstill. Since the Boots corner has been closed, it has been very rare that I have managed to turn right out of Honeybourne Way onto the B4633 on the first go of the lights. I am often sat in a queue of people waiting easily 4 - 5 times of the lights going from red to green before we are able to turn out onto the B4633 as the traffic backs up there so quickly that only a couple of cars can get through the lights and even then, are usually blocking the road for oncoming traffic. It is also then always at least 2 if not more changes of the lights at the end of the B4633, particularly if you are going straight on or right. I work at one of the shops in the Waitrose area so do this drive most days of the week and it does not matter what time of day, I always end up stuck in traffic and have found that since the Boots corner closure, my time to get home has doubled most days.
166	06/10/2018	Pates Ave	Whilst I fully support the idea of minimising traffic in Cheltenham town centre surrounding Boots corner etc I feel this has put undue pressure on the routes around the town centre. Areas such as Gloucester Rd, Swindon Rd (Ring Rd) and Princess Elizabeth Way were already overstretched traffic-wise and since the beginning of this trial, have been blocked constantly throughout the day. I feel further investment needs to be made in these surrounding thoroughfares before blocking a major artery through the town centre. This closure has been wholly under-planned and should be lifted until the necessary measures are made in the surround infrastructure.
167	06/10/2018	Clarence Square	I am objecting to all elements relating to the closure of Boots corner. This has led to traffic gridlock on the surrounding roads especially St Georges Road (backed up to St Gregory's Church), College Lawn, Tewkesbury Road (especially near Matalan), Gloucester Road, Pittville Circus Road, London Road (heading into town). This has led to 30 min journeys when traversing from south to north of the town. The 1st day of the literature festival has seen travel delays of 25 min. This will be exacerbated during the Cheltenham Gold Cup week & other festivals, making travel intolerable for residents & visitors alike. It is inconceivable that a major through road has been shut without expansions of nearby roads or diversions to cope with the inevitable increase in traffic. Traffic has been forced onto residential roads especially around St Lukes & St George's Road, worsening air quality when there wasn't an issue of air quality with Boots Corner. Disabled people have been disadvantaged as they cannot be dropped off in town (via Portland Street) as they used to. This is an infringement of their equality access rights. We have seen illegal u-turns by vehicles on the affected roads in the attempt to avoid penalties. No doubt the increased revenues from penalties is enjoyed by the council. However, this is not sustainable & is also affecting business & visitors to the town who are unaware of the new road regulations. In a time when high street shops are facing challenges in staying profitable (there are already several empty shops even on the promenade), this new barrier to footfall in the town is another nail in the coffin, likely to make Cheltenham a ghost town. I am appalled at the money the council is spending on planters, bike racks etc around Clarence Street for a 'temporary closure' subject to feedback & approval from the town. This give the impression of permanence, despite the opinions of the residents of the town. The current situation is intolerable, ill advised & unnecessary. I urge you to reverse the closure of Boots corner as soon as possible.

168	07/10/2018	Clarence Square	<p>I live in Clarence Square. Would someone like to give me directions from Montpellier to my house that doesn't involve sitting in long queues of traffic. You supposedly closed the road to through traffic, what about residents who would just like to get home? Where are the diversion signs? I struggle to find my way around so visitors haven't a cat in hell's chance of doing so. Simply telling people to ignore their satnavs is hardly constructive advice. There is also a definite increase in traffic through Clarence Square during rush hour as people try and avoid the congestion elsewhere. Closing Boots Corner is an absolute disaster for Cheltenham and to stick fake grass, planters resembling hot tubs and UGLY and out of character bicycle racks in prominent positions in such a historic and beautiful town is a disgrace. Shame on you, perhaps you should get out from behind your desks, onto the street and listen to the people - you are a laughing stock. I can honestly say I haven't heard a single person praise this scheme. This needs sorting out now.</p>
169	07/10/2018	Bishop's Cleeve	<p>Whilst there are some advantages to the closure at "Boots Corner", my main comment relates to the effect on the alternative routes. The inner ring is now closed and I believe the approach has been to assume that people will find their own other routes. The signage is purely prohibitive apart from one sign placed at ground level saying "Thru traffic." The effects on the town is as follows: Traffic flows via the alternative routes onto the A4019 past the Brewery which was prone to long queues even before the change. The route up to this along St George's Street is clogged because no changes have been made to the traffic light timing by Matalan. Commonly, it backs-up as far as St Gregory's church. Similarly, no changes have been made to the traffic light timing at the North Street or Portland Street junctions which no longer have non-bus/taxi traffic coming from Boots Corner. Therefore there are hold-ups for non-existent traffic. The hold-ups on the Gloucester Road at the Tewkesbury Road junction are quite severe and traffic has been backed-up as far as the station. College Road is normally nose to tail as far as the London Road traffic lights. There is an increased flow along All Saints Road which is narrow because of parked cars. There was an accident there the other day, but I don't know if it was due to the increased traffic flow. With regard to safety, I don't believe there were safety concerns with the pedestrian crossing at Boots Corner. However, I have two major safety concerns: The first is "Kebab Corner" next to the bowling green where there is a roundabout with a pedestrian crossing followed by another pedestrian crossing on St George's Street. The increase in traffic flow using this alternative route is likely, in my opinion, to result in an increased pedestrian/car accident rate. The second relates to what will happen when John Lewis opens. The change to the road by the Town Hall to make it 2-way means that there is now a viable route from Landsdown Road via Rodney Road to the inner ring by what will be the John Lewis car park. Had Boots Corner not been closed, then there would be no incentive to use this route, but the closure has now given them this incentive. The High Street is now a pedestrian-only zone in the Strand, a mixed zone by Lloyd's Bank, followed by a pedestrian zone by M&S. Stand and watch the behaviour of people in the mixed zone and you will see them wander into the road with their back to the traffic. Now, consider what is going to happen when John Lewis opens; you will have more pedestrians and more traffic in what I consider will become Cheltenham's most dangerous street. Of course, you could say that traffic shouldn't use this route and it should go via College Road and St James Street, but College Road is already a problem and, in the absence of advisory signs, what makes anyone believe that they wouldn't use it? So, you've taken a road with a low pedestrian accident risk at Boots Corner and forced traffic into at least 2 routes with a higher pedestrian accident risks. As a health and safety professional who acts as an expert witness, I wouldn't envy anyone trying to defend this decision in court.</p>

170	07/10/2018	Clarence Square	<p>Firstly I would like to comment on the obscurity of this form. It does not appear to directly quote the new Experimental Traffic Regulation Order affecting Clarence Street and importantly the A46 feeder. My concerns are related to these new experimental regulations affecting the traffic at Boots Corner with its closure to all traffic apart from Taxis and Buses. The CBC Plan which was supposedly in their words to 'increase economic prosperity and improve quality of life' in Cheltenham will not be achieved with the current plan. I am a tolerant resident choosing to bring up my family in Cheltenham for the reasons quoted above by CBC. That said I see no justification for the current Traffic Regulations Order to exist as it is. It negates any of those statements and the following are my very considered points/objections: - The traffic which can no longer use the A46/Clarence Street access through town is using a variety of routes which are becoming extremely dangerous for pedestrians and motorists alike - - Saint Georges Road, fed from the Lower High Street and Ambrose Street where there are THREE pedestrian crossings at the road intersection is now backed up with traffic. This is a residential street primarily with parking on both sides of the road and it has become a shocking bottleneck and unsafe. The traffic lights at the end of the road are set so that only trickles of traffic can get from St Georges Road onto the main A46 adding to the backlog of traffic which is using this because cars can no longer use Boots Corner. I imagine that Traffic Inspectors quantifying this Order have not seen first hand the effect on Saint George's Road and the pedestrian crossings. It will only be a matter of time before there is an accident here. - The Lower High Street Traffic Lights which filter traffic onto the A4019 - The traffic lights here do not allow any traffic to turn Right. This would at least alleviate some of the traffic now using Saint George's Road. - I walk into town usually and have noted how busy and dangerous Rodney Road has become with its intersection with the High Street (where the new John Lewis is). Cars are now using Rodney Road, via the High Street intersection to get onto Winchcombe Street because they can't use Boots Corner. There will no doubt be a serious accident here at some point. Visitors to the town must be highly frustrated and confused if visiting Cheltenham at present - and for what reason? The changes do not add to commercial gain or quality of life improvements for residents or visitors. Most people seem at a loss for a sensible explanation as to why the new proposed Traffic Regulation Order for Boots Corner has been brought about when there is absolutely no care or consideration for, or implementation of an adequate, safe and reasonable traffic plan to deal with traffic dispersal as a result of its closure. Given the above comments I am Objecting to the parts of the Scheme with reference to the closure of Clarence Road/A46 to cars and general traffic. Surely the costs of even implementing this Experimental Order, such as it is, are considerable and I would rather the monies be spent elsewhere in seriously improving our roads and access. Thank you</p>
171	07/10/2018	Hartley Close	<p>I consider the traffic restrictions in all these streets to be an excellent way of improving the quality of the town centre for shoppers and visitors alike. The early improvements such as the removal of safety barriers, the planters and the park area already make the area more appealing - bring on a permanent scheme I say. There is one significant negative in that the alternative through routes, such as via Gloucester Road and around the lower high street, need vast improvement to light phasing and junctions to enable better traffic flows.</p>
172	07/10/2018	Bishop's Cleeve	<p>Dear Sir/ Madam, I write to offer feedback on the prohibition of driving trial at Boots Corner. I understand the idea is to link the High Street but this seems utterly counterproductive in that this trial is forcing cars to use the Rodney Road route which, ironically, leads them to enter the High Street opposite the new John Lewis store, travel back towards Boots corner and then turning parallel to the original route. Not only is this diversion likely to increase pollution due to the increased distance and congestion, it also completely defeats the stated objective of improving the High Street. I would hope that sense is seen and this trial is concluded with the road at Boots Corner reopened. Yours personal data removed</p>

173	08/10/2018	BOURNSIDE ROAD	Disabled car users must be able to park on Pittville Street if they are going to access the shops here. Closing Boots Corner to traffic has meant traffic has had to find other routes to reach the other side of Cheltenham, adding more journey time, clogging up small residential streets and in the case of traffic now crossing the Lower High Street, negotiating, sharp turns, one roundabout and a small double roundabout by St Gregory's Church and the nearby school. Then the final one on the Lower High Street before turning sharply left. If anyone thought that there was a problem at Boots Corner, this became a hazard for everyone, traffic and pedestrians overnight. Years of work to improve the Lower High Street has been undone in an instant! Traffic is now driving through areas where people live instead of through the town street where there is a very clear route to cross the road at the pedestrian lights by Boots.
174	08/10/2018	Murvagh Close	Please accept these comments as an OBJECTION to the prohibition of driving through Clarence Street. The basis of my objection is due to the knock on effect of additional traffic to other routes through Cheltenham Town centre. I live in College Ward (Murvagh Close), and since the introduction of the trial - particularly since the schools returned in September - we have seen an exponential increase in traffic. At peak times, the junction of the A40 Thirlestaine Road and the Old Bath Road, the junction of Sandford Park and the A40 up to the A40 junction with London Road are gridlocked. One of the stated purposes of the Plan was "improve traffic management and air quality and promote the use of greener forms of travel such as walking, cycling and using public transport, particularly for short journeys" The Trial has clearly failed in this purpose. This Plan means there is greater standing traffic, with associated air and noise pollution around my house. It appears that the Councils have failed to take notice of the effect of additional traffic on other routes, this is causing significant inconvenience and potential risk to health of the residents of College ward and I beg you to reconsider.
175	08/10/2018	Great Norwood Street	* The whole scheme is unnecessary. There does not appear to be proven evidence of the problem it is trying to solve * It has moved traffic congestion / pollution / road safety issues to residential areas and created rat runs * it is affecting traders in the town centre when they need Council support * it is confusing for visitors to Cheltenham at a time when we are trying to attract them * It is confusing and dangerous for articulated lorry drivers My experiences * On a Saturday evening at 17 30 it took 35 minutes to get from Great Norwood Street to the racecourse and most of that time we were stationary due to traffic queues * we witnessed a very large artic having to reverse several times to get round the corner by Yates wine bar and the again at the corner of the Prom. It caused extensive queuing of traffic passed the bus station and was dangerous to pedestrians Fortunately he was a good driver and managed to do it but it is an accident waiting to happen We now shop in Cirencester it is a more pleasant environment
176	08/10/2018		Preventing the free flow of traffic through town by shutting off Boots corner has resulted in increased congestion and pollution on other nearby roads, notably the Promenade, A46 in front of the Town Hall, and (primarily residential) Montpellier Drive, Bath Road, St Luke's Road, College Road, and Hewlett Road. Further, whilst the intention may have been to make Boots corner a safer more pleasant environment for the pedestrian, it has simply resulted in traffic using the Rodney Road/High Street/Winchcombe Street/Gloucester Place route as a means of access, thereby significantly increasing the flow of traffic through the very centre of the High Street, which undoubtedly makes this bit of town far less pleasant and safe now than it should be, and this might indeed impact upon the Shopping experience the town is noted for, particularly after the imminent launch of the flagship John Lewis store. I would suggest that the scheme has brought about undue confusion and frustration for both local drivers and visitors alike, not least as the proposal was not properly publicised well in advance, and it has resulted in I believe more than 5,000 fines being issued to date, which has added further to the angst of the motorist in Cheltenham who is already obliged to navigate the Town's unnecessarily complicated one way system. It would perhaps have been better to have canvassed and listened to the public view ahead of rather than after this restriction was put in place. If the scheme had true merit and the benefits were obvious there would certainly have been less resistance to it, but this measure is already causing chaos on nearby roads, which will only be exacerbated by the increase in traffic from the new John Lewis store, regional Christmas Shoppers, and who dares even think about what will happen during Cheltenham Race week. I would ask - does this temporary closure need to run for the whole 18 month period, or in light of the obvious immense public objection to it, might it be possible for CBC re-open Boots Corner as that's what we, the people of Cheltenham, really want, and soon please?
177	08/10/2018	Montpellier Grove	My concerns are about the whole scheme as follows: 1. Lack of up to date rationale for the scheme ie it is part of Cheltenham vision which does not adequately reflect the new world of retailing - the town centre development needs to reflect the fact that we don't shop on the high street anything like as much as we did. Making it harder for people and suppliers to get into the town won't help retailers 2 the displacement of traffic and pollution residential areas is unacceptable. 3 how, where, when and for how long will you monitor displaced traffic and pollution levels? Apart from this website survey (which isn't a survey in the normal sense of the word) will you seek and encourage widespread feedback on the scheme. This website is NOT enough and it's disingenuous to say that you've consulted if you rely on it alone 4 the current trial is a hybrid solution to a pretty non existent problem. Boots corner is neither fully open to traffic, nor is it fully pedestrianised. Its a bizarre approach that is angering and inconveniencing local people and alienating visitors and tourists. 5 will you be monitoring retail footfall and visitor numbers during the trial?

178	08/10/2018	Clarence Street	I would like to formally object to the trial closure of boots corner to traffic, especially regarding the waiting restrictions and one-way nature of Clarence Street. My particular objections are two-fold; the closure to through traffic has altered my commute to work, which has now doubled on average, with further delays on Fridays especially. The traffic delays on Ambrose street due to the inability of the lower High Street to handle two-way traffic with buses and parked vehicles (cars frequently cannot pass in both direction simultaneously) and due to the back-ups caused from traffic lights on St. George's Place are causing headaches for myself and other commuters. The congestion is frequently as far back as St. James' Square, and St. George's Place all the way back to the junction with St. George's Road. My second objection concerns issues I have begun to have with parcel deliveries to an address on Clarence Street. Yodel and Hermes have missed scheduled deliveries on multiple occasions since the trial closure began. The couriers discover they are unable to park due to waiting restrictions, inability to go through Boots Corner without getting a ticket, or lack of two-way traffic. If more of Clarence Street was two-way, drivers would be able to park, deliver, then turn around. But as it stands, any deliveries scheduled outside of the 'loading and unloading' exceptions are being missed. This is causing a significant degradation of delivery standards, which is unacceptable.
179	08/10/2018	Old Bath Road	My Comments refer to Post Office Lane and its access. We have a property and parking in Post Office Lane and have access granted for vehicle personal data removed . The access is from the North entrance of Post Office Lane due to it being converted to a one way road. On most occasions the road is blocked. Up to 10:00am by vehicle unloading/loading and after 10:00am by vehicles loading and unloading. There are occasions when large vehicle do access Post Office Lane from the North but in general they access from the South to avoid the time restriction for loading/unloading. I have taken photographs of these vehicles and passed the information on but nothing is changing. There have been occasions when I have had to wait up to one hour while they do their unloading. Again this morning, 12-09-2018, the road was blocked by a BOC truck delivering to Yate's. The driver refused to move the vehicle so myself and others could exit Post Office Lane and he refused to use the designated 'Loading only' area directly outside Yate's. Post Office Lane is mostly residential with access to some of the commercial properties on the Parade. The blocking of this road has to stop, waiting times of up one hour for vehicles to exit is not acceptable. Pedestrians also have a problem traversing the road safely. All the designated pavements are filled with large rubbish bins form the shops so that if a large truck is unloading there is virtually no room down the sides for pedestrians to pass. This in my oppinion is a major health and safety issue.
180	08/10/2018	Redgrove Park	It now takes me 20 minutes to make a journey that previously took 10 minutes. Saturday around the ringroad is gridlock. There were never traffic jams at Boots Corner anyway. I now use Rodney Road & when you turn left in town, there are always pedestrians walking in the road. This area should have been pedestrianised. How does people spending double the time to make a journey benefit the environment-it just pollutes a different area of town & causes more congestion. Boots Corner isn't even pedestrianised.
181	08/10/2018	Kipling Rd	I cannot, and have never seen the sense or benefits of the Boots corner closure scheme. The area was never a pollution hotspot, but by forcing traffic into other areas where increased congestion certainly does increase pollution, and because many of those areas are residential, the resultant health risks to people is considerably higher. I, and many other people I have spoken to urge the council to reconsider this ill thought out scheme before the damage to peoples health increases further, not to mention the increased cost to all concerned caused by the lengthy detours and delays.
182	08/10/2018	Lauriston Park	Boots Corner, where the High Street meets the Promenade, has been an effective one-way but 2-lane throughway allowing traffic to pass quickly from north to south through the town. Replacing the route with others - e.g. Winchcombe Street or Henrietta Street - replaces the widest route through town with narrower ones, increasing congestion, confusion and traffic fumes. Yet at Boots Corner itself nothing is gained: essential traffic is still let through, and the lights-controlled pedestrian crossing remains where it was. The old route worked well, delays were few and short-lived, and to sacrifice it for a selection of more awkward, winding and slower routes has shown itself to be a bad idea. The old route should be reinstated.
183	08/10/2018	The Park	The Boots corner/North Street Closure should never have put in place. Since Cheltenham has no bypass the one sensible route through the town is via the boots Corner/ North Street. Any nalternaive routes cause slow traffic/Traffic Jams which case polution in the town. This project was illconceived and should be cancelled immediately!.
184	08/10/2018	Royal Parade	The closure of access across the High Street at Boots corner has resulted in through traffic being pushed further out of town, causing heavy traffic congestion and rat runs in small residential streets such as Ambrose St and St Georges St as well as St Lukes. In addition, the installation of low quality, aesthetically unattractive street furnishings such as benches, planters has cheapened the whole area around Boots Corner. The abominable use of astro turf is wholly unacceptable and is not in keeping with Regency grandeur one associates with Cheltenham. This project has also resulted in the proliferation of ugly temporary traffic signage which detract from the elegant environment.

185	09/10/2018	Winchcombe	The prohibition of driving through Clarence Parade, Clarence Street, North Street, Pittville Street, The Promenade and Imperial Circus is on paper a good idea to create a better shopping environment and thus attracting more shoppers to the town. Unfortunately this scheme does not work and is ill thought out. The surrounding road system was already clogged during busy times of the day, it now makes trying to traverse the town nigh on impossible. Whilst this is a very key part of my issue, the greater issue is that this does not create a more relaxed shopping area. It is not pedestrianisation as buses, taxis, disabled drivers and bicycles are still allowed to pass through which means there is still danger present as well as fumes etc. This could potentially lead to more accidents as people become more complacent whilst using this area. The scheme needs abolishing and full access reinstating, unless suitable restructuring of the surrounding road system can be designed to take the increased 'flow' of traffic, and full pedestrianisation can be introduced in this area. I could understand it if this scheme was implemented part-time, for example closing these roads to all traffic from 10am through to 4:30pm (possibly even just at weekends). I appreciate that this is probably an effort to link the Brewery Quarter to the rest of the High Street, however why not just introduce pedestrianisation to Pittville Street and not allow traffic through Rodney Road into Winchcombe Street? I have not heard one positive comment from anyone I know for the trial scheme and not even sure how this scheme even made the light of day.
186	10/10/2018	Battledown Mead	I think this is a great idea and I fully support the scheme, I would even go as far as to close Boots corner completely so it could be a pedestrianized and join the lower and upper High Street.
187	10/10/2018	Cleevelands Drive	I would like to object to the closure of Boots Corner to general traffic. The road was previously running smoothly and safely, allowing traffic to efficiently run through town. This closure has had the unfortunate affect of grid locking all other routes taking traffic from the south of cheltenham to the north. I have noted grid locked traffic in St George's St, St Luke's and Fairview. The traffic is often at a standstill even out of peak hour flow. I personally have to cross town at least twice a day, 6 days a week and it has cost me an extra 30-40 minutes (minimum) a day. This must come at a high environmental impact on the town and at high personal cost to those who now find themselves living in an affected area.
188	10/10/2018	Denman Avenue	Due to increased traffic density in residential streets I am objecting to the change of use of Clarence Street. As a solution to inner town pollution, I believe this scheme has done little to combat this, and instead has increased static traffic on residential streets, in particular St Georges Street and Honeybourne Way
189	10/10/2018	Brizen Lane	The prohibition of traffic at 'Boots Corner' is a mistake. It is unnecessary; it creates rat-runs and is a total waste of money. Please reinstate the original driving route as soon as is practicable.
190	10/10/2018	Warden Hill Road	The town centre is becoming an unattractive and quite ridiculous. The area around Boots corner is not at high risk of pollution and it is putting me off coming in to town. Public transport costs 3x than taking the car and parking and it's not pleasant. It also prevents being able to carry multiple shopping bags. I will be doing my Christmas shopping away from the town centre for these reasons unless things change. The impact on shopping I know is of concern to other residents.
191	10/10/2018	Douro Road	Traffic ban around Boots corner - I think it's great, far less traffic around the centre, safer to walk and encourages people to use other forms of transport. Would like to see it permanent.
192	11/10/2018	Beckford	Good morning I wish to register a complaint about the new Boots corner one way system preventing regular cars from driving through as they have always done. I have two observations:- My wife and I are both from the area and consequently have been driving that way for several decades, and the first we realised the system there had changed was when she suddenly got a ticket for going that way. It was only then that we noticed the signs up - you could argue that made it our fault, but I would contend that you should have had much more visible and noticeable signage for those who haven't had to look at signs there in several decades to spot the changes. Proof that this is the case might come from the numbers of people you have caught on camera going that way - if its hardly any, its our fault, if its very many, its yours. You may argue that there is sufficient signage and notice was given, but the lived experience of open like ourselves will indicate in reality how successful such efforts were. Also, profiting by collecting fines for this failure is obnoxious. Secondly, and more importantly in the longer term, you had added significantly (as much as a half hour per day) to our daily journey time getting our children in and out of school in central Cheltenham from the north of the town, as instead of our former straightforward route past the Chicken Inn and onto the Evesham Road, we have to join queues of snaking traffic also trying to find a route north as they add burden to other routes. In short, the new system is an out and out failure and I ask that it be reconsidered and put back as it previously was so facilitate better traffic flows through Cheltenham. Regards personal data removed

193	11/10/2018	Warden Hill	I am opposed to the whole scheme which covers all of the above. The prohibition of traffic is unsustainable due to regular usage by taxi's, Buses, Cyclists, & delivery vans .Pedestrians are still waiting for passing traffic. The pollution issues are of great concern especially where it has been transferred to other areas. The Waiting restrictions curtail business in the town. The One Way system is confusing local people and visitors who are being punished with fines for visiting our town.
194	11/10/18	Clarence Square	I strongly object to the closure of 'Boots Corner' to traffic other than busses and taxis. I do not believe the reasoning behind the closure (air pollution and pedestrian safety) to be a legitimate one and cannot understand how moving traffic to other (less suitable) areas of town is acceptable.
195	11/10/2018	The Reddings	I would like to support the closure of Boots corner. Since it has been closed it has lessened the hazards and risks associated with crossing the road in the vicinity of Botts corner making it safer for pedestrians. Also I feel that the air quality has been improved in this area. While I don't like the landscaping that has been created, it does enhance the area and provides for a better environment for pedestrians/shoppers. I think the closure of Boots corner has been long overdue and I hope it and its associated changes will be implemented as a permanent solution for the benefit of everyone.
196	11/10/2018	Southam	This entire scheme is ill-conceived and is causing residents, businesses and visitors to Cheltenham hardship and inconvenience but disrupting the traffic flows through the town and by making it a difficult town centre to visit and enjoy. This is directly and adversely impacting businesses in the town centre at aa time when all town centres are under threat from out of town shopping and online shopping. The trial should be cancelled at soon as possible.
197	11/10/2018	SELKIRK STREET	I wish to object to the closure of Boots Corner. This has massively increased joint times and hence pollution. The trial has clearly failed, please end it now and put Cheltenham put of its misery!!!!
198	12/10/2018	Winchcombe	There is nowhere for the traffic to go if you need to go to Pitville, Prestbury etc. all traffic arrives at the Lower High st where the interval of the traffic lights has not been altered and causes huge bottle necks. I f you are going to close Boots Corner find a way out of town that works. really poor planning.
199	12/10/2018	Harp Hill	I would like to register an objection to the prohibition of driving through Boots Corner. As someone who frequently collects people from Royal Well and takes them to the north of the town, this prohibition means an extended journey on roads which are themselves busier as others take the same diverted routes. This makes neither economic nor environmental sense. As a resident of Cheltenham I had never felt that Boots Corner was an issue, either as a driver or a pedestrian using the High Street. It is simply a solution to a problem that did not exist and yet creates difficulties for drivers.
200	12/10/2018	Wimborne Close	None of the above items cover my objection, which is the lack of forethought about the whole scheme. Approaching Royal Well, one is confronted by signs that tell you that both the left and right hand lanes ahead are closed. Boots Corner will mean nothing to visitors, who are told to not use their satnav, but not offererd any guidance on how to get to Tewkesbury, Evesham, Prestbury, Winchcombe, or wherever they were hoping to go to. Traffic signs are bad enough already, but no useful signage has been added to help either visitors of locals. Locals may manage to find a way through, but visitors can only get the very clear message "Don't go to Cheltenham". I fail to see how this encourages trade. I hate to think how much money it has cost to supply astroturf and the planting boxes, all of which seem unnecessary - the money would have been better spent on filling potholes properly - not bodging them as is done at present. I would like to add a further comment. Update further from personal data removed 11:49 23/10 It is pointless trying to restrict trffic in the town centre until a park and ride scheme is introduced for traffic coming along the A40 from London and along the A417 form the Cirencester direction.
201	12/10/2018	Southam	Re: Preventing cars from driving through town past boots corner. Zero consideration has been made to where the hundreds of cars, who used this route to go from south to north of the town, are now supposed to go. This means the lower high street, St. George's street etc are brought to a standstill during rush hour. The changes do not make a blind bit of difference to a shoppers' experience in town. You still have to wait to cross the roads as there are still buses and taxis streaming past. In fact, the only real change to come from this will be to prevent people from coming in to town full stop. As an example, it should not take 25 minutes to drive from royal well to St. Paul's. Has any thought been given to race week? The most important week for the town from a commercial point of view. It's a given during that week that traffic is bad but with the main route through town now closed the traffic will be utter chaos. It's a very real possibility that consumers will be put off from staying near town in future years and will instead choose to stay out of town and avoid the town centre completely. There are so many other matters that the council could and should divert their attention too, rather than wasting money on this disaster. It would be brilliant if the council could admit that these changes are a mistake and that the people of the town do not want this, rather than seemingly burying their head in the ground and blindly following their plan through not wanting to admit a mistake has been made. The economic impact of putting off consumers and businesses from being in town could be disastrous but ultimately if you make it too difficult for people to use town they will quite simply stop coming. The consequences of that are obvious. I am yet to see a credible argument in favour of these changes and sincerely doubt that there is one that make sense to the majority of the town's residents.

202	13/10/2018	Winchcombe	I live in Winchcombe and commute every day to my office in Tivoli where I own and run a personal data removed company that employs 6 people - 2 of which also commute from Winchcombe. My journey in and out of Cheltenham each day doesn't take in Boots Corner but I do have to use the remaining routes - usually from Tivoli to College Road and Hewlett Road or along Hales Road. My initial reaction to this plan was that it was simply crazy. You cannot close a major artery in the town without some plan of where the displaced traffic should go. However I wanted to give the scheme time to bed in as sometimes these things work out. They have not. The displaced traffic is now clogging the routes that I use and my commute in and out in the morning has generally been extended by 10 to 15 minutes. It's worse on the way home. I am absolutely convinced this final phase of the scheme had been engineered over many years. First was the initial stupidity of removing the bus stops and pull-ins by Boots corner and widening the path. That has caused buses to constantly block the left hand lane which has caused a pinch point for years. Why do this when there is a perfectly good bus station just a few yards back up the road at Royal Well??? My opinion is that this was deliberate - try and make the area hell for traffic for a few years so that when the suggestion is made to block it totally no one complains! We aren't stupid. Now I see tax payers money has been wasted on bizarre street furniture and artificial grass! What are you lot playing at! This phase of the scheme is a complete failure - poorly thought out with no regard to the people it is supposed to help. There is no pollution issue, it doesn't help cyclists or pedestrians and it just puts people off coming into Cheltenham. It needs reversing and normal traffic flow restored immediately. I have to wonder what results would be observed if as much time, effort and money was put into making Cheltenham car friendly as opposed to trying to make it worse!
203	13/10/2018	Douro Road	I strongly support this new pedestrian friendly scheme and have experienced first hand on numerous occasions the benefits of less traffic, less pollution and seating facilities recently installed at Boots Corner. For me this is a much welcomed and long overdue change to the High Street where traffic has no rightful place.
204	14/10/2018	Hungerford Street	I am referring to the Boots Corner restrictions and my objection to this scheme on the basis that nothing has been provided to alleviate congestion in other areas such as St. Paul's as a result of the closure. The route should be reopened to all traffic.
205	14/10/2018	Lexington Square	I am objecting to the closure of Boot's Corner. The closure of this main route through Cheltenham is causing major traffic delays and jams on a constant and daily basis. The pushing of traffic out into residential streets, is restricting the flow of traffic and causing traffic jams. A large amount of traffic is now being forced through St Georges Road, I myself took 7 turns of the traffic lights to get from one end of the road to another last week. The traffic cannot flow right efficiently through the end of the road due to the traffic lights and trying to join already queuing traffic onto one lane. This already is a very busy area around the Brewery complex. If you try to go left instead from Ambrose St down the lower end of the high street the flow is restricted with delivery vehicles and parked cars using the local shops. I live by the racecourse and could drop my [relative] in town to meet friends and be back in about 10 minutes, this journey on a Saturday morning now takes about 30 minutes, using the above mentioned roads. My personal data removed who travels to Cheltenham from Gloucester for work was 20 minutes late three days last week, due to traffic. The jammed traffic will be causing pollution into the residential houses in these areas where there was no queuing before and this must be far exceeding the permitted levels. I can't even bear to think how these changes will affect the people of Cheltenham when John Lewis opens and brings in extra people traveling in their cars or when there is a race on. To get to the John Lewis car park will entail using the above mentioned roads or coming up Tewkesbury Road from The Kingsditch Trading Estate, both routes merge together and cannot take even more traffic, people will never get to John Lewis without massive queues, and when they try to leave Cheltenham they can queue again. If your scheme was working efficiently as your plans should have been, then initial traffic problems would have settled by now, but they have not and three months down the line we are still in daily traffic chaos. The council needs to listen to the people who are actually being affected by the scheme. The changes you have made are affecting the people of Cheltenham on a daily basis and should be seriously and immediately reconsidered.
206	14/10/2018	Sydenham Road	I object to the entire scheme of closing boots corner to through traffic. All this has done is push the traffic that would have used the centre of town through other areas causing traffic gridlock and increasing air pollution in these residential rat runs. Shops are suffering downturns in trade as people are unable to get to them easily especially if collecting goods. There us a huge increase in flash traffic jams. Before anything is considered permanent the trial should be ceased and local voters should be polled to determine whether there is support for this scheme or the finite resources should be used elsewhere. This has been forced upon people without proper consideration.
207	15/10/2018	Tivoli Road	The reduction in traffic in the town center is good to promote a better environment and also opens up the brewery quarter to the town center. I support the closure to traffic, parking restrictions and one way enforcement.

208	15/10/2018	Alderton	I object to the decision to close Boots Corner to traffic. While clearly in keeping with an overall plan, this is ill thought through. Telling drivers to 'find their own alternatives' through Cheltenham with no other road changes to make this a plausible option has clearly not worked, with huge queues forming, entirely predictably, on St George's Street and Gloucester Road. If the council insists on pushing ahead with this scheme I implore you to do so as part of a wider scheme to redesign traffic flow around Cheltenham properly, rather than closing roads and seeing what happens.
209	15/10/2018	The park	Closing Boots corner is KILLING trade, slowing businesses down like mine, who need to travel across town to customers, and simply moving traffic elsewhere. I have yet to meet a single person who is in favour, and I hope anyone responsible for this farce loses their job at the next election. A joke!
210	16/10/2018		Traffic (buses and taxis etc.) still goes through Boots Corner, and there's still a pedestrian crossing - so nothing has been gained in terms of a traffic-free town centre. But a lot more drivers now have to grind through narrower streets, creating more pollution and confusion than before. This is a scheme which is causing chaos to businesses, people who travel into and out of Cheltenham, not only to work but to shop. The outer roads are log-jammed causing misery to local residents. I know that visitors and locals.. are put-off shopping in our Town. I personally and many others do not want our lovely Town to die through lack of trade and investment. It is time to wake up to reality - this scheme just isn't working. As for the cost and look of the new benches and Astroturf around Boots corner, this seems like a complete waste of taxpayer money for a "temporary" scheme and really makes the town look abysmal.
211	16/10/2018	Albemarle Gate	I don't necessarily object to the closure of Boots corner; however I do have an issue with the lack of thought / planning gone into the repercussions of this. My main issue, is most of the traffic now go through the smaller streets surrounding Clarence St, in order to get across town and one street that is not currently geared up to this influx in cars, is St George's St, leading from the High Street towards the A4019 (By Matalan). The lights allowing cars out of St George's St onto the A4019, is still set to allow a small number of cars (around 4 or 5 cars) out at a time, so the whole of St George's St becomes one long traffic jam especially from 16:30 - 20:00 (Not to mention the pollution this causes in these small residential streets). It would therefore be great if the traffic lights could stay on green a bit longer for St George's St, to allow more cars out and therefore reducing waiting times. If this can't be addressed, then I think Boots Corner should be re-opened. Thank you for acknowledging my comment. I also noticed today that there are lots of cars now using the Rodney Rd / High Street / Winchcombe St corner instead, so by making Boots corner 'Safer' for pedestrians, it has only made it more dangerous for pedestrians on the Rodney Rd / High Street / Winchcombe St corner instead. Especially as there is no lights to allow pedestrians to cross, so you are relying on the constant flow of traffic to stop and let people cross. This is a real problem, especially as John Lewis has now brought more pedestrians to that exact corner. So another thing to consider. Thank you. personal data removed
212	16/10/2018	Orrisdale Terrace	NO DETAILS SHOWING
213	16/10/2018		I fully support the vehicle restrictions put in place as part of Cheltenham Transport Plan Phase 4. As a regular cyclist in Cheltenham who passes through Boots corner on a daily basis, and has done for the last twenty five years, I have noticed a massive improvement in terms of cyclist and pedestrian safety, air quality, and general enjoyment of people utilising the new seating and planted areas: they are constantly in use. I know a number of people who agree with these views, but who may not necessarily fill out a consultation form. I would urge the Council to thoroughly scrutinise any petitions received to reopen the area to traffic, in my view petitions such as this are often signed without a full, impartial understanding of the subject matter with only the opinions of the people promoting the petition.
214	16/10/2018	Chard, Somerset	My wife and I live in Chard, Somerset and visited Cheltenham on Saturday 15th September. On Friday 12th October I received a Summons and fine for £60 for driving down Clarence Street. I freely admit that I did drive down Clarence Street on Saturday 15th September and immediately paid the fine, which was reduced to £30 for prompt payment. However, both my wife and I saw no signs or warnings that we were driving in an area with a prohibition of driving and therefore feel that we have been subjected to an injustice. Subsequently, we will never return to Cheltenham and we will advise others never to visit Cheltenham.
215	16/10/2018	Hales Road	I am a personal data removed driver. Since the restrictions have been introduced at Boots corner in Cheltenham, this is preventing me from carrying out my job effectively and my earnings have reduced. I keep having to reject orders where I would need to drive through the Boots corner without going significantly out of my way. Yesterday I even tried working in Gloucester instead of Cheltenham, like other riders have started to do, so I could avoid the Boots corner restriction slowing me down. I made more money in Gloucester because I did not need to turn down orders, but lost 1 hour in total driving there and back. Would it be possible for you to add personal data removed drivers to the list of vehicles eligible to use this route during our delivery hours of 11.30 am to 11.30 pm?. Whilst at work I will have my personal data removed uniform with me so it should be clear to see on the enforcement camera. I could also display a clear sign on the vehicle to show that I am working on personal data removed . Here is a list of the vehicles that I use for personal data removed so that if the camera uses number plate recognition, it would recognise me as a personal data removed driver. Vehicle Registration number personal data removed I am also happy to provide evidence that I am a personal data removed driver e.g. copy of a recent payslips or letter from personal data removed Many Thanks personal data removed

216	17/10/2018	Charlton Kings	The closure of Boots Corner is an unnecessary expenditure of public money which shuts off a main arterial route through Cheltenham with NO alternative being offered and causing congestion and confusion to other areas of the town. No explanation as to the purpose of this pointless scheme has been given. personal data removed
217	17/10/2018	Lansdown Walk	The restrictions around Boots Corner are creating chaos on the smaller streets in the town especially the one way St Georges Street. It is making living in Cheltenham not a very pleasant experience. Traffic going through the centre of the High Street seemed to work very well, why change?
218	17/10/2018	Radnor road	I believe that the boots corner closing is a waste of my tax as are all of the ornate decorations, why is Christchurch road left in such a dangerous and bumpy state while you spend tax payers money on hideous Astro turf
219	18/10/2018	Gloucester Place	My main issue is the traffic congestion this is causing in other parts of town now and accessibility to our house in the town center. St George's Street traffic is now ridiculous and the traffic lights only let a couple of cars through at a time so cars are idle for a long time which is increasing the town center's air pollution considerably. Similar for my street, Gloucester Place. Cars are often queued up the whole street trying to get on to Fairview Road which is also always standing still traffic. The smell of the engine fumes from cars sitting idly is horrible and noticeably worse. The one way systems were fine as they were (for the most part) But the bus and taxi only through the center of town makes it a lot harder to get to our house and adds at least 20 minutes on to our journey because everyone else is also having to go through more neighborhood routes to get to the other side of town. I thought that this was supposed to be a temporary trial but it all seems rather permanent with bike racks being cemented into the ground and large trees and plants being placed on the roads to try and make it look nicer. I feel that the resources could have been spent fixing the state of the roads themselves, rather than trying to make the center of town pedestrianised, when I haven't met a single person who has enjoyed these changes. Also, the Rodney Road cut through, through the high street (by Barclays and opposite the new John Lewis) is what we have to use to get to our house, but as a pedestrian as well, this is now a nightmare as there is no official crossing. Everyone just walks in front of the cars or has to stand around for ages until they can get cross before the next car comes along. It just seems to have shifted the problem further up the High Street but with no crossing for safety of pedestrians! And cars alike as they often have to quickly break when pedestrians just walk into the road not looking. If this were to be permanent, I think it would keep locals out of the town centre and greatly increase our air pollution. The traffic timing signals down the whole of Fairview Road, St Margaret's Road, Swindon Road, Tewkesbury Road, MUST be changed. It is only adding to the congestion problems.
220	18/10/2018	St George's Road	I am objecting to the closure of Boots corner. It is utter lunacy pushing traffic from the town centre to residential area. All surrounding roads are now choked with traffic causing miserable delays and pollution.
221	18/10/2018	Coombe Glen Lane	I am fully against the closure of 'Boots corner'. I fail to see the improvement to OUR town centre. The cycle lock up in the shape of a car looks aesthetically ridiculous and is reminiscent of a children's playground and should be relocated to Pittville Park!. The artificial grass by the fountain looks cheap and tacky. The banning of traffic gives no improvement whilst buses, taxis and deliveries remain exempt. The knock on effect of traffic bottlenecking in surrounding areas is unacceptable!. How clever of you to bottleneck the St Lukes/College Road area. A place where our emergency vehicles need life and death speedy access! Unfortunately I fear the council are too pompous and frankly too gutless to hold their hands up and say 'Ok, we got it wrong and wasted the tax payers money!'. I reject them all. You have made a complete mess of the town. Just put it back to how it was and the town will continue to operate normally again you morons
222	19/10/2018	St Stephens Road	I reject them all. You have made a complete mess of the town. Just put it back to how it was and the town will continue to operate normally again you morons
223	19/10/2018	Clarence street / prestbury	Dangerous driving due to the ridiculous scheme put in the most awful of places, the amount of near accidents, pedestrians crossing in the most ridiculous places and general congestion through boots corner is apauling and it's about time the council admit to their mistake and re open the boots corner.
224	19/10/2018	Naunton Crescent	I wish to make formal representation as I believe the scheme to be ill thought out. By closing boots corner you have pushed vehicles and pollution to areas of Cheltenham that are struggling. Cheltenham doesn't have good enough ring road infrastructure to support this scheme and this is very obvious in the car jams everywhere. It's a white elephant that is costing way too much money to solve a problem that isn't there. The tacky fake grass does not turn it into a nice area to enjoy. It's the same error with busses, taxi, council vehicles etc traveling sound often faster than usual.
225	19/10/2018	Prestbury	Having observed the experimental arrangements relating to the closure of Boots Corner I wish to urge the Council to urgently reconsider this arrangement and to cancel the experiment as early as possible. There is enough clear evidence to indicate that the experiment will not work in fact will create significant traffic problems
226	19/10/2018	Cleavelands Avenue	The stoppage of allowing cars to drive through Boots Corner is ill conceived and hazardous. The number of incidents I have seen is ridiculous and dangerous. The plan has caused severe disruption and extra pollution with the queues of traffic that build up. This together with the dangers caused by the re-routing are unbelievable. Put it back to the way it was. Who benefits, no one except councillors - did they listen - no! Unbelievable
227	19/10/2018	The Oaks	I fundamentally object to the closure of Boots corner - it has caused nothing but chaos in the surrounding streets. The scheme has failed, so accept that and resurrect the original state.
228	20/10/2018	Brooklyn Road	I believe it would make a lot of sense if traffic flowing towards the boots corner closure could turn left into Clarence street down to the mini roundabouts by St Gregory's church enabling vehicles to then be able to turn right into Ambrose street. This seems to me to be the obvious solution to the problem. Also I think that only buses should be allowed to continue up past the boot corner junction during the day, allowing limited access to delivery vehicles early in the morning and late evenings, and no access for Taxis, there is no need for these to be given permission.
229	20/10/2018	Gristmill Close	I am objecting to the closure of Clarence Street/North Street to (normal) traffic. This reason being is that it is now causing congestion for the outskirts of town to which routes I rely on to get from one side of town to the other. This closure is causing an effect on my business as it's making me late for jobs which results in a knock on effect for the rest of my jobs that day. It is actually doubling my journey time and now sometimes I am not getting home until 7pm which is not good for me as I suffer from fibromyalgia and osteoarthritis and despite my job being physical by the end of the day I am in a lot of pain so need to be at home rather than being held up in traffic. I could sit at home and claim disability however I am trying my best to remain as active as I can for as long as I can. If it is making me late for jobs then it is also having an effect on my reputation which I rely on as most of my jobs are gained through word of mouth. I think this decision has been rushed and not at all planned out. There has never been appropriate road signs put into place and no thought into how it would affect the flow of traffic around the town. The traffic lights have remained on their settings, which I would've thought they would've been altered accordingly. Not to mention that due to the congestion more fuel is being burned which is not only bad for my pocket it is bad for the environment. If it's not being completely pedestrianised I would rather see it being used for all traffic again to resolve these problems. We have a lot of the town centre pedestrianised already and I feel if this goes ahead then it will drive a lot more people away from the town like the expensive parking has done and let's not forget the impact it has had on some of the local businesses that you can no longer drive past and possibly impulse buy from. This proposal was doomed from the outset as there was clearly no market research done as most of the public are against this.
230	20/10/2018	Shurdington	It simply doesn't work in any aspect. We have been to the town centre on many occasions over the past 3 to 4 months. Every time we do, without exception, the entire of town is snarled up with traffic and on many occasions totally gridlocked. Please advise who your traffic planning was done by, as I for one would like to study their report to see if I have grounds for action due to incompetence, as a result of my lost time and increased fuel bills.
231	21/10/2018	Charlton Kings	This is a formal objection to the scheme. There has been zero benefit: There is still lots of permitted traffic going through Boots corner so that main "benefit" has not happened. The vehicles that the plan assumed would vanish into thin air have not vanished. Instead, they are clogging up numerous other roads, increasing pollution, journey times and traffic counts on roads that are not capable of coping with the increase. The whole scheme was either badly researched or made wild assumptions that have not turned out to be true. It should be reversed as it is clearly not working.

232	21/10/2018	Stanley Road	I object to every part of the scheme. It is up to the Council to support this disaster, not an individual or other body, unless the Council are to pay for the collection of such detail. All the above have resulted in - increased traffic through in minor residential roads in central Cheltenham resulting in a vast increase in pollution for those living 24 hours a day on these road; not balanced by a reduction in pollution in central shopping areas where at most an individual may spend an hour or two per week. The Council are required to produce pollution measurements in surrounding residential streets within 800 yards to confirm before and after readings; - vastly increased waiting times at traffic lights in surrounding areas making journeys longer and causing further pollution through cars idling in residential streets; - a failure in establishing a pedestrian concourse due to the large number of vehicles still permitted to use 'Boots Corner'. - making Cheltenham a laughing stock to visitors with signs such as 'Boots Corner Closed' (meaningless to a visitor) and 'ignore your satnav'. - a complete failure to realise that every vehicle previously using Boots Corner (and I shall be asking in due course for statistics under the Freedom of Information Act if the scheme becomes permanent) would need to seek an alternative where nothing suitable was arranged. Was it expected that vehicles coming through town would simply vanish? As I said above, it is up to the authorities to provide the details, any details they can, to support this temporary change. I very much doubt if there is a single detail or supporting view. I am dubious about this feedback and assessment from this exercise and I am concerned that the Council will be unwilling to admit the gross error in the arrangements. Accordingly, and as mentioned above, I shall be demanding access via the Freedom of Information Act to the feedback received in this process should the scheme become permanent.
233	21/10/2018		It strikes me that the closure of 'Boots Corner' has led to widespread traffic problems in other areas of town. St George's Street, for example in now used as a substitute and is frequently at gridlock. It took me 20 mins to pass through one Saturday morning. The closure is leading to standing traffic on smaller roads and increased pollution.. The Council appears to be deaf to the overwhelming majority of voices from public and traders who think this is a terrible idea.
234	22/10/2018	Gloucester Road	The closure of Boots Corner, and lack of suitable alternative routes has caused a significant impact on traffic in other parts of town, in particular the junction with Gloucester Road and Tewkesbury Road and the volume of traffic now moving along Rodney Road. As you move along Gloucester Road towards the junction with Tewkesbury Road, the traffic queues have been considerably worse, and often it can take 20 mins in peak hours to drive from the St Georges Road junction along this road. This is a residential street, and the noise and extra pollution caused by these cars queuing constantly outside of residents houses must be having a detrimental effect to the quality of their lives. This is ignoring the disruption and time wasting for each and every person sat in the queue. The closure of Boots Corner has removed a significant through route from Cheltenham and it seems no allowance has been made for alternative routes - for example the timing on the traffic lights does not help to ease traffic flow by DW Sports. I am also aware of other problems in the opposite area of town for example St Lukes and College Road - it seems the council has sought to improve the quality of the town for shoppers but given no thought to the residents who are now suffering with the knock on impacts. As a resident of Gloucester Road, I am all too aware of the increased volume of traffic along this road and higher speed that cars seem to be travelling at. This makes it more dangerous for pedestrians, but also for those of us who have drives which open onto the road and need to pull out into the traffic. Gloucester Road is a high density residential road, that is popular with pedestrians, and to use this as a major through route for the town is simply idiotic. I was also alarmed the other day when wandering through town as to the significant volume of traffic now using Rodney Road, and in particular the lack of any formal crossing between the Lloyds Bank and the Barclays Bank - I witnessed a constant flow when I was in the area, with some cars even coming round at speed. It can only be a matter of time before a pedestrian is hurt at this junction unless provisions are made to improve the safety. Aside from this, there also appears to be a significant impact on the businesses in Clarence Street, who now have problems accepting deliveries and with access from disabled customers.
235	22/10/2018	Pentathlon Way	The removal of private vehicles taking the primary north/south route through Cheltenham ie via Clarence St has in effect moved the traffic into the adjoining roads. These roads do not allow traffic to move freely so they delay and idle hence increasing air pollution and general nuisance to the town users. The desire to detraffic the central part of the town is admirable however flaws are that the nett effect is to increase the overall effects to the general town as opposed to the central route. The town has its history as a spa/tourist centre, any visitor will struggle to navigate what locals see as challenging thereby reducing the attractiveness of the overall town experience. The predominately detrafficed areas such as Pitville St, lower end of the Prom and short section of the High St afford a clear and usable amenity space so the retained section of the Clarence St isn't such an imposition in comparison to other towns having a more traditional layout. If we reflect that the north south route was using the Prom and Pitville St as well then is essence the Clarence St route was always secondary.
236	23/10/2018	Lypiatt Road	I love the new restrictions around Boots corner. It is now a pleasure to walk around the shops and it's made a big positive change to my working life. Thanks for going ahead with it, I hope it stays and is the start of greater change.
237	23/10/2018	Loweswater Close	In favour of it all
238	23/10/2018	Hawkswood Road	I strongly object to the closure of Boots corner as this has now caused problems all over other areas in the town Centre eg Ambrose St, Lower High St, These areas are all NOW bottlenecks . Crossing roads in the High St by Regent Arcade- accident waiting to happen!!!!as pedestrians are not expecting such large Volumes of traffic. ALSO Promenade from all traffic now having to take a right turn extremely dangerous. But looks like decision already made, with the waste of OUR council tax on rubbish, eg.fake grass, ugly bike racks etc. And still we cannot cross at boots corner with buses, service traffic,emergency vehicles, cars unaware that this is now closed.
239	24/10/2018	Charlton Kings	The closure of Boots Corner to through traffic was inadequately planned and unfit for purpose. To say it has been closed to allow pedestrianization is false. How can an area be called pedestrianized if buses and taxis are still permitted to drive through, and the traffic lights at Boots Corner are still necessary for safe crossing of the road? Added to this, the planters, fake grass and bike racks are an insult to the historical regency nature of Cheltenham. Then you have the residential areas whose quality of life has been affected by cars trying to find ways around Cheltenham, or to businesses. Were the amounts of air pollution in those areas affected by Boots Corner closure measured prior to the closure? Were residents on those roads consulted about how their lives were to be affected? What about those with residences on North Place? Why was a ring road or Cheltenham town centre bypass not planned first? This is a complete failure of a planning department to give access to a town centre, its parking sites (such as they are), and its local businesses. I object.
240	24/10/2018	Suffolk Road	I wish to formally object to the Boots Corner scheme on the grounds that it's impact was not sufficiently assessed, if at all. Without signed alternative routes it has proven impossible to navigate an alternative without local knowledge of Cheltenham's back streets. It seems clear that the lack of signing is because there are NO alternative routes that could be considered remotely acceptable or safe for the quantities of traffic previously managed by the Boots Corner route. Why was such an ill prepared scheme ever given the green light? The traffic modelling commissioned by the council prior to this schemes commencement was farcically inept, prepared by people without local knowledge of Cheltenham's streets and yet you still went ahead with this. Why? What am I missing? Please reconsider proceeding with this scheme beyond its trial period. A quieter High Street needs a properly surveyed and prepared alternative for the traffic that used to traverse it. Until then, there is no alternative than to reopen Boots Corner. I urge you to do so.
241	24/10/2018	Bouraside Road	The closure of Boots Corner should be reversed without delay. The Councillors who have done this will not admit it is a disaster and it is a done deal and not a trial as they keep stating. How can it be a pedestrianised area if busses, coaches, taxis, motorcycles, cyclists, council vehicles, funeral cars, and the emergency services (rightly so in their case) be allowed through the road? The plastic grass they state people are sitting on is awful and Health and Safety should get involved to monitor all the dirt, dog dirt, bird dirt, feathers and rubbish that is on it daily. People always used to sit around the edge of the wall every day so for these idiot councillors to say that this is now allowing people a seating area just beggars belief. Do these councillors think we are all stupid ? The pollution levels in the streets now clogged up with the traffic moved from Boots Corner is higher than the permitted EU levels. This is Fact !! Boots Corner pollution levels were never high and never exceeded EU permitted levels in the first place. Therefore don't distort these FACTS.
242	24/10/2018	Upper Norwood Street	I object to the closure of boots corner. This makes it almost impossible to cross town and ad it is still open to buses and taxis does not provide any benefits to pedestrians
243	24/10/2018	College Road	The closure of Boots Corner has always been a flawed scheme. For a start, it was closing the major route through Cheltenham and forcing traffic into residential roads throughout the town. One such road is College Road which is gridlocked for a good 3 hours every day. The smell of the fumes from exhausts is diabolical at certain points round St Luke's during these hours so much so that I will not go out. I have had friends who have taken over 40 minutes to get from Benhall to College Road (a journey that should take 15).My family can't visit between these hours as they get caught up in the traffic with their children. I wonder if anyone from GCC is monitoring the traffic and pollution in Cheltenham and does anyone actually know Cheltenham roads!!!! I cannot understand why GCC will not stand up and reverse this scheme which is upsetting so many peoples lives when I recall at a meeting I attended you so nearly turned the scheme down but something occurred with CBC. I also recall the Conservatives voting against the scheme but were unfortunately outnumbered. I have been following the procedure and it seems to me that we have been lied to and certainly not listened to by CBC who's only interest has been to close Boots Corner purely to meet their own ends whatever they are. It is time to listen to the residents, motorists and businesses who are paying for the selfishness of the CBC who honestly do not deserve to represent Cheltenham. There are a lot of disenfranchised people, I have not come across one yet who is in favour of the closure (although there are obviously some) but it will be interesting to see how folk vote in the next elections. PLEASE consider how you would feel with queues of vehicles pumping out poisonous fumes outside your house every day.

244	25/10/2018	Regency Place	Hello, I am objecting. I have in lived in and around Cheltenham all my life, I was born here. All of my business is conducted here, residential and commercial property development. Subsequently this year I have just bought a new house in the town centre personal data removed . Some of my properties are on the Promenade, and one of them in Tivoli. Whenever I need to visit a property and use my car, the issue arises of how I get home. The quickest, easiest way would have been through boots corner, but now I either have to travel through Gloucester Road and make my way past the Brewery (which is a nightmare from the appalling alga rhythms on the lights), or far over to Leckhamptom and back up past the Hospital. I have now found the easiest way which is up Imperial Square towards the Regent Arcade, and then through Rodney Road and the very town centre! I anticipate that this will close eventually, and driving through the town centre is not ideal, but saves me at least 15 mins of travel time. People on the Pitville, Prestbury, etc side of Cheltenham have a very difficult time now getting from one side of Cheltenham to the other with this new closure. I hope your trial fails and boots corner will reopen.
245	25/10/2018	Priory Terrace	I would like to fully support the traffic restrictions that have been brought in along these roads . In particular in respect of the benefits to public health from reduced air pollution. Also the increased safety for cyclists and pedestrians. I would welcome further road closures and wider pedestrianisation within the central core of the town.
246	25/10/2018	Cirencester Road	Recently Cllr McKinley commented on the lack of traffic around Boots Corner. This is correct because all the traffic has now moved to other areas often where people live such as St Lukes area. The traffic problem has not been solved it has only been moved from one place to another. Traffic now use Rodney Road to drive to Winchcombe Street to gain access to the dual carriageway they used to access via Boots Corner. Crossing the High Street near to John Lewis and M & S is soon likely to cause a serious accident because there is no pedestrian crossing in this area. Large vehicles do not visit Cheltenham on a whim they cross the town because we have no by-pass which obviously would solve many traffic problems in this area. There is still constant traffic around Boots Corner due to taxis, buses and delivery vehicles still using this area. Gloucester Road is now frequently gridlocked due to people trying to find a way around this town. Much money which we can ill afford has been spent on temporary signs, flower boxes and dying trees in containers. Many people who have lived here for years can remember the money wasting ridiculous Noddy Train. Finally before the council decide to waste our money on ill designed schemes they should remember we are supposed to be a democracy and not the dictatorship this council have become. If a new system is introduced it should have been decided on democratically after thinking it through rather than expecting our many visitors to ignore their sat-navs and somehow work out where to go. If I were a visitor I would never bother to come here again and I suspect this is the opinion of many people.
247	26/10/2018		I wholeheartedly support the current closure. Please do not give in to those who can't be bothered to add 5 minutes to their journey for the benefit of those who would like to enjoy our town centre. It works in many other town centres, we have spent some time in Exeter, and it just takes time to get used to a new system.
248	26/10/2018	Grace Gardens	I object to all parts of this scheme which has resulted in unacceptable levels of backlog traffic delays, congestion and displaced pollution. The individual component parts of the scheme should not be separately assessed: it is the cumulative effect which should be under scrutiny. Prioritising the alleged pedestrian/ shoppers amenity at Boots Corner is a farce and reflects very badly on the town at a time when the Park and Ride facilities are so conspicuously inadequate. Coupled with the arrogance and complacency of the decision not to recommend and properly sign cross-town routes, Cheltenham is now branding itself as a Cotswold town which is disrespectful if its residents, does not welcome visitors and is not interested in a smoothly running town centre.
249	26/10/2018	Arle Avenue	I am in favour of the closure of these roads to general traffic. I feel that it is now much easier to walk around the town centre without having to worry about traffic. Please make it permanent.
250	26/10/2018	Bournside Road	The closure of Boots Corner is a disaster for Cheltenham particularly those areas which have now become clogged with all the through traffic. St Lukes area is awful at busy times. Unfortunately Cheltenham town centre lacks the space for a proper ring road which Gloucester has and other towns also. The instigators of this scheme seem hell-bent on keeping the only sensible access (Boots Corner) permanently closed. Everyone I know is against it and deplores the current scheme as a complete waste of money. Please go back to what we had before. It wasn't perfect but at least I could travel to the North of Cheltenham without queueing for hours .
251	27/10/2018	Warxen Hill Road	I am objecting to the closure of boots corner to traffic. This scheme has caused misery to drivers getting through town and the residents of the roads which are now even more connected. An example of this is that I work on the Promenade. At the end of the day I used to go from The Promenade to the NCP car park at the brewery so that I can go to the gym. This journey took me 5 minutes. I now have to go via st georges street. This can take up to 30 minutes. This is just one example. I live in fatherly and frequently drive across town but now have to add 30 minutes to my journey time because of congestion. The bus service is good but I feel that I would be caught in traffic when on the bus also. My colleagues at work have reported their journeys into town for work and pleasure have become a nightmare also.
252	27/10/2018		As a blue badge holder living to the south of the town who used to park fairly regularly in Pittville Street or in The Promenade, I now try Rodney Road into Winchcombe Street but often am unsuccessful in finding a 'disabled' bay there. Also, have to be very careful of pedestrians going into the High Street from Rodney Road. I spend much more time driving around town now. To get to the Brewery and cinema (because public transport only gets me to The promenade from my side of town) involves a much longer journey - either from the Gloucester Road end or along Colege Road which is always a difficult manoeuvre - thereby adding to the pollution In the town. My other complaint about this badly thought out plan is what it has done to our beautiful town. The multiple road signs and bollards for anyone arriving by bus or parking by The Minicipal Offices are horrendous and then there is the AstroTurf - what place does that cheap effect have on a Regency Town? It is dreadful - totally out of place!

253	28/10/2018	<p>I have sent this letter to the Echo and handed it to Alex Chalk. I therefore submit it formally to the consultation for due thought and consideration. Boots Corner a positive vision. I would actually like to see the trial closure of Boots Corner succeed, I certainly would not want to see it reverted to how it was. It has added to the attractiveness of the town centre as a pedestrian friendly environment, removing that perceived barrier from the main High Street towards the Lower High Street, ideally it should be closed to buses and taxis as well, as in Gloucester but that needs a lot more thought. It has to be the long-term aim for our town centre but the current 'road closed, find an alternative route' approach is not proving an ideal or popular solution. Gloucester have managed to totally pedestrianise the centre so why can't Cheltenham. It is considerably further to walk to M&S from the bus station or disabled parking bays in Gloucester than in Cheltenham and M&S moved to the Eastgate Street location long after it was pedestrianised so they should surely not be opposing the changes here in Cheltenham. So far, the banning of most vehicles is still being ignored by some, even though enforcement cameras are in place. I would estimate at least two private vehicles per minute (but reducing daily) are ignoring all the signs until they see the camera, then, legally, there is no going back, this, presumably due to the lack of alternative routes being signposted and the options known locally are too long. I've seen cars turn around and one that turned right, towards the Prom, and presumably right round and up Pitville Street the wrong way. It is also confusing that whilst most signs state the road is totally closed 24 hours/day for all except authorised vehicles, except for loading between 6pm-8am, the sign by the camera suggests any vehicle can enter during those loading times. I calculate that if these motorists are being fined £60 each time, at 2/minute, even just between 8am-6pm, this amounts to just over £2million/month. This money, if invested in the scheme, will go a long way to paying for these and any other changes. I suggest, however, that to make this work, an acceptable alternative and straightforward route needs to be provided. Currently, most traffic heading south uses High Street/Bath Road or College Road, northbound, Boots Corner is the only short option, the known alternatives for locals would be St. Georges Road and Gloucester Road, adding 10-15 minutes on to the journey time or Rodney Road/High Street/Winchcombe Street, but that is simply moving the traffic problem further along the High Street closer to John Lewis but this seems to be becoming a favourable alternative with noticeably extra traffic on this route. Then there is the traffic using rat-runs like through St. Lukes 20mph zone which has noticeably increased. I suggest that to achieve an acceptable solution, some sacrifice is required, a possibly controversial plan to provide an alternative, but obvious and acceptable 2-way route, allowing traffic heading north to follow the same route as for heading south although this is not really feasible on the current streets. I would therefore suggest a new link road, rather like St. Johns Way, along the southern edge of Sandford Park, over the Chelt and through the current Bath Road car park thus linking College Road to Bath Road in a tree-lined, landscaped setting, let's call it Sandford Way, and to extend the 2-way traffic on Imperial Square along Oriel Road and through to Bath Road thereby providing a two-way route north and south from London Road to the Promenade. This route should be designed as the priority route with College Road and Bath Road becoming the secondary streets similar to the St. Johns Way/Fairview Road junction. Although this would mean losing a strip of Sandford Park, it is the more anti-social area of the park being dark at night and not overlooked, but the advantages this would bring are considerable:- A. A clear, short and logical route north and south for through and town traffic. B. Reduced traffic on north end of Bath Road and ending its current use as a race track. C. Reduced traffic on College Road allowing easier access to the hospital. D. Take traffic away from any 'rat-runs' E. Open up Sandford park with more street lighting providing more natural surveillance. F. Produce a route similar to St. Johns Way but with the character of Trier Way in Gloucester providing an attractive tree lined landscaped route through this part of town. G. Following on, this would allow (semi) pedestrianisation of High Street/Bath Road from St. James Street round to Bath Street, allowing an extension of the pedestrian/cycle route from Charlton Kings right in to the town centre. H. This downgrading/semi pedestrianising of High Street/Bath Road would allow wider pavements with potential for external tables for pubs and other food and drink establishments and extending the perceived town centre eastwards bringing more trade for businesses in that area. I. A reduction in road width of Bath Road could provide more parking spaces, possibly end on, to replace those lost at the Bath Road car park, potentially outside the offices opposite the Sandford Park entrance earmarked as the new CBC offices. Parking bays could alternate on each side of the road to create a more irregular road alignment to reduce traffic speeds, providing a pedestrian friendly area with the parking bays separated with raised planting beds and street trees as proposed for the High Street around the John Lewis store. J. Country buses and coaches would have a simpler two-way route from London Road to the bus/coach station (routes 444/801/853 plus the 99) reducing the use of Boots Corner. These proposals however, are likely to add more traffic to the London Road/College Road junction. To address this, I would suggest a form of roundabout (squareabout) around the adjacent green space providing a link across to northern side but reducing the road width on the southern side, thereby not reducing the open space significantly. This would eliminate right turning traffic movements and provide a mainly free flowing junction. So, I would consider the loss of a somewhat anti-social area of Sandford Park to be more than compensated for by the above benefits and would make the Boots Corner project a success and of benefit to all and would potentially also create an enhanced pedestrian friendly area around the North Bath Road area taking traffic almost totally out of the town centre. personal data removed</p>
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254	28/10/2018	Gloucester Road	The changes introduced as part of the Boots corner closure have caused very real and significant traffic problems around the rest of the town - causing very significant delays to people trying to move around the town. This is affecting businesses through unnecessary delays and adding to commuting/travel times to people who live and work in the town. I would be interested to know the additional CO2 generated by these changes as a result of the numerous traffic jams caused down the Gloucester Road/Tewkesbury Road and the other diversionary routes. It would also be interesting to know the added cost to individuals and businesses and the impact on people's quality of life as they sit in what are endless traffic queues. In short this is yet another Council traffic initiative (the Arle court bus lane and Hatherley cycle path being others) in Cheltenham that have cost large amounts of money to produce little if any positive impact. A radical suggestion would be to just fix the pot holes that blight the town...just a thought!
255	28/10/2018	Suffolk Road	I wish to formally object to the Boots Corner scheme on the grounds that it's impact was not sufficiently assessed, if at all. Without signed alternative routes it has proven impossible to navigate an alternative without local knowledge of Cheltenham's back streets. It seems clear that the lack of signing is because there are NO alternative routes that could be considered remotely acceptable or safe for the quantities of traffic previously managed by the Boots Corner route. Why was such an ill prepared scheme ever given the green light? The traffic modelling commissioned by the council prior to this schemes commencement was farcically inept, prepared by people without local knowledge of Cheltenham's streets and yet you still went ahead with this. Why? What am I missing? Please reconsider proceeding with this scheme beyond its trial period. A quieter High Street needs a properly surveyed and prepared alternative for the traffic that used to traverse it. Until then, there is no alternative than to reopen Boots Corner. I urge you to do so.
256	28/10/2018	Brunswick Street	Full objection to the closure of boots corner. The one lame alternative through Henrietta street is causing too much congestion and additional traffic through St Paul's. Not enough consideration has been give to the alternative routes that traffic would naturally use, and the cleaner air intended for the town centre is just being negated by the additional pollution of cars stuck in traffic on St George's Street. Traffic signals either along the A40 need to be adjusted to allow for the traffic coming off St George's Street as everything is turning to gridlock. I now don't go near Cheltenham town centre as the traffic is just too bad. What's the point in spending all the money regenerating the town centre if people can't actually get there!
257	28/10/2018	Gloucester Road	I support the closure of Boots Corner. It has already made an appreciable difference to how nice it is to be in that section of town. As a town, we need to encourage people to want to spend time in our town centre, or the internet will kill it off. However, by saying that taxi's "need easy access" through Boots corner, you are massively increasing the traffic flow and also undermining your own case that cars do not need to use that route to move around town easily. It is instead creating a privileged class of passenger who can take a short cut. This does not chime with sustainability goals or improving air quality. Please consider this aspect of the scheme.
258	28/10/2018	Montpellier Grove	I have lived and worked in Cheltenham for personal data removed years. I disagree with the closure of Boots Corner to through traffic - as buses and taxis (why taxis? - they are a far less efficient form of transport than private cars) still go through, nothing particular is gained and I have noticed increased congestion on many other streets since this scheme was introduced. If the town had a decent ring road or bypass, the Boots Corner scheme might be viable - but we have neither. The scheme is pointless posturing.

259	29/10/2018	Alstone Avenue	The closure of Boots corner has vastly increased the journey time from our home in Alstone Avenue, both via through routes and to the centre itself: businesses in Albion Street, for example. We now have to negotiate the blockages, traffic lights and pollution of Gloucester Road (past a primary school, note!) and Swindon Road, and roads leading to them. And, by the way, who authorised all this expenditure on re-signage, fake grass, trees in tubs etc -- when local government is said to be short of funds for vital services? The arrogance of local politicians and bureaucrats is breathtaking.
260	29/10/2018	Vittoria Walk	I am very much in favour of the prohibition of traffic at Boots Corner. The area has become quieter and less polluted and is a more pleasant prospect for all.. I understand that there have been complaints about a resulting increase in traffic at other pinch points; I believe these should be addressed not by re-opening Boots Corner but by seeking other improvements at those pinch points, and by persuading people to walk, cycle or use public transport. It is worth considering more radical changes, such as getting rid of traffic lights at the High St/Hewlett Rd junction and putting in zebra crossings instead on all four roads at the junction. I have personally observed two occasions on which traffic lights failed in Cheltenham, once at the Bath Rd/Montpellier Tce junction, and once at the Promenade/Oriel Rd junction. One was in the morning rush hour and one on a busy Saturday. In both cases all road users coped very well: driving was slower and more courteous, enabling pedestrians to cross safely, and, crucially, traffic flowed smoothly. Given the recent report on climate change, which effectively gives humanity a dozen years to cut emissions or face an unsustainable rise in temperature, we really do have to face up to the motor lobby and find different ways to live. For your information, I regularly walk, cycle and drive in central Cheltenham.
261	29/10/2018	Unknown	I have been moved to email you after you have recently been very vociferous in praise of Boots Corner Closure. I beg you to look at the whole picture and talk to residents and traders who are affected adversely by the trial. [You do, by the way, write as if it is a fait accompli!] The council must have realised that the traffic which used Boots Corner had to find other routes to cross the town and especially through residential areas. What were the contingency plans for this?. Were you going to give a council tax reduction to the poor residents as a sweetener or were you just hoping that it would not be noticeable. I can only presume that none of the Councillors live in such roads or Boots Corner would have re-opened very quickly. I live in one such road and can confirm that the increase in traffic, noise and pollution is very noticeable! Have you also noticed that traffic is still crossing the High Street between Rodney Rd and Winchcombe Street and this is increasing especially since John Lewis opened. So truly all that has happened is that the through traffic has been diverted from crossing one area of the High St to another part which would be much more beneficial if it was traffic free! I would like to invite yourself and other Councillors to stand at the High St end of Rodney Rd and indeed other streets where traffic has been dispersed, at weekends and peak times, and put yourselves in the position of local residents , and then justify the closure of Boots Corner. Remember that the regeneration of town centres also depends on attracting and retaining residents in those areas. It would also be beneficial if you could hold a public meeting at the six month trial mark for residents and traders to express their concerns
262	29/10/2018	Gloucester Place	As a resident in the town centre [Gloucester Place], I am strongly in favour of these changes in the pilot scheme, for two reasons: - improved quality of life for pedestrians and cyclists in the town centre - reduction in noise and pollution in and around my street. If the pilot is abandoned and the changes are reversed, I will consider moving out of the town centre, as I think will many others. That would be sad, given that the town centre is only now becoming a part of the town that people live in, rather than shop in and drive through.
263	29/10/2018	Bath Parade	Just to let you know about my experience today in town. I walked along the High St. to the Brewery Centre. No problem crossing over at Boots' Corner. Just a few buses and taxis. It was the same when retracing my steps. However as soon as I turned from the High St into Bath Road to get to Bath Parade I could sense fumes and pollution at the back of my throat. I have never experienced this so strongly. The traffic was either stationary because of the traffic lights, or roaring down the Bath Road at huge speed. The knock on effect of closing Boots Corner and diverting even more traffic into residential roads surely cannot be environmentally sound. I urge you to do all you can to reverse this decision by the Borough Council.
264	30/10/2018	Wards Road	I wish to register my objection to the closure of "Boots Corner" to public and trade traffic. This scheme is allegedly being trialled on environmental/pedestrian safety grounds. The environmental grounds are extremely weak. This is NOT the most polluted part of town and the way traffic is re-routing is simply driving traffic to smaller streets at lower speeds, increasing pollution there. A key example is St James Square down to the bowling green. The idea that this scheme helps shoppers move from the "upper" to Lower High Street is preposterous given that buses and taxis can still come through and so the pedestrian crossing remains in use. This scheme is having a detrimental knock on effect across the town and the benefits you claim cannot be achieved by this scheme. If you want to reduce car use through the town centre then please please take steps to improve bus services both in terms of frequency and cost. Less stick more carrot please.
265	10/10/2018	Farmington Road	Thank you for doing this. We made a conscious decision last year to only travel into Cheltenham by bike as we live in west Cheltenham, and previously, after coming off the honeybourne line really used to struggle with where you're meant to go next. The closures make the last half mile easier. However, it still isn't particularly clear once you're leaving Cheltenham what route to take as a cyclist. As you've created some spare road space, I wondered if there was opportunity to create a clear, signed and ideally segregated path both into and out of the centre (essentially to connect the road next to the Bayshill Inn to Boots Corner and on to Sandford Park), as it isn't clear what route to go, particularly outbound. Although Clarence Street is now quieter, pulling out buses etc still make it feel dangerous with children etc. A continuous route would then be available for a whole segment of Cheltenham, particularly when the ramp at the station has opened. Also, is it possible to look at idling policy for buses. The last couple of times we've walked through, buses on a break are left idling, with notable pollution. Would be good to create a no idling zone in the central area as well. Thanks again.
266	30/10/2018	Roman Road	Impact of increased volume of traffic now using St James Square since the closure of Boots Corner creating increased levels of pollution and danger to school children in what is already a bottle neck area and increasingly likely to be with creation of further office and commercial development in the area.
267	30/10/2018	Honeybourne Way	The closure of Boots Corner has been made under erroneous and unsubstantiated pretences. With the lack of any viable alternative route north out of Cheltenham it now just causes huge congestion and traffic in residential areas around the town, e.g. from my personal perspective backing up from Gloucester Road/Honeybourne Way junction all the way back up to the lights with St George's Road (and beyond on certain days). It now adds 15 minutes to my journey to work outside Cheltenham every day. If there is supposedly air quality justification then the monitoring and results need to be transparent and available to all for examination with any proposed closure only confirmed IF targets are exceeded and the problem is NOT just shifted elsewhere.
268	30/10/2018	Chedworth	I object to the arbitrary closure of Clarence Street/Boots Corner on two grounds: 1) This causes serious delays to both businesses and private residences in the area who rely on regular, prompt deliveries of goods, and 2) that the council have made the situation infinitely worse by failing to help motorists - and in particular delivery drivers - to find alternative routes. The lack of thought from the council on how motorists are supposed to deal with this closure is scandalous. You only have to try to get through the area to understand this - there are no diversion signs or advice on alternative routes whatsoever. Furthermore, the many drivers who rely on SatNav guidance have no chance of avoiding this mess when all the maps still point the way through what is now a prohibited route.
269	31/10/2018	Charlton Kings	two disadvantages of the scheme: 1) the restrictions at Boots corner cut off a major north-south artery in the town centre and divert traffic to circuitous routes via side streets 2) the High Street is not pedestrianised as regular traffic still uses Boots corner and one still needs the pedestrian crossing control to cross safely

270	31/10/2018	Ewlyn Terrace	It has now impossible to drop of my elderly relative within these areas unless they use a taxi. This has significant financial implications and discriminates against them. Also it discriminated against the business as unloading and picking up times from their shop is too limited and outside of their realistic opening times- which need to be extend to make it fair for businesses. This must be as having a financial impact. I think the planters, bicycle take and carpeting of fountain is ridiculous- the tendering and agreement process of these items is well short of value for the public's money and some of the installation are ugly.
271	31/10/2018	Collum End Rise	The loss of this important route through Cheltenham has not been supplemented with alternative routes. I live in south Cheltenham and personal data removed on St James Square before proceedings to work at personal data removed via Ambrose St and St. George's St. previously this was a very simple route but it is now gridlocked! The easiest route for me would actually be High St but as there is no right turn at the end I have to take this route which is now blocked by people turning right onto the A4019. The lights are very short and the street blocked with parked cars so the left filter lane inaccessible. This all backs up to the mini roundabout at the bowling green and it's very stressful and unpleasant. Although I don't object to the closing of the roads at Boots Corner improvement in the alternative routes need to be considered. The yellow lines at the corner at High St and Ambrose St need to be enforced as they're always blocked by delivery vans parking illegally and unloading. The lights at St George's St and the A4019 need to be longer esp to allow traffic to turn left. There is often such a queue on be A4019 that only 1 car can get right. Have you considered allowing a righty turn at the end of high st?
272	31/10/2018	Merestones Drive	Support the bus gate for the following reasons:- Significant reduction in unnecessary through traffic routing via Cheltenham town centre; Improved footfall within and connectivity of the High Street; Positive for town centre economy and attractiveness of town centre for shoppers and visitors; Helpful in supporting modal shift to more sustainable transport means; Positive impact on physical exercise, helping to combat obesity epidemic; Likely net reduction in town centre pollution, particularly due to removal of heavy goods vehicles.
273	31/10/2018	Stanway Road	As the owner of a small business this scheme has had a significant and detrimental effect on my ability to access my premises including receiving deliveries from suppliers. Whilsy I consider it laudable that the council encourages public transport this half baked effort does nothing to achieve this, directing traffic into surrounding areas, causing confusion and hindering the business operations of many in the locality. I would strongly support the withdrawal of this scheme
274	31/10/2018		I would formally like to register my support for the Cheltenham "Boots Corner" pedestrianisation scheme. I am mostly a pedestrian and am also asthmatic and believe the abolition of through traffic will greatly enhance my personal experiences of shopping in the town centre due to less noise, danger and fumes from such traffic." Corner"
275	31/10/2018	Winscombe	Trying to find a way to the Portland Road car parks from St Georges Road by turning right onto St. Georges Place and turned right on to Clarence Street and found that I COULD NOT TURN ROUND AND WAS COMMITTED TO THE £30 BOOTS CORNER!!!! I did not understand that the WHOLE STREET was a Bus Lane or BUS GATE (£30 SCAM). To get to the car parks I have parked in for 30 years I will have to go round the west side of town and in via the Tewkesbury road. I know what, I won't bother with Cheltenham at all but stay with John Lewis at Cribbs! Well done council lost another customer. When you have lost another 10,000 customers you can make the whole town into bus lanes and play with empty busses all day!
276	31/10/2018	London Road	I wholeheartedly support the Council's closure of 'Boots' Corner and wherever else it is appropriate to pedestrianise the area. Pollution is amongst the biggest killers and it's vital that we rid ourselves of this toxic environment. I am proud that Cheltenham is taking a forward step in this regard as are many other towns such as Oxford, Bath and Bristol. Being a Cheltonian and a frequent visitor to our town centre, it's wonderful to have a centre to be proud of, green open spaces, street furniture, places to sit down, enjoy and relax. Together with John Lewis and others stores opening, this will undoubtedly bring much needed footfall to the High Street. The Council are right to introduce the driving restrictions as Cheltenham is for all and not only for the few. Yes, I am most definitely in favour of the new changes. A breath of fresh air at long last. Thank you!
277	01/11/2018	Wellesley Road	I live in st Paul's and the amount of traffic has increased with these road closures. I object strongly to the closure of Boots Corner.
278	01/11/2018		I fully support this scheme. As an asthmatic with mild COPD I really appreciate any attempts to reduce pollution in the town centre. As a grandmother, I feel that small children are right in the firing line of exhaust fumes so it has made me feel much happier about bringing them into town now that traffic coming through the town centre has been reduced. I spend more time in town now than I used to. As a cyclist and pedestrian the town centre has become a much more pleasant experience. As a motorist it has made me really think if I need to take my car and, if I do, taking a slightly different route is not a problem for me.
279	01/11/2018		As a disabled person with Mobilty and breathing issues the closure of Boots corner has severely restricted access for myself and other disabled people to this part of town. It's simply too far to walk up from the Promenade. At a time when diversity is rightly being highlighted the needs of the disabled are being overlooked leading to isolation and social exclusion . Why was more consideration not made to the needs of disabled people when making this ill judged decision. Also at a time when local shops are declining due to people shopping online and high rents and business rates decisions like this make it harder for local businesses' to keep going.
280	01/11/2018	Sidney Street	Objecting to closure of Boots Corner. This has led directly to a huge build up of traffic in other residential parts of Cheltenham e.g. St Luke's Road, College Road, St James Square. The volume of traffic in these areas has massively increased and is often at a standstill for lengthy periods as the roads cannot cope. The increased volume and the slow movement will both cause increased pollution in these areas where families live. Journey times are being reported to have increased significantly for residents and people working in the town. Disabled residents are now unable to park in Pitville Street, or the Promenade outside Lakeland which was vital for access to Boots the Chemist and other town centre shops. The town centre has not been improved significantly enough for this to be the price paid and Rodney Road is now becoming the new 'Boots Corner' which has NO pedestrian crossing. Most of the ill effects described above were predicted by a residents group long before the trial was implemented and I think the scheme worsens the experience of living and working in Cheltenham.
281	01/11/2018	Naunton park road	Generally support the closing of 'boots corner' to through traffic. Not only does this cut the town in half but provides a poor quality of environment for those on foot or cycle (the vast majority of people using this part of town).
282	02/11/2018	Sidney Street	Prohibition of driving on Boots corner has unnecessarily increased traffic around the center of Cheltenham, This has significantly increased traffic times, and associated traffic fumes in residential areas. There has been no benefit to the center of town as buses and taxis are still travelling through. It also puts visitors off coming to Cheltenham. I have relatives who avoid the area out of fear that they will find themselves en route through the corner by mistake and face a fine. Access to key parts of town has also been cut off for disabled drivers.
283	02/11/2018		Since the closure of Boots corner it now takes 45 minutes for me to get my child home from personal information removed Arle to Pitville. Previously it was 15-20 minutes. With a young baby this makes the journey impossible and we have had to stop the class he loved. He suffers from personal data removed so it was really important to have a physical outlet that could help with this. In addition he goes to personal data removed School in the town centre. The additional traffic is causing a lot more air pollution that they have to play in. This scheme has had a doubly negative impact on his health and this is my formal complaint and to ask the decision be reversed.
284	02/11/2018	Dowding Way	The prohibition of driving order imposed on the so called "Boots Corner" has had a negative impact on traffic through the town centre, specifically those travelling north. Whilst this has reduced traffic at the crossing between Boots and Primark, this crossing has always had an appropriate pedestrian crossing. With "Boots Corner" closed, traffic has been increased on Ambrose Street where the crossing at the high street is only a Zebra crossing, pedestrians are at increased risk here. The roundabout at the junction between High Street and Ambrose Street is regularly congested and this has only got worse with the "Boots Corner" closure. Given the introduction of John Lewis on to the High Street, it is reasonable to expect a larger number of shoppers who require vehicle access to that part of town, either to visit John Lewis to shop or to pick up large items from John Lewis. The "Boots Corner" closure is a serious blocker to customers wishing to visit that part of town. Whilst I appreciate the councils ambition to reduce traffic in the town centre, the actions of the council have not reflected this. With increased parking restrictions both around the Train Station and Pittville/St Pauls, more visitors will travel in to the centre rather than walking the short distance from the outskirts. No extra provision for bus services has been provided and the park and ride facility's capacity has not increased. "Build it and they will come". The council should consider an immediate lifting of the driving restrictions at "Boots Corner" before our high street loses even more customers. The closure removes an important link between the A40 and A4019/A46 at the expense of smaller unclassified roads. The pedestrianization of the High Street between Winchcombe Street and Rodney Road would be more appropriate. I urge the council to reopen Boots Corner to traffic.
285	02/11/2018	Stanwick Drive	Not allowing cars through boots corner is causing traffic chaos in residential areas. Pollution hss been moved to areas where children live, go to school and play. St Lukes is a nightmare. Businesses in Clarence Street are cut off.
286	02/11/2018	Cleavelands Avenue	As there is no alternative route from South to North through the Town centre Boots corner should be reopened to all traffic. Any alternative route should have been planned ahead and suitably cleared of all parking (parking for those limited by the above should have been found by planners.) As it is St Georges Street is a typical example and possible death trap should a fire occur when valuable time wasted by the present system.

287	02/11/2018	Redthorne Way	I really can't believe how the council and highways are treating disabled and elderly people with the various road closures especially with the camera for boots corner. How are such people expected to get near town. With the closure of boots corner, yes it may only be locals using that as a through route, but there aren't that many through routes. The "relief road" of Swindon road isn't big enough now and doesn't really join anywhere. If the town wants traffic out of the centre then they really need to look at an orbital like the m25 which is dual carriageway minimum and allows people to travel at a safe but realistic speed to travel around Cheltenham. Milton Keynes is a good example of dual carriageways allowing such travel. Such an orbital would also mean drivers don't have to go through the town to get from work to home etc.
288	02/11/2018	Albert Road	With the closure of Boots corner access is greatly restricted to the John Lewis car park. Therefore hugely increased volumes of traffic now pass the Town Hall attempting to park in Regent Arcade & Rodney Road. Those exasperated drivers then traverse en masse up Rodney Road along the High Street and up Winchcombe Street to access John Lewis. This part of the High Street now becomes the most dangerous interface between driver & pedestrian! THE PRIME "JUSTIFICATION" FOR CLOSING BOOTS CORNER. At least there the meeting of driver & pedestrian is controlled by TRAFFIC LIGHTS. Am I making my point? Do any of you understand the concept of holistic thinking?
289	02/11/2018	Brizen Lane	I wanted to write to express how disapointed that four months into the trial that the problems being caused to residents and businesses by the road closure have not been resolved. In particular I am concerned that the junction of Rodney Road with High Street is now very difficult to cross because of increased congestion, Winchcombe St is much more congested north bound as is the High Street between the two. It is not safe and as a pedestrian I feel much less safe. I cannot see how cyclists using the contraflow in Winchcombe St are less safe using it because of the volume of traffic, not just at peak times. With the trial being 4 months in these issues should have settled down. I personally have had to run across Rodney Rd nipping between vehicles which just don't stop and wait for pedestrians to cross. In my opinion it is likely there will be an accident in this locality. I have made you aware of this danger and by not doing anything about it you are leaving vulnerable road users at risk. I do understand no permanent changes can be made whilst the trial is underway but you cannot simply leave a situation which is dangerous. Also trying to cross Crescent Terrace by RBS at peak times is so difficult as there is huge amount of traffic which also never stops to allow you to cross. The beautiful Promenade is ruined by queuing traffic waiting to turn left into Imperial Square and then on to Rodney Road.
290	02/11/2018	Up Hatherley	I formally object to the road closure to normal traffic at boots corner. It has made traffic jams in other residential areas of town, and has forced disabled parking to more inconvenient places. I think you should seriously consider (at the end of the trial) admitting you were wrong to do this, and put it back as before. I haven't met a single resident of Cheltenham yet, that backs the scheme.
291	02/11/2018	Charlton Kings	The entire scheme has resulted in traffic jams in College Road, on the east side of town blocking the road when ambulances are trying to leave and access the hospital. On west side of town St George's Street is frequently blocked. I have watched people driving through town, not know what to do and on one occasion there wasn't enough room for a lorry to turn right towards the Promenade from Royal Well because of parked vehicles. It ended up having to go straight on towards Boots Corner. I have also witnessed cars access Crescent Place from Crescent Terrace through the no entry in order to park in the British Legion car park rather than circumnavigate the traffic system. I also cannot understand how shoppers are supposed to carry heavy/large items long distances because they cannot park outside shops. All in all an ill conceived scheme. As a cyclist, it is more difficult now to cycle through Boots Corner because pedestrians ignore the pedestrian crossing and cross in front of cyclists when the cyclist has right of way on a green light. Please accept this as formal rejection of the entire scheme.
292	03/11/2018	Arle road	I understand the appeal of closing boots corner and making the town more pedestrianised. However, should you close a major through road to the towns infrastructure plans for the redirected traffic need to be made! I live on arle road and since boots closure the amount of traffic now coming through arle has significantly risen, this is a residential area and we now have speeding and angry motorists using our road, in which I can barely pull out of my drive during rush hour now. Also as I am sure you are aware, Gloucester Road is now a nightmare to travel on, the lights at Tesco do not allow enough cars to go straight over or turn right into town, causing a humongous back up of traffic towards the train station. As a bare minimum the lights need to allow for more cars to go through to stop such a tailback. Currently the Tesco lights allow about 5 cars through into the town centre, as this has now replaced boots corner for a lot of people this is simply not enough! I'm sure many people that use Gloucester Road will agree, please can this be taken into serious consideration. In all honesty a lot of people have actually given up on going jnto Cheltenham just due to the traffic now and I don't blame them!
293	03/11/2018	Leckhampton	I object to the prohibition of driving on the grounds that this pushes traffic out of the town centre and into more residential areas, creating congestion and air pollution around houses and schools. As several categories of vehicle are still allowed to use the "pedestrianised" space there is no real benefit, ie the space cannot be redesigned and is still a road. The whole area looks unsightly with very poor quality road markings, signs and bollards. For a Regency town these are a real eyesore and give a very poor impression of Cheltenham to both residents and the many festival tourists. I am astonished at how badly the changes appear to have been planned and implemented, with no apparent regard for the perverse consequences. I now travel to Gloucester Quays or Bristol more often to shop, in preference to Cheltenham, and I know many other people who say the same thing.
294	03/11/2018	Charlton kings	The ban of driving through boots corner is having a very negative impact to the amount of queueing traffic on the college road every single evening now, which has to increase pollution from the queueing vehicles that move very slowly. I cycle past this queue every evening, so i do know this. I formally object to the closure of boots corner to motor vehicles.
295	04/11/2018		I drive a minibus for the Phoenix Centre in Winchcombe Street, Cheltenham. We have added time and costs as, as far as we can determine we are a prohibited vehicle. Our passengers are wheel chair bound and some have complex conditions such as epilepsy. The flow of traffic is impeded by the closure of Boots Corner. Ambrose Street is congested when we are returning to teh Centre, we drive around by the town hall and Rodney Street, adding to the carriage time and costs of fuel. Response Received from Enquirer and sent FR 14 Nov. Thank you for your Email This problem isn't just related to CTP Phase 4, its a problem here and now. How do we obtain permission to drive our minibus in bus lanes and through Boot's Corner without being sent notices of traffic violations Thank you Yours sincerely personal data removed

296	04/11/2018	The Park	Dear Sir/Madam I object to the closure of Boots Corner, a major through route through Cheltenham. I object on the grounds that this closure has resulted in large volumes of traffic being diverted along residential streets in multiple locations around the town. The streets are unsuitable alternatives for the volume and the nature of the traffic. The result is that there are now several routes through Cheltenham which now contain queuing traffic, where previously it was possible to drive through with little or no delay. Waiting times have increased and journey times across the town have increased noticeably. This town already suffers from poor air quality along many routes and at particular junctions. This closure has resulted in poorer air quality in all of the diversion routes, and many of these routes are residential streets. People are now being exposed to poor air quality in their own homes and consequently over a prolonged time period, which is very bad for their health. For example, a large study over 6.6 million people published in the Lancet (2017) showed that there was a statistically significant increase in likelihood (12% increase) of being diagnosed with dementia for people who lived within 50m of heavy traffic. Aside from the obvious serious health concerns, this change has made these roads unpleasant places to spend time due to the exhaust fumes from idling traffic and the frequent build up of queues of traffic. As there has been no assessment of the air quality at the location of Boots Corner, then will not be possible to claim an improvement in this area, as there will be no data to back up this claim. I am further concerned that traffic has been forced into Rodney Road as an alternative. This route brings cars and lorries directly into the high street but was previously a quiet street. The junction between Rodney Road and the High Street is unmanaged, and with no Give Way is effectively a continuous road straight into the pedestrians on the high street. This is a very dangerous corner now as the pedestrians are not expecting traffic to be rushing around the corner, and car drivers are under no obligation to stop at this corner as they effectively have right of way. I have witnessed near-misses already and I am frightened that someone is going to be hit by a vehicle; it seems inevitable. I also take issue with the council urging people to 'use buses or cycle into town' as an alternative. This is willfully overlooking the fact that the traffic that used Boots Corner was not bound for the town-centre. This is a through-route for people travelling from the south to the north across Cheltenham. For those people who come into town for shopping there are already car parks to the north, south, east and west of the town and it has never been necessary to drive through Boots Corner to park. The journeys that are being prevented cannot readily be replaced by a bus journey and I would not chose to cycle across this town as the traffic has become so bad on the network of streets around the centre I do not want to expose myself to the fumes. My individual circumstance is that I have four children - two different schools and a separate nursery - and I also need to get to work. It is not realistic to expect me to replace the car with a bicycle. I hope that the council will reconsider this decision and will reopen the through-route known as Boots Corner. Kind regards, personal data removed
297	04/11/2018	The Park	As a parent personal data removed we regularly need to travel across town and a bus, bike or walk is not an option. The closure of boots corner has added considerably to our journey times and has resulted in us using less suitable routes through town (through residential areas which have now turned into main thoroughfares or through the high street/ Winchcombe st route which is tight and dangerous for pedestrians. As someone who lived in the centre of town for many years, vehicle use of boots corner was never an issue for me. I do not believe that the closure has given any real benefit and without substantial changes to Cheltenham's road network the scheme has effectively cut the town in half. Please reopen the corner to traffic.
298	05/11/2018		There are many aspects of the Boots corner closure which I could object to, as it seems to have been very poorly conceived and implemented. While most of us would agree that traffic reduction in the town centre is a desirable objective, the way in which it has essentially resulted in a tightening of the taxi 'cartel' operating in the town is in my view undemocratic and likely to lead to a further reduction in trade for local businesses. This is a separate issue which I feel the council needs to address, as more and more space is devoted to taxi ranks and even existing parking spaces become taxi ranks at the ludicrously early time of 8pm, yielding easy and predictable revenue for parking wardens and thus, adding to council coffers as I imagine this entire scheme will. The main purpose of this submission, however, is to complain strongly about the way in which it has impacted the disabled. My mother is personal data removed and can not walk more than a few steps. I used to drive to town with her and park in the disabled spaces opposite the rear of Marks and Spencer in Pittville St. It was her one outing of the week. In fact it had become rather unpleasant there anyway with the creeping expansion of the taxi ranks, personal data removed . Now that there is no access to this road, and no parking there, I cannot take my mother into town to shop and her one piece of independence has gone. She does not use a wheelchair and cannot walk from any of the other car parks in town. This has had a major effect on her and means I now have to do her shopping, which has taken away much of her dignity and independence. I wonder if anyone thought of this. It seems to me that the plans for Boots corner lack any real strategic vision, result in the further marginalisation of already disadvantaged disabled and elderly people and risk strangling local businesses. I used a taxi the other day and the driver told me how delighted he was that he could now 'zoom' through to Prestbury in no time. This strengthened my feeling that the only beneficiaries of this ill-conceived scheme are the increasing numbers of local taxi drivers. In the long term I think your plans are unsustainable as with many out of town alternatives, people are going to decide to go elsewhere. I very much hope you will reconsider this, ideally in its entirety, but at least for the benefit of the disabled, and also by reducing the number of taxi ranks in favour of some actual parking spaces for the rest of us!
299	05/11/2018	King George Close	Boots Corner 'closure to traffic' Well actually closure to private cars and other privately owned vehicles, all other transport is still eligible to access the road, hence you will ALWAYS require the crossing to protect public safety, so the corner remains open, causing confusion to all those that access the area Every week I'm sat in additional traffic queues, with drivers trying to access the 'other side' of the one way system: Bath Road, Old Bath Road, Collage Road. This was never the case before June 2018. As other concern is the expenditure of public funds on 'road furniture' (the planters, cycle bay) when the scheme has not been approved. Silk purse and sows ear comes to mind As a voted council, you are being narrow minded and are failing to accept the comments on social media, which is the new and modern way for the public to 'speak' their mind. {Perhaps if you really wanted to receive feedback you'd embrace social media, rather than hiding behind a confusing are of your website, without any mention in the list of proposals of the boots corner closure regards, personal data removed
300	09/11/2018	Barron Way	..\06 November 2018\Reponse Email previous general enquiries November now formal.msg
301	06/11/2018	Surrey Avenue	I support the whole scheme. It's a first step to making a car free town centre. Long overdue. Congratulations.
302	06/11/2018	Surrey Avenue	I support the whole scheme. It's a first step to making a car free town centre. Long overdue. Congratulations.
303	06/11/2018	Southam	I am fully supportive of restricting traffic within the central area of Cheltenham, both as regards driving and parking. Everything possible should be done to encourage walking, cycling and the use of public transport. Also, everything possible should be done to discourage the use of private motor vehicles. It is becoming increasingly impossible to accommodate everyone who wishes to use private motor vehicles, and in the future severe restrictions will be unavoidable whether people like it or not. Apart from the disruption that these vehicles cause, there is also the issue of very poor air quality. I very much support what has been done at present at Boots Corner and hope this will continue indefinitely.
304	06/11/2018		I support the traffic restrictions at Boots Corner: 1. The road is now much safer for pedestrians and cyclists. 2. Shopping is a much more pleasant experience 3. Traffic fume levels are noticeably lower - as an asthma sufferer this is important to me
305	07/11/2018	Glencairn Pk Rd	Cheltenham dragged kicking and screaming into the 21st century! I can remember London St., Norwich being pedestrianised in the early 60's, and all the howls of rage it caused from shopkeepers until it settled down and all the shoppers found it the most attractive street in the city in which to shop and trade shot up. Anywhere in Cheltenham is an easy bike ride from anywhere else, I really fail to see what the fuss is all about. I am fully in support of removing cars from the town centre, if for no other reason that more walking/cycling will eventually lead to more free beds in NHS hospitals.
306	07/11/2018	Cleevemount Road	I wish to record my support for this scheme and the elements, indicated above, of which it is comprised. It is essential that Cheltenham town centre is less dominated by motor traffic and that safety (actual and perceived) and pollution are improved. The town centre has been so much more peaceful and pleasant since Boots Corner was closed to general traffic and this effect spreads outwards to Albion St, Evesham Rd, etc. In particular, the town centre is now much more pleasant for walking and cycling, except for the area around Rodney Road which also needs a traffic restriction. I recognise that there might be adverse traffic effects in some residential areas (although my own observations do not suggest that these are much worse than before), but these need to be addressed separately, by extending traffic restrictions outward from the town centre. Many towns, especially in Europe, now restrict traffic in urban areas and Cheltenham should do the same. With increasing development pressures, we will not be able to cope with more traffic, whether Boots Corner is closed or open. Finally, I note that there has not been a southbound route through the town centre for decades and most of the alternative routes southbound are also available northbound. The problems that have arisen cannot, therefore, be insuperable.
307	07/11/2018	Nettleton Road	Crossing Boots corner is a much more pleasant experience than it used to be for us shoppers who use the bus to get into town
308	07/11/2018	Alma Close	I wish to support the Boots Corner Closure, I support it becoming permanent. 1) Going shopping in the town centre has become a much pleasanter experience now there is so much less traffic around. 2) As someone who drives in and around Cheltenham regularly, I have not experienced any noticeable increase in the amount of traffic in the routes around the centre. In rush hour, it seems pretty much as bad as it always has been and at other times I have not noticed I get held up any more than I ever did. I have never liked driving through the Boots Corner area due to the number of busses and cars having to switch lane because of them, so driving an alternative route has never been an issue for me.

309	07/11/2018	Bishop's Cleeve	As a nearby Bishops Cleeve resident, accessing Cheltenham town centre by bus and cycle, I wholly and comprehensively support the Boots corner trial closure, and request that the trial should become permanent. The evidence for the success of the trial is in the very noticeable increase in the number of female shopping cyclists on the streets. 'An invasion of Pink -Pedaller's!?' On my part, it is now far less intimidating to cycle with only buses and taxis, rather than streams of impatient engine revving/ accelerating/braking/exhaust fuming motor vehicles. As a pedestrian on foot, it is now healthier and safer to walk in the town centre.
310	07/11/2018	Bishop's Cleeve	As a cyclist and road user I support the restriction of traffic at "Boots corner". This change has joined up the High St and moved pollution away from pedestrians. Unfortunately the implementation of traffic restrictions was not coordinated with redirecting traffic flow, which has annoyed road users and residents impacted by additional traffic. By implementing the scheme you have accepted there is a traffic problem, which still needs solving.
311	07/11/2018	Charlton Kings	I would like to express my support for the close of Boots Corner to vehicles except for buses and cycles. It has already created a more pleasant and cleaner atmosphere in the town centre. There seem to be many more pedestrians and cyclists in the centre. It's much better for shoppers, not to have to wait for through traffic, when they want to do their shopping, especially when it's raining. I don't follow the logic of people who say it's causing more pollution, on other roads.. Those who oppose the closure haven't seemed to worry about the pollution caused by all the cars in town before. It has only become an issue for them now, because CBC has taken a real step forward in stopping air pollution in the town centre.
312	08/11/2018	Wymans Brook	I have been concerned about the closure of "Boots Closure" ever since it was muted. In fact it is NOT the closure as there is considerable traffic allowed to use the roads. This makes it dangerous as it seems that it is traffic free (and people jay-walk) then a vehicle can speed round and endanger one's life! Initially it seemed that there wasn't adequate early warning how to avoid the area until it was too late. This has improved but is still very confusing, especially to visitors. I have been horrified at the (wasted) expenditure on the scheme, presumably by providing 'furniture', planters and trees. I appreciate it was done in good faith to reduce pollution in town but all roads especially coming out of town to Waitrose and Tesco (in Gloucester Road) are now absolutely clogged and air pollution is now unacceptable. If one is coming from the south or south east and wants to go to say Bishops Cleeve it is not at all clear how to do that. Sat Navs (Google maps) are not helping (have you notified them?) I would favour banning lorries and polluting vehicles not cars. And no waiting with engines running. I also think more provision for cyclist should be made in Cheltenham, linking up the good parts of the system and marking the routes clearly. A safe route for cyclist from the Racecourse roundabout to Bishops Cleeve for School children and commuters is desperately needed. It has been shown that giving safe segregated off road space for cyclists (with care given to crossing road junctions) will reduce traffic congestion and pollution. I try to walk everywhere but I do often have to traverse Cheltenham but it has since become a nightmare .
313	08/11/2018	Falkland Place	I support all the Transport Plan changes but do not feel they go far enough. I would like to see Boots corner closed to all vehicles, especially taxis. This would mean rerouting of buses but it is very important if the main shopping area is to be attractive and continue to bring in shoppers. I have found the current changes make for a better environment and one where I feel safer. As someone with mobility issues I have not had any more problems with accessing town than previously.
314	08/11/2018	Hewlett Road	The closing of Boots Corner to through traffic is long over due. Town centres cannot perform all the roles they need to and support a seemingly endless growth in traffic movements. People can be encouraged to visit Cheltenham without the need to drive through the town there are many car parks to both the North and South of the High Street. There is no way we can build extra road capacity in Cheltenham town centre so doing nothing is just waiting until grid lock occurs to achieve the same aim as closing roads in a planned way. The opponents of this scheme have no alternative deliverable plans to sustain Cheltenham town centre or improve roads in and around the town, they just want things to stay as they are and ignore the growth in the number of cars using local streets. Making changes now is easier than waiting until things get even worse.

315	08/11/2018		<p>Dear Sirs, I am very unhappy concerning the Boots Corner Bus Lane and wish to make a formal representation. I am a resident and was also given a fine the first time that I passed through without realizing the change to a bus rout on 19/10/2018 and have found it extremely confusing, no major diversion signs or signs indicating such a big change to residents. My attention was on the low level line of bricks which represented a barrier and It was too late to make a decision and just carried on to the left of the Barrier at royal Well. I had entered from a side road and there should have been large explicit signs to make drivers aware. APCOA Penalty Charge Notice personal data removed (I have had been unable to use their site to make a representation and find that APCOA are dispassionate and have little interest except in taking your money). I ask that Cheltenham and Gloucester stop using APCOA and provide Parking and Bus Lane Penalties themselves. It is not good enough to state that they can do this more cheaply. If APCOA can provide these services then so can Cheltenham and Gloucester Councils! These services were run far better locally. Concerning the Bus Lane closure, I had expected that I should be warned on the first occasion, but was fined. I have not been into town due to being unwell for some time prior to these changes which i have not seen advertised and I am aware that many are making the same mistake and it is most unlikely that any of them would have driven through if they had been made properly aware. I am in the same position as others who have not been fined. It would be fairer to make fines if the same offence occurs again. Notification of first time offenses should not be made and only reflects that the local council is using the confusion to make money. Fines should not be made for first offences. This is just money grabbing and unnecessary! I am unhappy about the use of a bus lane here and wonder who it benefits?, when pedestrians still have to use the crossing and traffic lights to cross. There is no benefit in terms of pollution because it will just be made worse by 'bottle necking' elsewhere. Stating that it will reduce the pollution at boots corner will only make the same pollution worse elsewhere. I believe that the whole system would work better with free access and no one way system or barriers at all across out town as has happened successfully elsewhere. One way systems just 'bottle neck' a free arterial network into a slow, jammed at peak time system that the Bus Lanes only worsen for a handful of passengers. Pollution is far worse in any one way system where cars are idling, stopping and starting rather than a steady flow. Cutting off and blocking roads that has happened over the past 15 years or more just worsens the whole problem. Any arterial system functions far worse as minor vessels are cut off, increasing pressure on the main arterial networks. I have been increasingly unhappy with these changes which should all be removed and free access across our town returned, which has been successfully demonstrated in other towns. Boots corner Bus Lane will decrease people who want to be dropped off and collected in town, disabled access and benefits only a handful of bus passengers. It will drive away visitors especially those who have been fined. There should be much bigger signs put up. It is totally confusing and took me some days to understand what it going on. I feel that i have been mistreated in being given a fine for first offence. I am angry at the Council. I will not vote for any party who upholds the Boots Corner/Clarence Street Bus lane. I hope that Boots Corner/Clarence Street is opened up as soon as possible. This has made me feel that I should become active and fight these poorly thought out changes. Yours Sincerely, personal data removed Why not just ban all transport?</p>
316	08/11/2018	Hewlett Road	<p>Since the closure of Boots Corner I have noticed congestion building up by Lloyds Bank and along Winchcombe Street - there is so much traffic using this corner as an alternative to the road in front of the Town Hall when coming out of Regent Street Car Park that it has become quite dangerous to cross the street. As the closure of Boots Corner was supposed to be better for pedestrians I would point out that this is failing miserably as traffic try to find an alternative route through.</p>

317	08/11/2018	old station drive	The Boxes are non representable ...Simply...Winchcombe Street Left Hand side should be Disabled BaysTaxis in Pittville Street should be banned ...There are Taxi Ranks in The Promenade....Royal Well.St James Street and Bennington StreetTaxis should be banned from Boots Corner ...Image of too much traffic...!!! Bicycles should be pushed in The Town and correct signage for that ...Likewise BIG camera signs .Folk take notice of them ...BIG signs saying ." Stroll and Shop ..Shop and Stroll....It is a good scheme .Needs a little Thought and A Tweak.....60 pounds is no deterrent ..100 Pounds is better ..50 if paid quickly...A few more Litter Bins would not go amiss....In Good Faith ... personal data removed .Proud Cheltonian!!!!
318	08/11/2018	old station drive	The Boxes are non representable ...Simply...Winchcombe Street Left Hand side should be Disabled BaysTaxis in Pittville Street should be banned ...There are Taxi Ranks in The Promenade....Royal Well.St James Street and Bennington StreetTaxis should be banned from Boots Corner ...Image of too much traffic...!!! Bicycles should be pushed in The Town and correct signage for that ...Likewise BIG camera signs .Folk take notice of them ...BIG signs saying ." Stroll and Shop ..Shop and Stroll....It is a good scheme .Needs a little Thought and A Tweak.....60 pounds is no deterrent ..100 Pounds is better ..50 if paid quickly...A few more Litter Bins would not go amiss....In Good Faith ...personal data removed...Proud Cheltonian!!!!
319	09/11/2018	The Park	Given the increase in population we are set for in the next few years it would be a big mistake contemplating re-opening Boots Corner as that would clearly cause traffic congestion in a town centre that is likely to be filled with more pedestrians
320	09/11/2018	Greenfinch Road	I wish to object to the closure of Boots corner in the absence of a satisfactory alternative: - traffic is now accumulating through residential areas, in particular the St James' Square route, often coming to a complete standstill - any 'pollution' has now moved from a non-residential shopping environment to a residential one. Clearly the people living in St George's Street do not matter (after all it is not Leckhampton or Naunton Crescent) as much as a vanity project of a select few. - the infrastructure in Cheltenham is no longer fit for purpose for the amount of visitors the council is trying to attract - it is not acceptable to simply ignore public opinion on this matter as it is the public who are trying to live their lives, get to work, try and get to school/nursery on time and get to the shops! - alternatives should be considered, such as a bypass to move traffic along and through Cheltenham or closure of the corner between 10am and 4pm only when the majority of shoppers are out and people are in work/school already. I should clarify I am not against a shopper and cycle friendly town centre, but you cannot just close a main artery which is always in use, without an alternative, and hope for the best/ignore the terrible knock on effect.
321	09/11/2018		I object to the trial. It gains nothing. It impacts adversely on traffic and pollution in other areas of the town. Driving times have increased. It has deterred me from many journeys into Cheltenham and I now do my shopping in other towns when possible. This road closure and change to parking zones discriminates against the elderly and less mobile. The mobility scheme is impractical and expensive. The bus services in town are unco-ordinated, expensive and impractical. The implementation has been shambolic. The cones and signs are a dreadful sight, giving a poor impression to visitors. The trial should be revoked immediately.
322	09/11/2018	WEDMORE Somerset	OBJECTION TO EXPERIMENTAL TRO'S AFFECTING CHELTENHAM TOWN CENTRE As introduction to my strong objection to this scheme - which I understand has been recently introduced for a trial period - I need to advise that I brought my wife to Cheltenham this week to celebrate her 70th. birthday in a town where neither of us have ever visited previously. Naturally, coming up from the south via the M5 on Monday 5th. November last, we were directed by our car satnav. towards our hotel destination in Clarence Square and only noticed your hastily-erected signs: Don't rely on satnavs too late to avoid the town centre traffic restrictions. (Surely, these should have been displayed more distant from the restricted area so that new visitors like us could park safely and plan an alternative 'safe' route?) When we noticed these signs we were in a restricted parking zone with double-yellow lines that effectively meant we were forced to proceed without the chance to re-plan our route! Indeed, by the time we realised we were heading towards a restricted area it was too late to escape*as a following Stagecoach bus blocked our chance to reverse, with the belligerent driver insisting he would not swerve around our car and telling us: 'You might as well carry on 'cos you've already been fined £60! OK, in accepting that we were probably inattentive in literally 'bumbling-on' towards this restricted area, once we were actually confronted by the bus/taxi only warning signs, there was no safe escape route we could have taken to avoid traversing this street, which seems morally wrong and bad planning on the road traffic authority's part. (As though you were actually 'steering' innocents like us towards an inevitable penalty transgression!!) On subsequent days, now walking/exploring around the town we noticed how contradictory the road markings were in various locations, with traffic flowing along one-way streets in completely the opposite direction to the painted road markings! This might be decipherable to locals who obviously appreciate the evolution and current detail of this new traffic scheme, but to new-be's like us it is totally confusing and contradictory. Indeed we did notice on separate subsequent days various confused motorists suddenly stopping, reversing towards a dangerous blind corner and diving down a very narrow side street whilst others carried on regardless, oblivious to road sign restrictions! (At least two to three witnessed within a five minute period each time. Many locals we spoke to say that your new traffic scheme has caused endless problems and could, conceivably, be counter-productive in encouraging pedestrians and cyclists into conflict, as you are often walking on streets where cyclists suddenly burst upon you out of nowhere and increase the risk of collisions. I say this as an avid Club cyclist of many years experience and feel that you really need to consult with your local cycling groups - and perhaps Cycling UK - to improve this potentially risky current interface between cyclists and pedestrians. -2- So, in conclusion, you'll gather that we're NOT impressed by your trial traffic management scheme for Cheltenham town centre, which seems totally incomprehensible to new visitors and risks making normally law-abiding citizens like us into road-criminals flouting traffic rules and regulations unknowingly! I expect that you'll now add insult to injury by inflicting a penalty upon us for what was a totally innocent infringement of arbitrary traffic restrictions of which we had no knowledge beforehand and could not have foreseen, which we consider to be totally unfair and iniquitous. Sadly, if this is how Cheltenham welcomes it's visitors, then we will NOT be gracing it with our presence - AND custom - ever again. Sorry to say that this upsetting experience has completely overshadowed what should have been a wholly joyous occasion for both of us
323	09/11/2018	Old station drive	I believe the Concept is good ..The reality...Winchcombe Street should have Disabled bays all along the Left Hand side (It is relevant) The taxis in Pittville Street should be banned (They contribute enormously to traffic movements in Boots Corner ..Plentty of taxis in The Promenade ...Royal Well .St James Street ...Bennington Street .. None need tto enter the " Zone"...Signs for cyclists to " Push Their Bicycles"" Enormous Camera signs at entry points ...Increase and indicate the fine ..100 £.....All through signs saying ." Stroll and Shop....Shop and Stroll"" Hope it remains .. personal data removed . A Proud Cheltonian of Cheltenham Spa....
324	09/11/2018	DUKES WAY	With the prohibition of driving round Boots Corner etc, it has been a real pleasure walking through the centre of Cheltenham. With far fewer cars and many more cyclists too, it's quieter, cleaner, safer and healthier and I'm sure will encourage even more people to walk, cycle and/or take the bus. Please make it permanent.
325	09/11/2018	Bishop's Cleeve	Having seen the changes resulting from the closure of Boots Corner, the disadvantages are that - most drivers crossing Cheltenham south to north are now driving extra miles and through residential areas to avoid the town centre. I have driven significant additional miles, not helping the environment etc. - businesses on Clarence Street and Clarence Parade ARE suffering and may be at risk. - Pedestrians are not seeing any added benefit as crossing the road at Boots Corner still requires waiting for traffic and was not a problem beforehand anyway - more traffic is driving down Rodney Rd with significant risk to shoppers on the Gigh St - this should not be a political issue. This is about the livelihoods and the town
326	09/11/2018	Pilford Road	I think it's very positive to try to reduce car traffic through the centre of town. Many European cities have created wonderful, clean and attractive spaces in their town centres and Cheltenham should be no less ambitious. So I support the prohibitions on driving currently being tested although I obviously look foward to the real thing having much better signage, urban design and ideally some outstanding public art and new trees. We should aim to make the centre of Cheltenham even more beautiful.

327	10/11/2018	King Street	Since the introduction of the restrictions on Boots Corner, the amount of traffic using several roads around the lower high street and Brewery Quarter appears to have increased dramatically, often bringing these roads to a complete stop - especially on weekends and evenings. The traffic which would otherwise have used Boots Corner appears to have been funnelled into: - The A4019 from the direction of the Royal Mail office. Queues on the A4019 often stretch from the traffic lights at the the NCP carpark/Brewery Quarter junction back to the Royal Mail office, making the road incredibly slow for those who live on local roads like King Street, St Paul's Street North or Clarence Square. - The junction to access the A4019 via St Georges Street has become almost impossible to use on a Saturday or weekday evening. Cars using the A4019 will often park across the junction, meaning cars wishing to turn right onto the A4019 are unable to do so. As a result, often only one or two cars are able to turn right at a set of traffic lights that appear to be extremely slow to favour traffic coming from St Georges Street. Traffic to use this junction often stretches back down the Lower High Street and all the way back on Ambrose Street to at least the mini roundabout. - The B4633 has also seemed to have experienced a huge increase in traffic, with large queues now evident at the turning onto the A4019, especially to turn right or go straight on. I appreciate the sentiment behind the closure of Boots Corner, but a traffic light system there appeared to allow pedestrians to cross the road perfectly well. Closing this direct route connecting the south of Cheltenham to the Pittville area and areas further on has meant that all of this extra traffic has had to use small residential streets and already congested roads to access their homes. Closing this road without providing any additional infrastructure has made commuting and driving in Cheltenham, a task that was already difficult, much harder. I've personally decided not to drive to local businesses such as those on the Kingsditch Industrial Park or those around the High Street, because the traffic trying to get into and out of Cheltenham is now unbearable.
328	10/11/2018	Winchcombe Street	North Street is where the Job Centre Plus is. This building is used by people with disabilities, including by people who have disability that causes severe pain when walking. These people will be claiming the mobility element of PIP, or will be claiming ESA. They will be compelled to attend JC+ occasionally. They are unable to walk -- that's why they're on benefit. In the past they could have been driven to the door of JC+ and dropped off by a family carer. Because of the bus gate and waiting times restriction changes they now have to get dropped off about 50 metres away. I remind you that some people are unable to safely walk unaided for more than 10 metres. The bus gate should include an exemption for some disabled people. I understand this is tricky for the council to do -- there isn't a database of disabled people -- but the current ban is likely to be discriminatory. This is a repeat of an earlier submission to make sure I had ticked the "formal representation" box.
329	10/11/2018	Winchcombe Street	Drivers have been confused by the closure of Albion Street since it was introduced. The signage at the Albion Street / Gloucester Place junction has been improved, but is still confusing. (There's no "no entry" on the left hand side of Albion Street). But the numbers of drivers going to wrong way up Albion Street seems to have increased after phase 4 started. This is worrying because the Albion Street / Winchcombe Street junction is already dangerous. This is because the rules for cyclists on Winchcombe Street are confusing and unpredictable, and because some cyclists are ignoring those rules. We need to make Winchcombe Street 2 way for cyclists between Albion Street and A46. We need to improve signage so drivers know that cyclists are allowed to use this junction. Also, there's some building work that's happening on Albion Street in the old nightclub and there are frequently vehicles blocking the pavement or the zigzags for the zebra crossing. You probably need to send a traffic warden out there a bit more often. Finally, the pedestrian crossing lights at the North Place / A46 junction on the corner by the United Services Club has a broken green person light.
330	10/11/2018	Draycot Road	I am tired of witnessing long queues of traffic trying to enter town on weekends. I have today (Saturday 10th November) driven along Tewkesbury Road and Gloucester Road, both queuing for the almost the entire length. It is going to put people off further from visiting the town, completely defeating the object. Cheltenham wasn't great for navigating in the first place. By stopping a main artery it has pushed more traffic to already struggling tributaries that can't handle it. Please councillors accept that Cheltenham doesn't have the capacity in other roads to handle the extra pushed to it. Through the week between 1600-1830 the lower end of town is painful. Sy George's Street and Ambrose Street become gridlocked, especially when cars park on double yellow lines by Wakame and the Asian store. In brief summation the rush hour pain does not make the quieter periods worth the vanity of this project. At weekends, especially over busy Christmas period, the time spent trying to enter the town will make people visit once but be disinclined to return after the pain of entering and finding parking. If the council have the funding to build a whole new road system then great. Fact is they don't and have made a minor problem a major one. The concentration of poor quality air will I'm sure be increased in the areas i mentioned above due to shifting this problem to the other areas of the town. Please reconsider this project as it is not doing this town any good, however the best intentions originally perceived as beneficial. Be strong enough to accept that it just isn't achieving and Cheltenham just doesn't have the infrastructure to flex.
331	10/11/2018	Leckhampton Road	The closure has pushed traffic to residential areas which are now at gridlock, especially at weekday rush hours and weekends. As a result, shoppers are more likely to visit other towns.
332	10/11/2018	King Arthur Drive	One reason given for the closure is a 'modal shift' in transport habits to bike and bus (particularly by CBC employees such as Mike Redman on social media). However, there has not been anything put in place to encourage cycling. There are no plans for more cycle lanes in the transport plan. Bath Road/College Road/Gloucester Road/Lansdown Road should have safe cycle lanes built.
333	10/11/2018	Charlton Kings	The road past Boots corner is not a rat run, it is a major arterial road through the town, with the lack of any proper flow of traffic through the town, cutting the arterial route has clearly caused congestion problems everywhere else. Boots Corner never did exceed emissions but now the emissions in other roads are far worse. St Lukes is awful. And even Old Bath Road traffic has increased - are you monitoring that?? From the junction of Thirlestaine Road the traffic stacks up in the evenings far more than it used to - and that's a residential area with people there all the time and not just a town centre with sporadic people movements. This is awful and I cannot understand how you are not listening to your constituents. Buses and taxis now travel through much faster than they ever did, making it even more dangerous for pedestrians. Once taxi driver said to me that people cross in front of him all the time now and don't wait for the traffic lights , making it even more dangerous. This is seriously not helping the town and in fact, it's making parts of the town far less accessible. If you wanted to ensure that Cavendish House doesn't survive, then this I'm sure is killing it as the only part of town that is busy is by the redeveloped Brewery and the redeveloped John Lewis. Boots Corner doesn't seem as busy anymore and the area by the fountain is a joke. I'm so embarrassed to show visiting friends around the town as they just laugh. The signage is dangerous also. In high winds, the placard style metal signs fall over and cause a pedestrian trip hazard. One of my visiting friends tripped over one of them as we were walking and talking as he didn't expect it to be there (was dark and area not well lit) Many businesses, not just shops , are suffering. Office space in Crescent Place is being vacated and occupants are leaving. My friend has a business in there and she is losing clients as they tell her they don't want to come into town anymore. Disabled people are suffering as on road spaces have been reduced. For some, it's too far even to walk from the Arcade car park. And for some who are nearly disabled, but who don't have disabled badges, the car parks are difficult now to get to and dropping people off in the centre of town isn't as easy. Not everyone is able bodied enough but they still like to get into their town. Instead of closing Boosts Corner it would have been more sensible to pedestrianise the High Street after the left turn from Rodney Road since the public always walk in the road there anyone. Now they are risking injury from the increased traffic using this route In addition, I would like to add that the junction between Oriel Road and Rodney Road needs some sort of traffic light, or at least an indicator for the drivers coming out of Rodney Road giving letting them know what the traffic lights on the through part of Oriel Road are doing. This is very dangerous as it is and people chance it - and several have had accidents there.

334	10/11/2018	Victoria Place	I support the changes in the streets listed above for their favourable effect on bus services, improvement of safety for cyclists and pedestrians and the improvement of amenity in the main retail area of the centre of the town
335	10/11/2018	Haywards Lane	This scheme is shockingly bad as a carer for my brother it took me over an hour to get to him today a journey that used to take 15mins. I sat in a huge gridlock today running from Westall Green to the Regent Arcade rather than reduce air pollution this scheme increases it and moves it to surrounding residential areas. The appearance of the street furniture and fake grass is ugly and not befitting our beautiful Spa town. This scheme simply does not work it is a vanity for the council not to admit this has been a massive mistake.
336	10/11/2018	Redgrove Park	The restriction imposed around Boots corner is causing congestion and pollution issues in other parts of Cheltenham (whereas Boots corner did not have a recorded pollution issue beforehand) so this initiative seems a complete waste not only from an environmental point but also from a cost.
337	11/11/2018		The 10,000 or so vehicles now banned from Boots corner cannot be dealt with elsewhere and the towns pot holed roads are gridlocked
338	12/11/2018	Cleevelands Avenue	This plan implementation has been very poorly thought out and very inconsiderate in implementation, shut the road and let's see approach is disgusting in todays world, you wouldn't get on a plane and they would see any problems find your own way out - every flight has to have procedures. Every road closure I know about has a diversion - this is utter chaos
339	12/11/2018	Cleevelands Avenue	Closing of this road is causing chaos in surrounding areas, Cheltenham does not have a ring road so to close a main artery is utterly ridiculous, the congestion in surrounding streets is madness, it now takes longer to cross Cheltenham therefore it is producing more pollution. This has not been mentioned in any pre plan documentation.
340	12/11/2018	Cleevelands Avenue	The traffic flows on which this road closure has taken place are totally inadequate, to base this closure in 2018 on flows in 2010 is totally unprofessional, I would expect that these flows should be more relevant - for example there are 2.5 million more cars on the roads than just 5 years ago, this hasn't been assumed in the stats, we were in a recession at the time of the stats we aren't now, this economic growth has not been assumed in the stats. Also the rapid development taking place north of Cheltenham in Prestbury, Bishops Cleeve and Gotherington adding 1000's more cars to the restrictions have also not been taken into account - based on these lack of assumptions the road should be reopened and the whole plan should be reassessed based up on this total lack up to date data which has led to a misrepresentation in the stats causing the road to be closed under false pretences.
341	12/11/2018	Cleevelands Avenue Cheltenham	Errors on this survey allow for the submission of representation without selecting either General or Formal representation - this flaw in the survey leads to that ALL responses must taken as FORMAL representation due to this error.
342	12/11/2018	Clarence Sq	Objection to Phase 4 Trial: I am a resident of Clarence Square, Cheltenham, Gloucestershire. Whenever I am able, I choose to walk or cycle. Most days I walk into the centre of Cheltenham, often many times during a weekend due to children's activities at a dance school on the high street. I support many green causes including renewable energy, my family members are either vegetarian or have reduced meat consumption for health reasons and to reduce our carbon footprint. I am a personal data removed and have worked at Gloucestershire Royal Hospital and Cheltenham General Hospital for the last personal data removed years. As such I feel I have great social and environmental responsibilities and wish to enjoy traffic free pedestrianised areas within the centre of towns. However I am greatly concerned about the negative impacts of the change in traffic patterns since the transport plan was introduced this summer. Like others I have tried to alter my pattern of driving to reduce journeys across Cheltenham but on-call commitments in Gloucestershire Royal Hospital and the usual family activities means these are still needed. Due to the location of my residence I have to cross Cheltenham via St George's Street, Gloucester Road or College Road. Each of these three routes are traffic jammed, not only around peak times, especially St George's Road/ Brewery Complex area. I have regularly had to sit in stationary and slow moving traffic for 30 minutes within 1/4 mile from home, my journey time has increased from 30-40 minutes from GRH to over an hour because of the last portion on the journey. I find myself dreading the journey, increasing trip distance by taking massive detours with no guarantee of escaping queueing traffic or resigning myself to the inevitable, all of which is highly stressful and highly polluting. When walking home from CGH yesterday I walked past a queue of 500m of intermittently stationary/slow moving cars on College Road travelling north. The fumes were unpleasant and it was a relief to escape this area. Residents of course can not and are subjected to this every day. Clarence Street is still not truly pedestrianised, buses and taxis travel through. Taxis often speed due to the absence of other traffic (a better solution would have been to introduce traffic calming measures to all vehicles through Clarence St). However during the recent minor Cheltenham Race course meeting, taxis were backed up in a slow moving queue all along Clarence street. Rodney Road has seen increased traffic. This turns into the High Street for 40m before turning north, It essentially bisects the High Street further down from Clarence Street, but unlike the partially closed Clarence Street, has no traffic light controlled crossing. This has increased pollution in this area of the High Street. It is only a matter of time before there is a serious accident to a pedestrian at this location. The aim of High Street becoming a more pleasant traffic free place is laudable but is not happening. For residents based in the south of Cheltenham a trip to the centre may be fine and they may even be of the opinion that the environment in the centre is better for residents in the north or those having to travel to the north this has become a daily nightmare (I do not exaggerate). There is now a far worse environmental impact which is now located in residential areas. Pollution levels were neither measured in these areas nor at Boots Corner before this scheme, so it is impossible to measure its success or failure by these criteria. The Cheltenham traffic plan is now causing opposite effects from those intended but despite this there is denial of these facts from the Cheltenham Borough Councillors who have an ideological zeal to continue at all costs.

343	12/11/2018	Glencairn Park Road	The closure of Boots corner is simply fabulous. Less pollution, so much easier to cross the roads, great landscaping of the area and an increase in people and cycling in the town. Please keep the scheme. Regards
344	12/11/2018	Radnor road	Boots corner closure. This has caused unnecessary longer travel times, greater emissions and congestion throughout the town.
345	13/11/2018	Rodney Road	Please put it back to how it was. Rush hour is now more like 3 hours between half 3 and half 6 in every road that isn't Boots Corner. Rodney Road is congested so much worse, especially with the Regent Street car park next to it. St George Street is constantly full of waiting traffic, killing residents slowly with pollution. Buses and taxis, the biggest polluters who never turn their engines off even when stopped, are still polluting Boots Corner, and you still have to use the crossing unless you want to get mown down by the bus drivers. Cannot access restaurants along all of the restricted routes for deliveries. Cannot drop children off at separate schools unless leaving an hour earlier from home, because of the gridlock in college road, tewkesbury road, gloucester road, swindon road, and even now st pauls road! Disabled spaces have been moved further away and reduced in number- so kind to the aging population of Cheltenham. The bike rack is embarrassing, as is the awful fake grass which is just a litterbin now. And the cost of all this junk is embarrassing, they must have seen McKinlay coming with our money to spend wastefully. My petrol spend has gone up by £20pw for just essential journeys... if every driver is buying more petrol, and everyone is still travelling the same distance, hows that going to help pollution levels? The amount of cars I have seen reversing down the oneway once they've realised theyre not allowed through is hilarious if it wasnt potentially life threatening, not to mention lorries! Footfall in the Clarence side of town is falling due to lack of visibility and access... its all very well promoting the Brewery with their no doubt extortionate rates and rents, and JL & P, but what happens when the big brands move away from Clarence Street, no business rates from empty buildings me old chums. How come the carpark next to the library has been commandeered by council staff, who should all be cycling or bussing into town unless theyre a bunch of hypocrites? One rule for us and all that. Change it back, or we'll change the council.
346	13/11/2018	Rodney Road Cheltenham	Please put it back to how it was. Rush hour is now more like 3 hours between half 3 and half 6 in every road that isn't Boots Corner. Rodney Road is congested so much worse, especially with the Regent Street car park next to it. St George Street is constantly full of waiting traffic, killing residents slowly with pollution. Buses and taxis, the biggest polluters who never turn their engines off even when stopped, are still polluting Boots Corner, and you still have to use the crossing unless you want to get mown down by the bus drivers. Cannot access restaurants along all of the restricted routes for deliveries. Cannot drop children off at separate schools unless leaving an hour earlier from home, because of the gridlock in college road, tewkesbury road, gloucester road, swindon road, and even now st pauls road! Disabled spaces have been moved further away and reduced in number- so kind to the aging population of Cheltenham. The bike rack is embarrassing, as is the awful fake grass which is just a litterbin now. And the cost of all this junk is embarrassing, they must have seen McKinlay coming with our money to spend wastefully. My petrol spend has gone up by £20pw for just essential journeys... if every driver is buying more petrol, and everyone is still travelling the same distance, hows that going to help pollution levels? The amount of cars I have seen reversing down the oneway once they've realised theyre not allowed through is hilarious if it wasnt potentially life threatening, not to mention lorries! Footfall in the Clarence side of town is falling due to lack of visibility and access... its all very well promoting the Brewery with their no doubt extortionate rates and rents, and JL & P, but what happens when the big brands move away from Clarence Street, no business rates from empty buildings me old chums. How come the carpark next to the library has been commandeered by council staff, who should all be cycling or bussing into town unless theyre a bunch of hypocrites? One rule for us and all that. Change it back, or we'll change the council.

347	13/11/2018	Mendip Road	<p>I run a business which relies heavily on people walking past. To gain new clients. Since the road closure we only have occasional passers by ,even on a Saturday, when before there was always a steady stream of people walking past .I also now have clients, mainly on Saturday, either late because they are stuck in traffic trying to get to carparks or they phone saying they have been sat in traffic and cannot get to the carparks so will have to give up. I also have customers who come in less as it is too difficult to get into town. I have a lot of older clients and people with mobility issues who have there husbands drop them off and wait. this can be very stressful for them now. As some clients come for massage and facials visits to me being stressful are not good for my business. I will have to close if this continues into the new year. I also have a personal data removed with personal data removed disease. [They] lives in personal data removed and goes to school in personal data removed. Both these areas were already busy and are now ridiculous as traffic has been pushed into residential areas. Getting a wheelchair across these roads is a nightmare with the increased traffic as you also have to get the wheelchair up on narrow pavements when the gap in traffic is non existent. personal data removed now has to live, go to school and play in areas that have a greatly increased pollution level. [They] does not spend time in town as personal data removed [under 10]. lower pollution in town does not effect [them]. this closure has put [them] at greater risk of developing complications such as lung and heart issues. This Is unacceptable. I am also a cyclist. I do not drive. I had a van reverse into me on Clarence Street, when he realised he had made a mistake and was trying to turn around. I also witness cars doing Left turns on Clarence Parade into Clarence Street and cars doing u-turns in Clarence street and even turning right from Clarence Street to go the wrong way towards HSBC and Pittville Street. I have to cross lights on Clarence Street on a daily basis and it is scary how many pedestrians dash in front of a bicycle. Even had a mobility scooter near miss. I then have to cross very busy roads. I have written a long response as I have already submitted my formal objections a couple of times and not received a response. I would like to be on record as an objector to the Boots Corner Closure as a concerned [relative] and business owner. I would also like to object to how difficult this process is. It puts people off and causes a lot of confusion. I would also like to know what has happened to all the other objections that have not received a response.</p>
348	13/11/2018		<p>This is a formal complaint relating to the disenfranchisement of a partially housebound disabled personal data removed [older] relative. As the holder of a blue badge this relative has previously been able to be driven by her relatives to the Boots shop entrance and dropped off here with her carer so she can attend this facility to enable them to deal with her hearing and sight requirements. The prohibition of driving into this area has excluded her attendance to Boots and is in contravention of her human rights.</p>
349	13/11/2018	Yorkley Road	<p>I wish to support the closure of Boots Corner. this has made the lower high street more attractive to go to. as a pedestrian the whole high street experience has improved.</p>
350	13/11/2018		<p>I strongly object to the road through town being blocked - it's making the other surrounding roads absolute hell and I'm sick of it. For the love of god listen to us!!!</p>

351	14/11/2018	Bishop's Cleeve	<p>The concept of excluding traffic from the town centre is laudible, but there must be viable alternative routes. Unlike Gloucester, which has the luxury of both inner and outer routes for through traffic and has been able to eliminate traffic in the centre, Cheltenham does not have this luxury; through traffic has to go via routes, most of which are on a knife-edge with regards to susceptibility to congestion. The intention of the traffic plan is to reduce car use for short-term journeys, but CBC have admitted that they did not know where the traffic on the inner ring was going, ie whether or not it was through or local traffic. No plans were put in place to give guidance on alternative routes, in the hope that people would find their own routes and corrective actions could be taken as the problems arose. The lack of anticipation is appalling in my opinion. The following traffic routes could have been easily anticipated (I did that): Heading northwards from the Neptune's Fountain junction, one route would be via St James' Square, Amrose Street, "Kebab Corner", St George's Street and the A4019. The traffic light timing at the Matalan end of St George's Street has been altered but I have counted only 9 cars getting through on green, Clr.McKinlay has stated that "there have always been queues on St George's Street" , but now they tail back beyond the extent of the street. At the Oversight Committee meeting on 29th October 2018, a GCC representative stated that there were already problems with the A4019; so all that has happened is that more traffic tries to flow into this route. It is made worse by the A4019 eastwards traffic lights often being on red which means that the traffic from St George's Street has nowhere to go to. Another route from Neptune's Fountain is along St George's Road, by Waitrose and right onto Gloucester Road. The queues turning right or going straight from Gloucester Road at The Tewkesbury Road junction are very long and I would never go this way. Another route from Neptune's Fountain is via Rodney Road, with a nasty junction by the road to the Regents car park. More of a concern is that this route goes via a shared pedestrian/vehicle section of the High Street next to Lloyds Bank. An alternative route is via College Road and All Saints Road. Traffic clogs up by A&E and I have major concerns about the narrow road due to parked cars on All Saints Road. All of this can be anticipated. What I did not anticipate is traffic goes by St Luke's. All of these clog up the traffic flow through Cheltenham. Had other changes occurred which would have changed the flow of through traffic such as additional roads or the conversion of M5 Junction 10 to be 4-way, then it may be worth considering changes to the traffic route in the centre. But, simply imposing a ban and hoping the traffic will go elsewhere without an effect on other areas, most of which are residential, is wishful thinking.</p>
352	14/11/2018		<p>The closure of Boots Corner has caused a large percentage of through traffic to take alternative routes through residential areas in St Lukes, St Pauls or through the middle of the High St. None if these are suitable alternatives and pollution from the traffic and increased miles travelled is a risk in these areas. Pedestrians did not have a problem at Boots Corner before the closure. Many of those same pedestrians are also car drivers who have made their feelings of frustration over the closure known through social media and other means. Please reconsider whether the closure really is the best measure for businesses in Clarence Rd, Clarence St and for residents of Cheltenham.</p>
353	14/11/2018	Malvern Road	<p>I support the boots corner pedestrianisation as it has made it a much nicer town centre.</p>
354	15/11/2018	Brooklyn Road	<p>The closing of Boots Corner and the associated roads to normal traffic is a great improvement to the town centre. It is now much easier for pedestrians to cross the roads, which means that shopping in the town centre is a much more enjoyable experience. There is also far less pollution in the town centre which is a great relief.</p>
355	15/11/2018	Eldon Rd	<p>OBJECTING: Boots corner closure to private traffic is not helping the town, but it causing detrement I've not found any data supporting the stated aims of the CTP Ph4 that I could accept as valid. It really has not been thought through. CBC must operate by having the best interests of Cheltenham at its core, that does not seem to be evident in the CTP. The boots corner plastic grass is just ridiculous, and makes my town look even more tacky than you have previously allowed it to become.</p>

356	15/11/2018	The Grove	I am very pleased that it had been made much safer and pleasanter to walk and cycle through town. The removal of traffic in the town centre is long overdue. It has been dominated by cars for far too long. •
357	18/11/2018		I would add to my representation that shops in our town will be closing because of this problem. We need to boost shoppers not fine them for entering Cheltenham to shop. There needs to be an easy route to get to parking and to drop off shoppers and for disabled access (I have a disability and use disabled parking in the town). Please put up large signs during the experimental change with the route changes clearly marked. It is very confusing passing through for the first time without any explanation of such a big change. Please do not fine first time 'offenders', this should be only an exercise to inform of the changes not to take advantage. Pedestrians still need to use the crossing and if anything it may be more dangerous intermittent taxis and buses will pose a threat, because non-residents may believe that there is no longer any traffic at boots corner. I think that there is already enough limitation to pedestrians in the town, the boots corner bus lane is unnecessary. I see it only benefiting a few and disadvantaging many. Has anyone looked into a number of successful experiments where the one way system is abandoned and free flow reinstated? Please stop the 'bottle necking' that is only worsening and increasing pollution especially at peak times. Why not try some free flow traffic experiments and measure pollution changes and queuing at key points in the town?
358	16/11/2018	Roman Road	I support the pedestrianisation of Cheltenham town centre, to improve air quality, pedestrian & cyclist safety, and to create a more attractive retail environment to support the local economy.
359	16/11/2018		The current arrangements are unsafe for cyclists. The road markings show that cyclists are allowed to use the road but pedestrians are walking across the road without looking when they cannot hear car noise and I've had three very near misses with pedestrians walking straight in front of my wheel or into the side of my bicycle. I have a disability that limits my ability to bear weight for more than a few minutes. This means I have to use a bicycle or car to get around. I prefer to use my bicycle but this is not possible if I need to collect large or heavy items. The restrictions on driving mean I can no longer park near to Marks and Spencer or Lakeland. This has stopped me going into town for some of my shopping as it is easier for me to do it online,
360	16/11/2018		The town centre is not physically equipped to cope with the level of traffic that is being diverted. Although I agree it would be nice to have a pedestrian high street I strongly believe Cheltenham geographically including road infrastructure and buildings and population demographic does not allow for this to happen and therefore is an inappropriate scheme to be implemented
361	16/11/2018	Whaddon avenue	With the restrictions of boots corner you not you have not made provision for disabled parking around town and also this also has made all the traffic divert via the prom and this is also slowing buses and it also making air pollution worse in this area now
362	16/11/2018	Windsor Street	The scheme currently closes major roads which have been designed for car use, with multiple lanes. Traffic is now aimlessly wandering around town with no indication of where to go, inevitably ending up driving down tiny roads, not really designed for heavy traffic use, which are often used by pedestrians. All this to avoid one section of town where there were traffic lights to control both pedestrians and cars. The current set up is confusing and dangerous. You claim that google have updated their maps to show the new road system, but I am currently looking at a map online which shows the previous route. I have numerous visitors to my house, who are now always late, complaining of heavy traffic and unclear of which route to take to get across what is a relatively small town. Sat navs just direct people to the old route so if you are not local you haven't got a clue where to go. The road outside the Town Hall is an abomination. It used to work beautifully, but now there is congestion heading towards the bus station and no one uses the road in the other direction. Directing traffic up the Promenade is an appalling idea: why are cars having to do a big loop round the civic offices? You claim to be trying to reduce pollution but this is clearly tosh. I'm not sure what your political agenda is but it is ill-thought through. What idiot institutes such major, expensive changes without a plan for what happens afterwards? Cars are not going to go away. We all need to cross town to get to work, school, shops and other places. Buses are not the answer to journeys which are not to the town centre. Are you trying to kill the high street shops, what few remain? Directing traffic to the corner where the new John Lewis is is insane. How many people need to be knocked down before you do something to actually direct cars sensibly? Closing more roads is not the answer. Traffic has become appalling. It takes longer to cross Cheltenham now than to get to Gloucester. More traffic jams and longer commutes mean more pollution. Increased travel time impacts on businesses, shops and schools. Please, please, rethink this terrible road system.
363	16/11/2018	Harvest Street	The prohibition of driving through the town centre without considering alternative routes for drivers, including traffic light timing hasn't been well thought. This has created a problem that didn't previously exist. The trial has been going on for several months and without alternative management of the traffic leaves streets blocked and increased pollution in residential areas. If traffic flows were to be monitored, this would help the trial and give a fair reflection of what should happen if the prohibition became permanent. I'd suggest the traffic was monitored and solutions to the build up of traffic in residential areas were created sooner rather than later, as opposed to simply let drivers figure it out for themselves. You have the opportunity to make this permanent, (which I don't agree with) however without doing a trial of any other traffic system this simply doesn't work.
364	17/11/2018	Millbrook st	The removal of cars has made the town centre a far nicer and safer place to be. As a cyclist I have lost count of the times that drivers have deliberately intimidated me as a cyclist or a pedestrian whilst using boots corner, This issue still continues where ever there is a car/non car interface such as the corner of Winchcombe street hughstreet. Ideally this junction needs restrictions to prevent the rat running that is occurring. Car driving needs to be restricted across the borough in general, car drivers need to realise that they are guests and keeping boots corner closed is a symbol of this.
365	17/11/2018	ROWANFIELD ROAD	Good idea to close off Clarence Street/Boots Corner to general through traffic, pedestrian friendly town centre much better and safer. However, proper ring road/alternative routes around town should be made with updated roads, road surfaces, junctions, pedestrian crossings and signage. Brick-built tree planters and properly re-furbished and re-paved pedestrian areas should all be part of the plan to make the town centre attractive rather than looking run-down and cheap.

366	17/11/2018	Bishop's Cleeve	Hi, I'd like to formally object to phase 4 of the CTP (closure of boots corner) for the following reasons:- - The quantity of vehicles passing through Cheltenham does not decrease just because a road has been closed. The same quantity of vehicles now has to use wholly inappropriate roads (for the level of traffic) in order to bypass boots corner. - Some traffic is now using the Rodney Road/High Street crossing (myself included), which is poorly signposted at the high street end, with pedestrians frequently assuming they have right of way, and vehicles doing the same. How a serious collision has not yet occurred is through pure luck. Vehicles also have to contend with cyclists cycling against the flow of traffic, causing more confusion to the area. Congestion has greatly increased at the junction with Portland Street & Fairview Road, with the traffic lights being poorly timed to allow enough traffic to turn right onto Portland Street. - Signage is still unclear around the general Boots Corner area, as demonstrated by the number of cars passing through the area, performing unsafe manoeuvres (going the wrong way back against the traffic) to try and avoid the fine. This appears to have increased drastically on the first day of the November races meet, which proves that out of town visitors are going to be hit hardest by this, and will therefore not return to the town. - Crossing from the lower high street to the rest of the high street at boots corner still requires the pedestrian crossing to be used because of the number of (empty) taxis, buses, delivery vehicles, cyclists, motor cyclists and normal vehicles still using the road. - You are destroying the trade from the shops which can no longer have customers pick up large items from outside the store or who have mobility problems from accessing those shops. Once these shops close down, nobody will want to move in. - The new street furniture that has been fitted is wholly out of place with the rest of the promenade, and does not exactly fit with Cheltenham's perceived image. Thanks.
367	17/11/2018	Christchurch Road	Objecting 1. If the scheme is about pedestrianising boots corner, then letting buses and taxis through defeats this purpose and still makes it necessary to press the pedestrian crossing lights to cross safely at boots corner. If there is future intention to ban all traffic then this trial is not a proper trial as there is no test as to where the traffic will go and will add to the congestion that has built up on surrounding roads (see point 2). 2. Traffic is now diverting down St. George's place, st James square and ambrose Street. This is causing congestion and traffic fumes in these residential areas. It adds traffic danger and fumes around St Gregorys school. As opposed to non residential Boots corner, traffic pollution is now increasing in these residential areas. 3. It is really true that pollution levels were never measured on Boots corner prior to closure?! Has pollution levels in the above mentioned streets that traffic is now going via being monitored to determine the impact of all extra traffic? Has anyone measured how much extra time it takes to get from one side of town to the other and impact of extra time in car? It will be significantly higher! Do the council want to take responsibility for increased future lung cancer cases for all the children who have no choice but to walk in all this increased traffic? And don't even think of banning traffic here as that is not the solution as people live and work here and need access to car parks and nursery and school. 4. Movement through town is much more difficult. Nobody/ few would go all the way to honeybourne way and Gloucester Road to get around the town to Evesham Road as is inferred... not that any diversion has actually been suggested!. To say it is difficult to divert as you do not know travellers direction is unbelievable. This is managed with road works so why not here? Because you know the diversion that does not hit residential roads is absurdly long! 5. Traffic is also now diverting down Rodney road and up winchcomb street and with no zebra crossing or lights to get to John Lewis/ upper high street and back - this is a new increased hazard for getting knocked down or inhaling fumes that splits the high street. Just accept it is not working. Why not build a bridge across Boots corner... then traffic can return, alleviating traffic on residential and school roads noted and you will have joined your split high street.
368	17/11/2018	St George's drive	Boots corner closure is causing huge congestion in Gloucester Road and St. George's Street to name but a few residential roads it is impacting on. Many houses have cars queuing outside them for many hours of the day whilst motorists wait for several changes of the lights before cars can proceed. We have no ring road, there was never a problem before and traffic flowed well. An accident is now more likely on Boots corner as I noticed many pedestrians are crossing the roads when they are not supposed to as they just assume nothing is coming through. The planters, fake grass and car shaped bicycle racks look cheap and tacky and they do not fit in with a regency town at all. Stop m swing with our town centre. I know you will say the town centre is busier now - that is down to the opening of Urban Outfitters and John Lewis not the ludicrous scheme.
369	18/11/2018	Harvest Street	I am objecting to the "trial" that is taking place in cheltenham town centre, specifically to the traffic management now in place on the high street. Although this is a trial, it seems as though not all considerations or suitable alternatives have been put into place to support it. The impact on to other routes has been huge, especially to St Georges St, Ambrose St and the A4019. There haven't been any changes to the traffic systems on any of these streets so on a daily basis the build up of traffic has been a huge increase. It has been listed that a benefit to the trial would be the reduction of pollution in the town centre, however the pollution caused by the constant stopping and starting of engines in residential areas seems pointless and has merely moved the problem. I can see what is trying to be done, however commuting traffic hasn't reduced, pollution has moved instead of decreasing and the travel time to get around Cheltenham has increased. You've spent millions of pounds putting this trial in place as well as supporting the John Lewis shopping centers opening and the continued improvements to the Brewery. The traffic demand to the town centre is only going to get bigger, and this trial doesn't facilitate this added demand. New visitors and shoppers in Cheltenham, will struggle with the unclear and messy trial, adding to the pollution and already congested side streets.
370	19/11/2018	Christ Church Road	I object wholeheartedly to the closure of Boots Corner to through traffic. It has caused gridlock in various places around town and just merely pushed the through traffic 100 yards to a different part of the High Street (by Barclays) I see no benefit to anyone (including pedestrians) Gloucester Road is now regularly backed up to St Georges Road. Honeybourne Way is backed up to Waitrose or St Georges Road. The road up to Matalan is back uped to St Gregory's Church, past the bowling green. St Lukes is also backed up. The whole thing is a mess that hasn't been properly modelled or thought out. It needs to be reversed asap.
371	19/11/2018	Broadway	Traffic Flow - Boots Corner Cheltenham. Penalty Charge Notice: - personal data removed I cannot make a representation against this penalty charge since I cannot deny that I inadvertently contravened the traffic regulations in place at the time of my offence. However, having paid the reduced penalty charge within fourteen days, I now discover that there is a great deal of opposition against this new traffic flow and the penalties being imposed, especially to first time offenders. I should like to add my name to the thousands who are protesting against this change and the charges that have been levied against numerous law abiding citizens who have inadvertently committed a first offence. Obviously I agree with the proposal that those who have already paid up for a first offence should receive a refund. I do not visit Cheltenham very often and feel that the signage regarding this significant change very inadequate. I also still have no idea how I was supposed to get from the car part above Regent Arcade back to the Winchcombe Road and thus to my home in Broadway. Please advise, just in case I risk another visit to Cheltenham.
372	19/11/2018	Bishop's Cleeve	The main route for traffic now that Boots corner is shut to general traffic, is past the Town Hall and then down Rodney road. There are no pedestrian crossing points at the high street end. Now John Lewis has opened, there are thousands more shoppers crossing at this junction. Somebody will get injured. It makes no sense to re-route traffic this way, when you a purpose built double laned section of road at Boots corner with a proper crossing. Confusion over right of way with cyclists coming down Winchcombe street does not help either. Shoppers always look out for cars coming from Rodney road, but not for bicycles coming down Winchcombe Street.
373	19/11/2018		I would like to bring to the attention of the traffic planners the effects that the closure of Boots Corner has had on disabled people living to the north of the town, who wish to visit the High Street. Prior to the closure I used to be able to park on Pittville Street and simply cross the road to go into Marks and Spencer, WH Smith's or Boots. These disabled spaces were extremely popular because of their proximity to the High Street stores. There are now no parking spaces near to the High Street, available to people coming from the North side of the town, as those on Winchcombe Street are inaccessible, due to the direction of the traffic flow. The newly provided spaces at the far end of Regent Street are too far from the High Street for disabled badge holders to walk. As a result I, for example, have not been able to visit the High Street since the Boots Corner closure. The planners suggest that disabled people should use the motorised scooters provided under the mobility scheme. In order to do this one has to phone in advance to book a scooter, drive to a car park and wait for the scooter to be delivered to you. At the end of one's visit to town the whole lengthy procedure has to be gone through again. For people suffering from chronic pain and fatigue connected to their disability this is a daunting

			<p>prospect especially if, like me, you wish simply to visit Marks and Spencer's food hall for fifteen minutes because this is all you can manage. Some people, like me, are not able to use a motorised scooter because of the nature of their condition. The alternative suggested to scooter hire is that disabled people use a bus to visit town as buses take wheelchairs. There are many disabled people who do not use a wheelchair but are not capable of standing at bus stops to wait for buses. While supportive of attempts to make the centre of Cheltenham a less traffic congested place to shop, I feel that disabled people, who are already disadvantaged, are being disproportionately affected. I would suggest that if the four or five disabled parking spaces on Pittville Street were reinstated, and the vehicles parking there were allowed to go through Boots Corner, then the numbers involved would not dramatically affect the success of the new traffic scheme. Permits could be given or sold to registered disabled people as they are, I presume, to taxis and other exempt private vehicles. Some form of badge could be displayed in the windscreen or on the front of the vehicle, which could be picked up by the cameras operating in the area. Alternatively a data base of car registration details of disabled drivers could be used to check cars caught going through the corner. Such a scheme could be trialled during the 18 month restriction of Boots Corner traffic. I hope that planners will look again at the question of disabled access to the High Street. Public bodies have been working in recent years to increase disabled access, so that disabled people are enabled to participate more fully in our society. It is a great shame that Cheltenham borough has, in this case, moved in the opposite direction.</p>
374	19/11/2018	Bishop's Cleeve	<p>To my knowledge, there have been no pedestrian:vehicle accidents at the Pelican crossing between Boots and Primark prior to the closure of the inner ring road. However, the closure of the inner ring at this point has meant that traffic now uses the following routes which I consider to be a major safety risk. Possibly the worst is the High Street by Lloyd's Bank. Here we have increased traffic from Rodney Road because of the closure. We have a pedestrian route past John Lewis, a shared route past Lloyd's and a pedestrian route past the northern entrance to the Regent Arcade. All of these are in an east/west direction with cars travelling westwards. Only a short observation of pedestrian behaviour shows many of them moving westwards from the eastern pedestrian zone (with their back to any vehicles) stepping into the road without looking. I believe that an accident will soon occur and it may be serious. As the area by John Lewis is has been a flagship improvement, it is crazy to have made matters worse here by closing the inner ring. The increased traffic by St Gregory's has already been raised as a concern by school staff. But the combination of pedestrian crossings and roundabout by "Kebab Corner" was already a concern and the increased traffic in this area has made this more of a concern. Perversely, there is now an increased risk of an accident by the crossing between Boots and Primark. What used to happen was that people used the Pelican crossing and waited until the lights were green before crossing. Now, a short observation will show that people seem to regard North Street as totally pedestrian, even though it's still used by buses and taxis. What tends to happen is that people walk straight across North Street without waiting for the green light and I understand that there have been altercations between taxi drivers and pedestrians because of this. It is reasonable to anticipate that a pedestrian will be hit by a bus or taxi because of this. One possible step would be to change the timing on the Pelican crossing so that it is predominantly green, which would reduce the incentive to walk across on red, though this may not be that effective.</p>

375	20/11/2018	Teddington	I would like to formally complain about the boots corner closure. It causes nothing but problems for getting into Cheltenham by car - the whole idea of a ring road is creat a way of getting around a pedestrian zone. instead you have closed a ring and offer no suitable alternative. as someone who used to drive in to purchase goods from cheltenham i am being forced to purchase more goods online (without being able to see and touch them) or going to the outside of town venues, which are easy to get to and park but lack the options of being in town. I note of late official comments from like very few formal representations have been made, this is playing politics and hiding behind the truth its a poor scheme, further more this questionnaire itself is designed to be specific and not allowing for general feedback - again i think this is technical and dodging the facts. Please reverse this scheme and allow me to come back to the town centre to spend my money,
376	No Date	Overton Road	I am writing in support of the current restrictions on the use of the Clarence Street/North Street corridor by any motorised vehicles other than those engaged in public transport or (during permitted hours) commercial deliveries. Since the restrictions were put in place the area has benefitted enormously: the air is cleaner, the environment is quieter and pedestrians, who after all are the prime users, are able to move around without almost all of the hindrances that they previously encountered. In common with many others I was slightly sceptical about public transport vehicles continuing to use the route before the beginning of the current trial but most of the time it's as if they didn't exist and they wouldn't be any problem if the current crossing arrangements were replaced by a 'zebra' crossing as most other cities/towns use. I would like to see such crossings also installed at the High Street ends of Rodney Road and Winchcombe Street and the Promenade and Pittville Street; and on the west side of the Promenade across Imperial Circus and Crescent Terrance although I appreciate that the need for these might be reduced if it were possible to design more efficient routes for public transport vehicles when the current trial is completed. The idea that private vehicles should have priority over pedestrians in a town centre is outdated and Cheltenham needs to demonstrate that it leads rather than follows.
377	19/11/2018	Folly Lane	I object to the closure of Boots corner for the following reasons: It has been poorly thought out and as a result traffic has been forced down smaller residential streets. The quality of air in these residential streets is extremely poor. It has also been poorly thought out as no measures have been put in place for alternative routes. As a pedestrian with young children who lives in St Pauls (on Folly Lane) the much increased traffic on St Pauls Road and Folly Lane means there is no place where I can safely cross and there are no pedestrian crossings. I regularly see traffic mounting the kerb to get past oncoming traffic. St Pauls Road needs to either be one-way or no parking is allowed to allow traffic to pass freely without endangering pedestrians.
378	20/11/2018	Warden Hill	I am supporting the closure of Clarence St. North (aka 'Boots Corner'). The signage could be more clear (no entry signs?) but the closure has been on for long enough that "confused" drivers are not "confused" and are either intentionally ignoring signs or choosing not to listen to the closure.
379	20/11/2018	Welland Lodge Road	At a time when High Streets up and down the county are suffering, Cheltenham is bucking the trend with household names choosing to set up shop. I have no doubt that this, in part, is down to the brave decision to close the local roads to all but public traffic. Pedestrians and cars do not mix well, and if we are to truly integrate both ends of the High Street then this scheme must not be abandoned due to the loud voices of a few individuals whose journeys are slightly extended.
380	20/11/2018	Birdlip Road	Reference Boots Corner: With regard to the above I would like to support the closure of boots corner. In my opinion this makes visiting Cheltenham as a pedestrian safer and more pleasant. In all likelihood also more healthy as there is less pollution. It is also fair to say that this has caused traffic chaos not only around Boots corner but for all the inner roads of Cheltenham as people seek alternate routes and this I believe is the problem. Why a new road scheme would be put in place without an official alternate route is beyond me, we now have an inner ring that isn't a ring. If you want Cheltenham to be prosperous in the future then the council needs to start thinking of the future now, not about next year or the following 4 but 10, 15 and 20yrs from now when housing developments are complete and there will be at least 50% more cars on the road, what are the projections! To fix the increasing problem radical proposals are required not fudging the current road network with ring roads that are not joined up or road closures and no official alternate routes. Points to consider may be: 1. Cheltenham needs a ring road, it can take 30mins to get across Cheltenham, I feel sorry for people just trying to get to there retail parks or to the motorway from the 'wrong' side of Cheltenham 2. Compulsory purchase properties that allow joining of the inner / outer ring road 3. Swindon village needs a bypass to move traffic north and south of Cheltenham (no I don't live in Swindon village) 4. M5 Junction 10 needs to be north and south exit and entry 5. Gallagher Retail park needs expansion to support business growth in the region, not just retail (I believe this was a plan that was shelved much to the chagrin of local businesses who need to expand or leave the area to find suitable offices) and of course this needs transport links per point 4 6. Encourage the use of bikes, we've had numerous adjustments to the inner ring recently but not one road had a bike lane introduced, which is frankly shameful It took me two minutes to think up a few things, yes some would be difficult to implement but this is why you're in government, to be leaders, to make difficult decisions for Cheltenham but I'm afraid right now all we see is political point scoring and opportunists creating divisions for their own ends. If you carry on this way you will drive more shoppers and businesses away from Cheltenham.
381	20/11/2018	Bishop's Cleeve	I have objections in regards to the closure of 'Boots Corner' which has forced a lot more traffic onto a road system that cannot cope. One small example of this is St Georges street and the lower high street roundabout area. This can be gridlocked during rush hour.
382	20/11/2018	Wellesley Road	Since the closure of these roads, the traffic in St Paul's, where I live, has increased to the extent that it is almost impossible to cross the road safely.
383	21/11/2018	Mill Lane	I wish to object to the closure of ALL streets leading to Boots Corner Also the I object to the nasty cheap looking street furniture that has appeared in Clarence Street and elsewhere. The streets aforementioned should be reopened and also parking restrictions should be reviewed - businesses are obviously suffering. I also believe that a two way system should be looked at to lessen the race track effect of the town. Drivers do not have to drive fast through towns!

384	21/11/2018	Burton Street	The traffic which is being diverted due to the new restrictions on boots corner. I live on Burton Street and there has been a noticeable increase in the amount of traffic using our road as a cut through. The speed people are driving down Burton Street is dangerous as it is very narrow and lined with street parking on both sides. The road used to have minimal traffic during the night but there is now regular traffic. The side streets of Cheltenham are not wide enough to cope with this influx of traffic.
385	21/11/2018	St Pauls Parade	<p>From my point of view, the implementation of the Cheltenham Traffic Plan, including the recent trial closure of Boots Corner has had the effect of worsening the traffic conditions for ALL road users (including cyclists and pedestrians) in and around the town centre. By unnecessarily closing an A road via Boots Corner, traffic has significantly increased on all surrounding roads including many residential streets, creating congestion and long tailbacks at peak times which has almost certainly increased danger and pollution levels for other road users and pedestrians. For example, at peak times, crossing St Pauls Road has been made more difficult for pedestrians and vehicles often mount the pavement to pass one-another which endangers pedestrians. In some places the pavement is also very narrow which again puts traffic too close to pedestrians. One of the most depressing results of the Cheltenham Traffic Plan implementation is that cycling infrastructure has actually been made worse. The layout of the High Street past the Brewery development literally puts cyclists on a collision course with buses and taxis. This design is beyond stupid and yet all parties involved allowed this road layout to be constructed. Cyclists used to have a much needed, dedicated traffic light at the junction of Trafalgar Street, Rodney Road, Oiriel Road/Imperial Square. Removing these lights has given priority to motorised traffic and has now made this cycle route far more unattractive, difficult and dangerous for cyclists. This is another unnecessary and backwards step. As someone who cycles to work daily, I used to travel home via St James's Square and the Ambrose Street Junction. Due to the huge increase of traffic on these roads following the Boots Corner closure I now have to take a longer, alternative route. This is an example of an indirect prioritisation of vehicular traffic over cyclists caused by the closure of Boots Corner. One other negative example of cycling infrastructure is on Winchcombe Street going South from the inner ring road. Apparently this is supposed to be a cycle route. Painting a few white symbols on the road does not count as suitable infrastructure and once again due to increased traffic coming North from Rodney Road as a result of the closure of Boots Corner this route is now even more dangerous for cyclists. The Cheltenham Traffic Plan was supposed to encourage sustainable travel in around the town centre. This has not happened and the reality is that motorised traffic has been given priority in some places at the expense of cyclists and even pedestrians. For example, the crossing at the junction of Imperial Square and The Promenade is now less attractive for pedestrians. With the removal of the traffic island, complete priority has been given over to motorised traffic and from my personal point of view this crossing now feels worse than before. Increased traffic along Rodney Road onto the High Street also now makes crossing at this junction more dangerous for pedestrians. Pedestrians still need to look out for traffic at Boots Corner so in reality nothing has changed here. It only takes one vehicle to run someone over. The reality is that the Boots Corner trial closure is nothing more than an unnecessary vanity project. The places where road closures would truly make a positive difference to people are in the residential areas immediately surrounding the town centre and currently bearing the brunt of the increased volumes of traffic displaced by the Boots Corner closure. As a resident of St Paul's, one measure that could be easily implemented at little financial cost would be to close St Paul's Road to through traffic by placing a traffic barrier island between St Pauls Road North and Brunswick Street. This would still allow traffic to access St Pauls from multiple directions but would eliminate unwanted through traffic from using St Pauls Road an alternative to the ring road. This would also make St Pauls Road (which is almost entirely residential) a much more attractive and safer route for both cyclists and pedestrians.</p>
386	22/11/2018	Rodney Road	<p>I live in Rodney Rd Cheltenham. Since the closure of 'Boots Corner' to general traffic, residents have been subject to increased traffic and pollution especially during peak hours and at weekends. Some of it is heavy traffic, lorries etc and the road surface is becoming increasingly poor. This has increased since the opening of John Lewis and the car park behind it. There is a stream of traffic especially on Saturday driving up Rodney Rd, crossing the High Street and into Winchcombe Street. So the town has now been 'cut in half' as councillors put it by moving traffic from crossing Boots Corner to further up the High Street, and the resulting pollution. The area in front of John Lewis is spoilt by traffic crossing at this point and I am sure that if you polled the residents they would rather have this area pedestrianised and made into a piazza for residents to enjoy and to attract visitors, than Boots Corner. Nobody is objecting to you trying to improve the town centre and reduce pollution but, now you can see the impact that this has caused in other more residential areas [Kings Square area is particularly bad too and the road surface is breaking up], I would ask you to re-open Boots corner before the Christmas rush and re- examine your plans for the town centre. You have to consider the health and welfare of the residents and council tax payers in the residential streets where the traffic has diverted. I should be most grateful if you would seriously consider my points Sincerely personal data removed</p>
387	23/11/2018	Pittville lawn	Traffic build up , high levels of air pollution..... speed of traffic once free from build up . Difficulty I getting across towm

388	24/11/2018	Western Road	Since pedestrianising the high street etc, the traffic near my house, located near Waitrose, has become unbearable. The road stretching from DW Sports to Waitrose is constantly congested, and on more than one occasion it's stretched back up beyond the roundabout outside Waitrose. Having lived in the neighbourhood for coming up to 4 years and been a resident of Cheltenham for years before that, I can categorically say that this was not an issue until the road was closed. I'm all for the initiative behind of cleaner air etc, but just closing the centre and not making any changes to existing infrastructure is nonsensical and is really making traffic unbearable for residents. Why we couldn't have a scheme such as in Oxford (a well funded and well working park and ride that surpasses what Cheltenham does) is beyond me- convince motorists to ditch their car outside of town rather than punish residents for commuters who bring their cars in. Pleas, reconsider this scheme.
389	24/11/2018	Cleeve Hill	Re open boots corner please. I OBJECT to the closure. The routes into and out of town, particularly towards Prestbury and Winchcombe, are so congested with the closure that it's taking far too long to get into and out of town. Alternative routes are congested with the tail backs and confusion...it's chaos. It was an ill thought out scheme...no forward planning went into even painting yellow boxes to help with flow.....who was the idiot who rubber stamped this, can he drive? I not only request that Boots corner is open, I request that the person who took the final decision is sacked. I am doing more online shopping to avoid this which means the shops and traders in town are missing out. Fact.
390	25/11/2018	Grove Street	Gloucestershire County Council have a contract with a traffic management company called Apcoa, this profit driven private sector company from Uxbridge are running the show, calling the shots and are the organ grinder in Gloucestershire where parking and bus lane enforcement is concerned. The contract is top secret and shrouded in mystery and awarded without any public consultation, Gloucestershire County Council have done what's best for them and not the public. If Gloucestershire County Council own the equipment for bus lane enforcement then that equipment is in public ownership and I do not give Apcoa permission to use publicly owned equipment as a means to rob the community for their profit, it's all about money and not what's right for the public what might save busses A, B, C, 41 & 42 30 seconds in Clarence Streets courses them several minutes grid locked in the lower High Street. This has a knock on effect to adjoining streets and often my street, Grove Street, is gridlocked end to end and I cannot even get off my drive in the morning and cannot get home in the evening, this causes pollution and frustration for the people living there. The first thing the County Council should do is end the contract with Apcoa as this company have no customer service standards as they have no customers only victims they're a digital Dick Turpin only interested in making money and the County Council seem OK with that provided they get their cut. The council say that all revenue is put back into parking and traffic schemes but they won't reveal the financial arrangements between them and Apcoa, Apcoa are not concerned about the living standards of the people of Gloucestershire only their income.
391	25/11/2018		Scrap the entire miserable, poorly thought out and incredibly short-sighted 'trial'. It is causing chaos on the surrounding roads, confusion to visitors and putting people off coming into the town.
392	28/11/2018	Gretton Road	The stopping of traffic along Clarence street (and Parade) leading to Boots Corner is as misguided, ludicrous and unintelligent a plan as I've seen in Cheltenham. This action offers no benefits to pedestrians, and only brings confusion, danger and frayed tempers to motorists. It turns those who effected the plan into a laughing stock (only it's not funny) and makes those of us with experience of planning, risk management and project management look on with incredulity.
393	28/11/2018	Lansdown Road	The restriction via Boots corner is a good idea for pedestrians and in principle a good idea. However, drivers are given no alternative route!! It is absolutely ridiculous!
394	29/11/2018		NO DETAILS SHOWING
395	29/11/2018	School Lane	When approaching from the South West there is NO practical way of getting across Cheltenham. E.g. dropping people off at the Royal Well Bus Terminus or approaching from Cheltenham Spa Railway Station you are trapped at the intersection of Royal Well Rd and Crescent Terrace. If you turned left you end up in a Cul de sac. Turning right takes you for a tour of the CBD Promenade; A46; Rodney Road; High Street (No pedestrian crossing/light); Winchcombe street (Where you hit a no entry one way against you); now Right into Albion; Left into Gloucester Place and then left again to get into A46 (Fairview) cross Winchcombe St to get to Turn right into Portland Street. Now, at last, you are able to escape to the NORTH! Having travelled all around the CBD and mixing it with pedestrians along the High Street and waited at numerous additional traffic lights there is no benefit for air quality, safety, encouraging cyclists and pedestrians etc. This is a foolish road closure, it may have worked if there was an efficient one way system to get vehicles around the CBD (Almost like what we had already!!!) Some of the key "benefits" of the CTP include: Encouraging people not to use their vehicles for unnecessary journeys, particularly short ones NOT RELEVANT TO THIS EXERCISE Contributing to health improvements by encouraging walking and cycling HOW AND WHY? Cycle lanes may have helped, but there is not enough space. Reducing pollution NOT AT ALL - Vehicles spend more time driving and idling/waiting now AND vehicles are travelling right through the CBD now. Removing through-traffic from the town centre WRONG AGAIN - congestion and chaotic routes are forcing traffic right into town centre Allowing the free movement of buses and other public service vehicles NO DIFFERENCE - I've driven and walked around the area before and after the closure and the buses are parked up there waiting for passengers. If there is a marginal advantage it is not worth the chaos caused now.

396 (400 on General)	16/11/2018	Fairview Close	Boots Corner As a resident of Cheltenham all my life, I fully back Alex Chalk's comment that the scheme is 'a solution to a problem that does not exist' The impact of the trail is extensively negative to local business and a subject greatly discussed at all local business networking groups. Why are the council not listening? Do you want trade in the town to die? The comments noted today on Gloucestershire live sums up the lack of planning considered before implementing the scheme : 'The council said alternative routes had not been provided as without understanding each individual start point and destination, it was difficult to advise precisely on what route to take.' I should also note the total lack of signage at commencement and remaining questionable direction for traffic was and remains a total oversight and shambolic approach by those implementing the scheme. An open public event should be hosted by the council allowing the community of Cheltenham to have say in this matter given the grossly impacting manner that has resulted from the trial.
397	01/12/2018	Lansdown Walk	Boots corner closure is a complete disaster with longer journey times and many other roads clogged up which never happened before. Poorly thought through.
398	01/12/2018	Hempsted Lane	I fully support the "closure" of boots corner. No longer do we pedestrians have to stand there, just feet away from heavy, often speeding traffic. The two parts of the Cheltenham high street now feel joined together.
399	01/12/2018	Marden, Herefordshire,	PCN personal data removed From the above, it appears that bus drivers are not using the dedicated lane, and thereby, allowing private vehicles to make errors in lane selection. I will pay for the penalty within 14 days but am considering making a further complaint on behalf of all other drivers,(as depicted), as one classified, for your consideration, under "Rip off Britain". Good luck with your experiment, but do have a word with the bus operators,(or are they part of the "Rip Off). We will see!. Needless to say, I will not be visiting Cheltenham, before 2020 when this experiment ends.
400	02/12/2018	Linden Avenue	I am objecting to what appears to be called the "Clarence Street and North Street Bus Gate" above and which would commonly be known as the closure of Boots Corner. The closure of this specific section of road to normal traffic has taken away a major south / north route across the town. This might not be important if sufficient alternative routes were available and clearly indicated to drivers. However, Cheltenham does not possess any adequate ring road system to take up the traffic that would otherwise use the Boots Corner route. Therefore , that traffic is now trying to find its way around a myriad of unsuitable roads. It is quite clear from the way in which the Cheltenham Borough Council (CBC) refused to indicate alternative routes that the council knows only too well that proper alternatives simply do not exist and that congestion will simply build up in areas that were previously relatively clear. Closely linked to the point above is the whole question of air pollution. One of the major reasons given for the closure of Boots Corner has been the need to reduce air pollution in the centre of Cheltenham. The inadequacy of the alternatives to using Boots Corner means that pollution from traffic has simply been shifted to a collection of roads near to the centre. The inadequacy of the alternatives to Boots Corner in fact means that congestion in other areas is actually much worse than at Boots Corner itself in the past and and is creating a far worse pollution problem for more people. In addition , Boots Corner has actually been left accessible to buses and taxis - the overwhelming majority of which - if not all of them - being diesel vehicles. Therefore , Boots Corner now has a monopoly of the worst type of vehicle pollution. It has also become very clear that the authorities do not possess rigorous statistics relating to air pollution for Boots Corner and other areas around the town. Therefore , it is simply not possible to produce meaningful comparative data for this important issue. In summary , not only is the issue of air pollution across the town not being taken seriously but it is not even currently capable of any proper monitoring. Another reason given for the closure of Boots Corner is the improvement of the environment for shoppers and , therefore , an increase in the economic prosperity of the town centre. The closure of Boots Corner may marginally enhance the environment for shoppers but will have no real meaningful impact on the prosperity of the town centre. The prosperity of the town centre linked to shopping is , as in just about every other town in the UK , in serious decline. This situation is driven primarily by the rise of on line shopping and is further aggravated by limited and expensive car parking , high business rates and out of town shopping centres. The closure of Boots Corner will have absolutely minimal impact against these systemic changes - especially the growth of on line shopping. In fact, the closure of Boots Corner could well deter an element of the population from going to the town centre if journeys are made more difficult. I appreciate that both local and central government are attempting to discourage use of cars and encourage walking and cycling. The closure of Boots Corner could be seen as supporting this policy. However , the inevitable loss of those people who will not give up their cars will certainly work against any hoped for economic benefit. CBC has claimed that so-called footfall in the town centre has increased very substantially since the closure of Boots Corner. However , almost immediately after the claim was made, an official from the county highways department explained that the claim was in effect nonsense , since it did not use any meaningful comparison. Such attempts at "spin" simply make the council appear foolish and erode the credibility of the council. Cheltenham town centre's position as an attractive shopping location is effectively seeing the last roll of the dice with the opening of the John Lewis & Partners store. Sadly , the odds are stacked comprehensively against this being a long term success in its own right and certainly in transforming the fortunes of the town. The closure of Boots Corner simply adds to the challenges of the centre as a shopping venue rather than helping it. Instead of behaving like King Canute and hoping to maintain a major shopping centre in the town , against the tide of on line shopping and other developments , the authorities should be planning a virtually shopping-free centre together with all that implies for the town. It is crucial that the authorities begin to think seriously about these long term developments and stop listening to the almost surreal , totally over optimistic predictions of groups such as the GFirst LEP and BID whose primary drivers are to produce glowing project ideas to attract government grants. In summary , the only reasons for putting forward the closure of Boots Corner are spurious and cannot even be validated or otherwise.

401	03/12/2018	Brockhampton,	The closure of Boots corner is an utter disaster. It causes massive inconvenience and concentrated traffic in unsuitable rat runs elsewhere in the town. The street furniture such as the treated softwood tree containers is cheap, ugly and out of keeping.
402	03/12/2018		Since the closure of boots corner to traffic expect buses there has been a noticeable increase in traffic around the surrounding roads of the city and has made navigating the city during rush hour impossible. There have been about 10/15 minute delays added to journeys when communicating. It will get worse now the new John Lewis is open and now its the start of the Christmas period.
403	03/12/2018	Japonica Drive	As someone who generally walks rather than drives through the town centre, I have found the reduction in traffic to be a significant benefit. It is far easier to cross at Boots corner. Th noise in that area is significantly reduced. The two 'halves' of the High Street are more joined up which, with the Brewery development and the Joh Lewis development now complete, is important for shoppers and other users of the town centre.
404	03/12/2018	Charlton Kings	The restrictions to vehicles of "Boots Corner" travelling through Clarence Street & North Street is having a serious negative impact on traffic build up in the surrounding area. The traffic that would have been flowing through Boots corner is now using other routes, which are not suitable for the volume of traffic. Specifically the vehicles that are using St Georges Street to access the Swindon Road are at peak times backed up all the way to St James Square. St Georges Street has parked vehicles on both sides and the traffic light sequence for Swindon road only allows approximately 6-8 cars at a time causing a queue of traffic that at peak times takes 20 minutes or more to travel a few hundred yards. Authorised vehicles are still using Clarence Street and North Street so traffic is still flowing through Boots corner, so the benefit to pedestrians is still minimal as they have to wait at the pedestrian lights to cross. Due to the lower volume of traffic through Boots corner, pedestrians are now gambling at the pedestrian lights and crossing whilst the lights are on green and it is just a matter of time before there is a serious accident between a vehicle and a pedestrian who will be ignoring the protocol of the pedestrian crossing. I can see no real benefit to either pedestrian or road user for the restrictions of traffic through Boots corner as vehicles are being delayed finding alternative routes that are not fit for the volume of traffic, leading to serious congestion and the resultant pollution from stationary vehicles and pedestrians still have to use the pedestrian crossing to cross the road and increasingly are gambling to cross regardless of the status of the lights. I urge the council to reconsider the decision for this pilot and revert back to the original situation.
405	03/12/2018	Wymans Lane	Getting out of the west side of Cheltenham is still a nightmare. You have turned a 10 minute journey into one twice as long. The pollution levels must be going through the roof.
406	03/12/2018	Coombe Glen Lane	I oppose the closure of Boots corner. The traffic is now bottlenecking through other parts of Cheltenham particularly St Lukes/ College Road and St Georges Street/Swindon Road. On Thursday 29 November after visiting the hospital, I found myself in traffic gridlock on College Road going East towards Hewlett Road. An ambulance was 'blue lighting' and trying to go the same way. Due to parked cars on either side of the road (particularly outside Sandford Park) cars were unable to pull over to allow the ambulance to pass and oncoming traffic turning left from London Road into College Road were unaware of the ambulance trying to pass. This could have been a life saving shout with time of paramount importance! The road was totally gridlocked and the ambulance despite being urgently needed by someone in need of help, had to wait it out until the lights changed and it could be on its way. Shame on you Cheltenham Borough Council! I hope non of your nearest and dearest are ever in need of an ambulance caught in gridlock caused by your arrogance!
407	03/12/2018		Closing boots corner has taken shopping in the centre out of reach. My partner is a blue badge holder and has limited walking mobility. We parked near to KFC so we could visit the center including regent's arcade (our vehicle is too tall for arcade carpark). We now go elsewhere to do our shopping.
408	03/12/2018		I lived in St Paul's for nearly 20 years. We loved it. Big and affordable houses, walking distance to town, a gorgeous park, close to the racecourse, safe running spaces and great neighbours. It has it all. The area is unfairly maligned by people and commentators who don't live there and have no connection with the area at all. Crime rates are inflated by lumping the area together with drug dealing in neighbouring areas. The closure of Boots Corner I felt was the first step in removing a them-and-us culture that presides over Cheltenham and frankly limits the economic development of parts of the town. The two parts of the High Street need uniting, and naysayers need to open their minds and hearts to a part of town I suspect few have visited. Except to consider stuffing their investment (cum pension) houses full to the brim with students. A bit more investment on their part in the area would benefit everyone including them (see p25 of The Times Dec 3 2016 Failing the Poorest hits the Middle Class too)
409	04/12/2018	Bristol	I have received Penalty Charge Notice personal data removed which I am very upset about. I was driving to Cheltenham Races that day and following my satnav. I did not as far as I know drive in a bus lane, I have never done so in my life before. The picture on the letter is not of my car. Please can you check your records, as traffic was very congested that day because it was race day. Please let me know your findings ? personal data removed

410	04/12/2018		I am strongly objecting to the restriction of driving in particular Pittville Street & Promenade. As a disabled driver you have severely restricted the amount of disabled parking & I am very angry that the disabled has been withdrawn in Pittville Street. I know you have introduced additional parking spaced elsewhere but I am not able to walk from the new spaces to where I wish to go. The whole point of having a blue badge is that you can park very near to where you need to go & by cutting off these roads you cannot do that therefore I feel that you are being prejudiced against disabled drivers by your actions. You as a council have also taken free parking away from disabled drivers in the Regent Arcade Car Park which is an even bigger blow. You are allowing taxis etc to still use Boots Corner so in my opinion there is no real difference as there is still traffic on the roads. Very very upset and angry as you are forcing disabled drivers further & further out of town as they cannot park anywhere near where they need to go. Please allow us to park again it is sometimes a vital visit to town.
411	04/12/2018		I am objecting to the road closures. As a blue badge holder I can no longer access the heart of the town by car. Asking people to use buses and taxis is pointless when they have used all their PIP money to buy a car on the Motability scheme. They can't afford taxis as well. Buses are useless unless you live right next to a bus stop (most people don't) and can physically access a bus. I also object to no proper alternative routes through and round the town. Small side streets are now clogged with traffic and it takes a lot longer to cross the town causing more pollution in the long run especially in residential areas. One rat run is now via the junction with the new John Lewis store. Pedestrians are confused about who has priority at this junction. Visibility is poor to the right as you approach this junction. It's an accident waiting to happen especially between youngsters illegally riding bikes on the pedestrian area and vehicles approaching the junction without reducing speed drastically.
412	04/12/2018	Charlton Kings	The prohibition of general traffic at 'Boots Corner' has been put into place without there being any practical alternative route. Swindon Road etc. are already heavily congested. The closure results in vehicles having to travel further and get stuck in traffic, thus increasing the pollution. Once that area of town was vibrant, now it is dead not helped by the artificial grass which just makes it look rather tacky. In view of the fact that the scheme is supposed to be for a trial period, why has so much money been spent putting in planters etc. Has the Council already made up its mind to keep the scheme regardless of the views of the people of Cheltenham?
413	04/12/2018	St Stephens Manor	I believe that the diversion of traffic away from Boots corner results in longer journey times, often considerably longer. This leads to considerable pollution of the residential streets through traffic is forced to use when going North from South Cheltenham The benefits are very limited (a few seconds for some pedestrians crossing Boots Corner). The costs are huge (as above). This is not in the interests of the people of Cheltenham or the surrounding areas.
414	04/12/2018	Clarence Square	The closure of 'boots corner' to general traffic has been incompetently implemented. It's as though no thought whatsoever has been put into where the traffic is going to funnel instead. The closure has caused mayhem on the lower high street, and standstill traffic in the little side streets people are having to use instead. Something as simple as re-sequencing the traffic lights at St George Street and A4019 junction could alleviate this problem. The traffic in Cheltenham has become so bad that many of my friends and family, who live outside of Cheltenham, don't bother even trying to come here to shop as it's too much hassle. Cheltenham isn't enough of a destination for people who usually drive to take public transport here. Even outside of rush hour times the roads are blocked with stop-start traffic. I am not opposed to the idea of stopping general traffic through boots corner, but the way it has been done is laughable. Just have a scroll through the comments on sites like facebook and Nextdoor.com which are full of simple and good ideas on how this should have been done to start with. Also who's bright idea was it to put that awful plastic astroturf on the fountain? The scheme should be scrapped, only until the time has been taken to identify or create alternative routes capable of taking that volume of traffic. Prohibiting parking on side streets is not the answer, as there is already a shortage of parking in Cheltenham.
415	05/12/2018	Brimscombe	I am objecting to the "Boots Corner Trial " Phase 4- Restricts/prohibits driving (private car) through/parking on Clarence Street, Clarence Parade, North Street, Pittville Street, High Street, Promenade, Imperial Circus; these restrictions mean that Disabled Drivers can not access these areas at all-will/have incurred penalties when trying to get to shops and facilities, such as Banks (HSBC) in these restricted areas. These new traffic restricts have caused considerable distress and expense to Disabled Drivers, who are not able to walk or cycle to these areas-Cheltenham Town Centre has become or will become a no go area for some of the most vulnerable section of the population if these restrictions are fully adopted or extended. Disabled Drivers must be included as part of the "Traffic"/Vehicles that are permitted to drive and Park with in these areas; to exclude them is to discriminate against them.
416	05/12/2018	Harvest Street	I cannot understand why there is a closure to cars on Boots Corner without any obvious consideration given to other parts of town, or alternative means of transportation. With the closure, travelling from south to north of the town is almost impossible. Point 1: pollution levels have just been moved to other parts of town: Gloucester Road & St Georges Street are the only two options to get from south to north & traffic lights have not been altered to deal with more traffic. Congestion is a nightmare & cannot be healthy in terms of pollution. Apparently, this is an issue you were trying to solve. Point 2: Boots corner has not been pedestrianised. Vehicles are still coming down past Boots corner so it's hardly pedestrian friendly. Point 3: the town now exists with a north/south divide: All in all, this trial has caused far, far more problems that it has claimed to solve & my fear is that you have cut the town in half. Those in the north will not want to travel to the south & vice versa. I am a resident in Prestbury & work on St Georges Road, so commuting to work is a challenge now thanks to this scheme. I am a father to a toddler & would not dream of trying to get around the town (for example, visiting the Lido) on public transport as a parent- it's neither accessible nor frequent enough for us. In conclusion; Unless you are going to do some major improvements to other roads, public transport or something else, then this trial must not continue.
417	05/12/2018	Freeland Place	I have received Penalty Charge Notice personal data removed which I am very upset about. I was driving to Cheltenham Races that day and following my satnav. I did not as far as I know drive in a bus lane, I have never done so in my life before. The picture on the letter is not of my car. Please can you check your records, as traffic was very congested that day because it was race day. Please let me know your findings ? personal data removed
418	06/12/2018	Swindon Road	I live near the centre of Cheltenham and see the congestion and smell the pollution that is now being caused on a regular basis being caused by the Boots corner closure. I feel Boots corner should be reopened to general traffic as soon as possible as this will be having a major impact on local residents health including my own. Also it took 30 minutes just to get from Tesco in Collets Drive to my house personal data removed on the Saturday after black Friday.
419	06/12/2018	Old Bath Road	The proposed, semi-implemented scheme does not address one of the original problems experienced by both motorists and pedestrians, i.e. the existence of TWO LANES of permitted traffic from the Royal Well Road/Clarence St. traffic-lights as far as the North Place/Albion St. junction. this continues to cause competition and confusion for permitted and some non-permitted drivers and a confusion of expectation from pedestrians. If the left-hand lane had been made BUSES ONLY throughout this section and the pedestrian crossing reduce to one-vehicle width, most causes of dissatisfaction would have been addressed, even removed.
420	06/12/2018	Priors rd	This has created major delays through the town, it brings no benefit in terms of pollution, just moves it. Pollution levels at Boots Corner have not even been measured!
421	06/12/2018	Montpellier Terrace	The Boots Corner plan together with the desire of the local authorities to reduce traffic levels to the rear of the Municipal Offices (which we understand they want to sell) has resulted in a vastly increased level of traffic along Montpellier Terrace This road is completely unsuitable for such volumes of, particularly commercial, vehicles. Heavy commercial vehicles are causing significant vibration through many of the listed properties on Montpellier Terrace. On time this will result in damage to properties

422	07/12/2018	Marsh Lane	<p>Boots Corner Closure' to through 'unauthorised' vehicles - I am in support of the closure with the following suggestions and amendments: If it is to remain a shared space, which I support, the speed limit for authorised vehicles should be reduced to 20 mph. In general in works as it is, with the odd exception, but it was noticeable that during the main November race meeting taxis were speeding through and being more aggressive to crossing pedestrians, with the danger of a collision significantly increased. The taxis were clearly driving faster to increase the number of fare paying trips available to them in the window of race goers needed before and after the meeting. Motorcycles - low cc bikes do not have a reg plate on the front so are evading detection, and they know it. The delivery drivers are the worst offenders. I have also seen them use Church Street, by Cheltenham House,, to avoid the bus gate area, turn left on Lower High Street and then up Bennington Street. The timing of traffic lightht on the inner ring road needs to be re analysed. Notably, Gloucester Road turning right onto the Lower High Street at the junction of Tewkesbury Road. Only about 6-8 cars can get through each time leading to back ups along Gloucester Road way past the entrance to Tesco The traffic along Swindon Road and St Paul's Road has increased dramatically from much earlier in the morning to much later in the evening. Local residents need support and ideas to manage this or you will find significant opposition to the trial. I cannot understand why there is not a P&R to the west along the Tewkesbury Road, particularly as there is significant industrial and retail development. Maybe this will be part of Phase 5 or the JCS but it has not been communicated as such. Similar conubations that have closed the town centre, such as Winchester and Bath, have significantly more P&R provision than Cheltenham. It is plentiful and cheaper (Winchester is £3 for a car full of people). Minimallythere should be a P&R at the four main compass point approaches to the town. Finally, the night time economy - independent restaurants in particular - would likely be appeased and supprted if there was more provision for free parking in the wider town centre area after 6pm</p>
423	08/12/2018	Moorend Park Road	<p>I fully support the closure of Boots Corner to through traffic - it provides scope for an attractive space to be created in the heart of the town. I hope that this can achieved with a simple paving scheme using high quality materials, well-installed, without too much in the way of street furniture or structures. In a town without a full ring road, it's natural that traffic will filter around the centre using various routes in the highway network and I would expect motorists to adapt to the new conditions. The improvements in the central area outweigh any disadvantages in extra traffic movements in the surrounding roads, in my view. Crescent Place has become one way, southwards only. I found this inconvenient when cycling towards the library area in Clarence St. from the south and I wonder if there could be two way traffic for cyclists? Indeed, could two way cycling be considered in all the town centre one way streets? Montpellier St south is a case in point, as well as Suffolk Parade, southern section.</p>
424	09/12/2018		<p>I have just been presented with a PCN for driving in Clarence street on Nov 23rd when there were no signs telling me of any restrictions and I was looking for a disabled bay, the ones that used to be in Pittville street and now replaced with Taxi spaces. Allegedly the Clarence street Bus only road is an experimental order but clearly that doesn't prevent the County Council from penalizing unsuspecting motorists. Apart from the above, I believe you are forcing people looking for disabled spaces to have to drive into and up Rodney Road to a seemingly narrow exit at the top to follow the road round past pedestrians who think it their god given right to wander aimlessly across the road to find there is probably not a disabled bay available. Coupled with this who have generally screwed up the adequate flow of traffic in the town center. If you are trying to kill Cheltenham, please keep going and the need for out if town shopping which is currently suffering will see a resurgence. Word to the wise, if it ain't broke don't fix it</p>
425	10/12/2018	Golden Miller Road	<p>The new scheme is proving to be very successful and the transition from how it was before has exceeded all expectations. Traffic has adapted to the new route up St Georges Road, through the new section of road between Waitrose and Tesco, turn left from there along Gloucester Road and from there up to Swindon Road to join the main road there and onwards up through the town. Alternatively it is proceeding through St Georges Place, St James Square, Ambrose Street and St Georges Street to Swindon Road. Now that these routes have been established the necessary changes can be made to the road alignments, traffic lights, etc, to fine tune the new scheme and make it permanent I would suggest however that there is no need for the pedestrianisation of Clarence Street and Boots Corner to continue after 6pm each day because the streets in the centre are empty from this time onwards and traffic could be allowed through from 6pm until 6am the following day</p>

426	10/12/2018	Cleevelands Avenue	<p>Oppose whole scheme. Agree with all opposing comments in media and on Facebook groups. Feel objective of scheme is not being met and failing to improve quality of life in the town or increase economic prosperity. Actively doing the opposite of what the policy says is the objective. 1. Concerned about increased pollution levels all around town now due to increased traffic, particularly in residential areas where residents now have this every day. Boots corner was not a problem before and more consideration should be given to residents living with poor air quality. 2.Lets see data on air quality for areas that were already bad before this scheme that will undoubtedly be worse now. 3.Real safety issue that some buses do not stop now by Boots even when pedestrians have priority at crossing and on stop. I would have got knocked over if not paying attention. 4. Very dangerous with so many in road at night by Revolution, some one will get knocked over or killed. And a poor taxi driver will be held responsible even though they negotiate this area so cautiously. It was bad before, but looks like people think area is pedestrianised. 5.Concerned about increased congestion all over town now. Doubling even tripling time taken for routine trips. 6.Worried that ambulances often unable to get to A&E and impact for all emergency services held up and delayed by increased traffic all over town. 7.Gridlocked, constantly traffic queues in residential areas now around the town 8.Complete waste of money 9. Boots corner looks awful 10. Awful and surely discriminatory that access is more difficult for Blue Badge Holder's, especially those with setups mobility issues 11.Embarrassed by council saying how money collected from fines, it's shameful 12.We are pushing local people and visitors away. A business colleague said he'll never come to Cheltenham again. Due to closure, lack ok parking and expensive parking 13.Of course there will be a drop in number of vehicles as reported, they've been banned! 14. And of course footfall is up, we had Literature Festival, half term, racing and run up to Xmas, and people have to walk to access anywhere appointments etc too, as cars not allowed 15.Badly planned by side off Boots with new bike rack etc, if a bus at bus stop, no room for another bus to get by! 16.please listen to local businesses. I worry this scheme and parking costs and meters everywhere are killing our town when it is already struggling.</p>
427	10/12/2018	Belmont Road	<p>This is regarding the closure of Boots corner, I wish to point out the dangers that have arisen since the closure, and hope you will give these serious consideration before someone is killed. Since the closure, two roads in particular has seen horrendous traffic jams, and people are struggling to find their way around Cheltenham. Road 1. the road coming past the Royal Mail sorting office, up past Matalan is very congested,and causing stress to drivers. As a result cars are being forced up through St Pauls, causing danger to children and people, not to mention the fumes from cars, endangering their health. Road 2. is College Road which has increased Traffic trying to get to either London Road, or Hales Road. I have been on the bus to and from Leckhampton very many times, and due to traffic jams coming into town the buses are always late especially in the afternoons, because of the high volume of standing traffic going down past the side of the hospital. Road 3. Rodney Road, has seen much increased traffic, which then comes up the bottom of Winchcombe Street from Town area. This has become the most serious and dangerous of the roads, as all you have done is reduce traffic on Boots Corner, and increased the traffic a few hundred yards up the road to Winchcombe Street. Dangerous for the following reasons. 1. Just this morning one of the big articulated lorries from the ports came up and almost hit the scaffolding of Lloyds Bank. 2. At the next junction, traffic are supposed to turn up past the back of John Lewis Store, but on several occasions cars have come straight over, going the wrong way up a one way Street. Also cars coming from Winchcombe Street to the same junction passed where the Odeon was, are coming straight over coming into the lower part of Winchcombe Street, which is a one way street in the opposite direction. I have twice narrowly avoided being knocked over on these sections of roads, I have on many occasions stopped the cars and pointed out they have come the wrong way down a one way street, they are oblivious, and often aggressive in their behaviour. It is a fact that sooner or later someone is going to get killed in Winchcombe Street, and I have to ask is the closure of Boots Corner worth peoples lives and well being ??? personal data removed. Finally if that is not enough the local shops and restaurants around the Boots one Way System are struggling, so Please Please give serious consideration to opening Boots Corner before someone dies. Thank you for reading this. personal data removed</p>
428	10/12/2018	Mead Road	<p>The prohibition of driving through Boots Corner, has created great inconvenience for those visiting or residing in Cheltenham. For example accessing the John Lewis car park is very awkward and this is not helped by the two way traffic and bus lane just outside it. Accessing other nearby car parks is more difficult, as is getting to the inner and outer ring roads in general. Traffic is driven out into unsuitable and narrow roads nearby and has a damaging and polluting effects in residential roads in various parts of the town. There also seems to be more congestion especially at rush hour in roads further from Boots Corner, as traffic is displaced from its natural route. As buses, taxis and other exempt vehicle still use Boots Corner, there is little opportunity to properly link the Upper and Lower High Streets and pedestrianise the space, which seems to make the whole process pointless. The old system was not broken so why try to fix it.</p>

429	11/12/2018		This is the question I put to the Council before their mtg on 10 December 2018 in Council Chamber at Cheltenham.: 1. Assuming that the Council finally accepts that this ill-advised scheme has not worked, would they agree with me that many issues could be resolved, including pedestrian safety, if: a. There were 'proper' traffic lights, as at the top of Montpellier, and not the flashing orange variety and, b. that a bus lane remains on the left alongside Superdry etc, enforced by a camera 24 hrs a day. This would mean a single line of traffic on the right hand side (after removal of the seats and bike racks etc), and combined with better traffic lights, would ensure that pedestrians, businesses, locals and tourists, can get back to some normality in Cheltenham. My view is that safety of shoppers is at risk at the John Lewis junction. The Council must stop ignoring us and our Cheltenham MP Alex Chalk, and reinstate Boots Corner for all vehicles, in some form, immediately. We can not take 12 more months of this idiotic scheme.
430	12/12/2018	Merestones Drive	I fully support the Boots Corner changes and road closures and as a regular pedestrian in the area feel it has made a significant improvement already. However, I do not feel the full benefit of the scheme is being seen because of three reasons. Firstly, the changes are clearly temporary for road users and this has resulted in a very confusing road layout and signage. Even as a regular car driver it is not easy to navigate which roads you can use and which are restricted. Secondly there are too many exempt vehicles using Boots Corner particularly during busy daytime hours. I feel more effort is needed to dramatically reduce their impact e.g. by removing exemptions or making the area a mixed space as used in many places on the continent where it is clear vehicles do not have precedence over pedestrians. Thirdly, vehicles have a perfect right to get from one side of the High Street to the other and I believe more should be done to provide reasonable options and provide directions on how to do use them (i.e. much better than is done for the inner and outer ring road).
431	12/12/2018	Alexandra St	I support the closure of boots corner. However I think that the alternative routes (e.g. St James Square) need to be improved. The road condition is very poor. Also adjusting the traffic light timings at St George's Street and Swindon Road could help improve traffic flow, as many more cars now take this route as an alternative.
432	12/12/2018	Woodmancote	Reference the road closure to cars and motorbikes in place at the junction of Clarence Parade and Clarence Street. I object to the continued closure, mostly because of the inability of Cheltenham's road network to accommodate traffic seeking alternative routes. This is the main route through the town from south to north, cutting it off leaves road users weaving through smaller streets and along other main shopping streets as a result. The pedestrian 'improvements' are monstrous - fake grass and benches alongside a main bus, taxi and loading route. It looks cheap and nasty and does not provide a pleasant environment on any level. One alternative route when leaving Clarence Street wanting to go north is to turn right into Crescent Place, across Royal Well Road and then right onto the Promenade - the most prestigious and attractive shopping road within the town. Buses, cars and taxis now queue along it, with pedestrians crossing and walking in the road. I turn left onto Imperial Square, and left again onto Rodney Road. Awkward right turn tiny filter lane to cross Regent Street, and then up toward the junction with High Street. This is one way, with parked cars on all sides, a children's nursery and residential homes. At the end of the Rodney Road is the new John Lewis - huge window display all lit up which nicely distracts the driver, coupled with pedestrians trying to cross Rodney Road from High Street. There is NO pedestrian crossing here (unlike at Boots Corner) and some pedestrians are unaware that there will be traffic here because the delineation between road and pavement is unclear. Very dangerous. The pedestrian footfall here is considerable now that this end of the high street has become more of a focus for shoppers due to JL. To have traffic displaced this way to my mind is irresponsible. I then follow the road round to the left onto High Street and then right. As I do this, there is a cycle route shown in THE MIDDLE OF THE ROAD, COMING TOWARD ME IN THE OPPOSITE DIRECTION. So as I swing left and then right into Winchcombe Street I may well encounter a cyclist in the middle of the road, well within their rights to be there according to the signage. Tell me you are joking. There are also pedestrians trying to cross the bottom of Winchcombe Street to High Street as I swing left. Again - no pedestrian crossing. So what you have achieved is to displace traffic from one shopping area to another, where there is a total disregard for pedestrian, vehicular or cyclist safety and high footfall given John Lewis, all to lower traffic movement through the other part of the high street where there is a set of pedestrian lights and clearer separation between road users and pedestrians. From there I must turn R into Albion Street, and then either loop back via Gloucester Place to join the A46, queuing all the way to turn R onto Portland Street and back to where I would have been if I'd gone straight through Boots Corner (North Place). This is backed up traffic all the way to turn right into Portland Street - a serious delay. Alternatively I can continue along Albion Street, turn R onto the A46 and straight on to meet Hewlett Road. Then I head for Pittville Circus queuing all the way round there to turn right up Prestbury Road. The other route from Clarence Street is via Henrietta Street onto the A4019. On paper quicker but in reality it's not - a one way road with parked cars either side reducing it to single lane. Badly phased traffic lights and heavy traffic already on the A4019 means cars often cannot turn right even when the lights are green. I have no doubt that pollution levels will be improved and pedestrian footfall increased across Boots Corner. I trust you are also testing pollution levels along Rodney Road, at its junction with the new JL, along Henrietta Street and along the Promenade. My office looks up along Clarence Street and every day I see car after car after car still going through, or desperately trying to reverse back wards into approaching buses in desperation to turn round. Not possible due to it being one way. We all hope that reliance on the car can be reduced but this is a town centre and people travel from miles around to shop and work. It is not possible to adequately serve them with buses and the train station is too remote. You cannot expect to stop people coming by car. Please don't make us all sit in awful traffic on tiny side roads getting angrier by the day. If you close more roads to try and compensate for the current mess, you just push the problem further and further out. Re think needed

434	13/12/2018	Churchdown	<p>As a Geography teacher I wrote an exemplar A Level project for AQA on this scheme. I therefore carried out my own research into the pollution levels, degree of traffic congestion, opinions of the public etc. Most of the pedestrian public were supportive, especially the improved access for cyclists and the improved environmental quality and they were excited by the development. Motorists were concerned about where the traffic would go to and this is where my formal representation comes in. It is clear that some of the Boot's Corner traffic has been displaced to Rodney Road as an alternative across the town centre. This has just transferred the pollution, safety issues and congestion issues to a new location only 200m from Boot's Corner and impacts people going to the new John Lewis store. I would propose that Rodney Road be shut off where it joins the Strand to avoid this problem or that access is restricted in the same way as Boot's Corner. However, both routes need reinforcement as I see unauthorised vehicles still using Boot's Corner.</p>

435	13/12/2018	<p>I object to the prohibition of driving on the roads identified above. I am a business owner in the town and it is undermining the return trade to my hotel which is to the north of the town centre. It undermines trade in two ways in particular, guests find it impossible to reach us from the South, we have many that have just driven through in desperation, others try and find a way and eventually arrive with us often an hour later. We had four couples who stayed last weekend and they were so incensed by the scheme that they were still complaining about it when they left and claimed to have seen sixty cars pass through the no drive zone in an hour when they sat and watched it from the Weatherspoon pub. That is eight people who will certainly not be returning to the town. We had another lady in tears over it. Every day we get complaints and it is a terrible start for visitors to the town, who, once they have been treated like this are unlikely to come again and most likely to tell others not to visit. The town will not thrive for visitors whilst this is in place. I have countless other stories of other upset tourists that I could recount. Business guests, I have run a hotel in Cheltenham for 16 years, many of our business guests do not work in Cheltenham but in surrounding towns such as Gloucester, Tewkesbury and Andoversford. They come to Cheltenham in the evening as it has the best selection of Hotels and Restaurants of all the towns, however, many of these guests are now deciding to stay put in the town they are working in or move to the town they need to be in for the next day, rather than come to Cheltenham, this is due to the additional congestion which is virtually gridlocked over much of the town between 4 and 6 p.m. when they would be coming to us. As a result of this we are having to rely much more heavily on booking sites which charge up to 18% commission, and our return regular trade is dying as once they have been to us once they do not try again as the congestion in the town is so heavy. Cheltenham thrives on this variety and quality of its Hotels and Restaurants, it is what sets it out as a destination, and means that we used to pull considerably more business travellers in the week than our industry would justify. This is a thing of the past and without this crucial revenue these places will decline and Cheltenham is likely to lose its standing and reputation. There is simply no transport justification for this scheme which greatly increases the length of journeys and the amount of pollution generated by each journey as the cars are constantly stopping and starting in the greatly increased queues. This scheme massively reduces the resilience of our network, meaning that any stoppage or blockage has a far greater impact on many more people. GCC has a statutory obligation to maintain our network, and this is intentionally undermining it whilst increasing the pollution which is now being pumped directly into the residential areas. This cannot be justified particularly when the supposed 'economic' argument is so weak and the changes are more likely to have an overall longterm detrimental effect than positive. Any positive change in footfall would be due to the opening of the new John Lewis, and it is only once this is stripped out that any comment could be made on the success of the scheme. Please ensure that in any economic data that is presented in favour of the scheme accounts for this. In order for this damage this scheme is doing to the town commercially and reputationally I implore you to reopen these roads before it is too late. There is absolutely no point in CBC pursuing a tourism strategy when all the time this scheme is ensuring that anyone who visits the town is likely to have such a poor experience that they do not return. Tourism in a town such as Cheltenham is built on return trade and this is doing its utmost to kill it, it is a disgrace that CBC continue to pursue it when it is so entirely for their own ends, the development of the Municipal Offices at the direct cost to the health, safety and wellbeing of its residents, businesses and the town's environment. It is perfectly clear that the Municipal Office development is the principal driver for this as CBC refuse to trial the options that have been recommended by the TRO committee that do not restrict the traffic in this area. If there were any genuine concern over the separation of the High street they would be prepared to trial the single lane working at Boots corner or the timed closure. The timed closure resolves the issue of the danger, noise and pollution being transferred to the residential areas throughout the night and at rush hour, yet they refuse to trial it. GCC must avoid being made liable for this at all cost and preserve the integrity of the existing road network.</p>
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436	13/12/2018	Manser Street	<p>I live in St Paul's. I fundamentally object to the closure of Boots Corner. St Paul's Road was already a rat run for cars trying to avoid Swindon Road but since Boots Corner was closed, with no sensible or sufficient alternative route available, more traffic has been pushed into St Paul's Road. The road is only a small road and is not built for such intense use! As a pedestrian I already found it too busy to cross but now it is even worse! There are no pedestrian crossings so what are we supposed to do? It's dangerous. I'm now less inclined to cycle or walk into town than before as it's too scary with all the traffic. CBC say they have pedestrianised boots corner to make it more appealing to visitors but they seem to care nothing for local town centre residents like us in St Paul's who now have to deal with the extra congestion and pollution in our streets. Not to mention the damage the intense traffic is doing to the road surface. CBC should be putting measures in place to reduce traffic in residential areas not increase it! Our taxes should be being used to improve our lives not to prioritise visiting shoppers over us Swindon Road, which was already a nightmare for traffic jams is now even worse. As is Tewkesbury Road and the area by the big Tesco. The lower high street is jammed with traffic in a way it never was before. I was stuck in traffic for half an hour on Ambrose and St George's Street the other day and it wasn't even rush hour! This was because of traffic avoiding boots corner. Again, this part of town isn't built for this much traffic and this scheme has made it more dangerous not less! It is chaos there now! As a pedestrian in town I still have to frequently wait at boots corner to cross due to all the buses and taxis. What is the point of only partially pedestrianising it? It's ridiculous, the pedestrian crossing was timed to ensure pedestrians didn't have to wait for long at all to cross so it's not as if there was a problem there in the first place. It already favoured pedestrians. Unlike Swindon Road where we have to wait an age to cross. Creating log jams in other parts of town by shutting boots corner is making people avoid the town altogether. My friend visited me the other day and it took her an hour to cross town because the roads are now so bad. I beg you to scrap this scheme. It is ill thought out and is having a detrimental impact on residents who live in neighbouring streets. Until you have a suitable alternative route for through traffic you really need to scrap this scheme.</p>
437	14/12/2018	Malden Rd	The closing of this to traffic has caused unacceptable levels of traffic elsewhere in the town, for example, Rodney Rd, St Georges St, lower High Street, Gloucester Rd.
438	14/12/2018	Malden Rd	The Closure of Boots corner has effectively severed Clarence Parade and Clarence Street from the town Centre causing a significant drop in foot fall and trade.
439	14/12/2018	Evesham Road	Closing boots corner to general traffic is a joke. The Cheltenham inner ring is integral to having good traffic flow around the centre of cheltenham allowing everyone to get to where they need to go efficiently and in reasonable time. There is no benefit to it. Only causes chaos.

440	14/12/2018	Welland Drive	I totally object to the closure of Boots corner as this causes extreme traffic congestion and pollution in the surrounding rural areas .If you think that this is preferable to the misguided aims of this scheme I think that you are deluding yourself. Poisoning people and causing possible traffic accidents is not better than having a "better shopping experience"
441	15/12/2018	Murvagh Close	Since the closure of Boots corner, I have noticed a significant increase in the volume of traffic around the surrounding areas of the town. My daily commute has since more than doubled, regularly taking over 45 mins to travel from Springbank to Sandford park) and when I travel around the town for work I have to allow much more time, no matter what time of day it is, therefore wasting precious resource in my role within the VSC sector. It is worth noting that I cannot walk or use a bike to take these journeys, as although it would be faster, I wouldn't be able to carry around all of the kit I need for work (often a boot full). In particular, I have noticed the traffic on Old Bath Road past Cox's meadow and up the A40 towards the London Road junction is much, much worse since the changes. I have also noticed the difference on Sandford road (at the back of my house). There are now regularly cars queing there and I believe this has made a significant difference to air quality around my house and the hospital.
442	15/12/2018	Fairfield Park Road	I wish to support the closure of traffic through the centre of Cheltenham (Boots Corner). My experience of shopping in the town centre is much improved without having to worry about traffic pushing through. I am a cyclist and I have found cycling around the town much safer and more enjoyable. I also have a car and have had to think more carefully about what route to take to cross the town centre, but this has not been a problem and certainly doesn't outweigh the benefits of the scheme.
443	16/12/2018	Cleavelands Avenue	I object to road closures in Cheltenham & exhorbitant parking costs. Can we think about the effect stopping traffic has had in Gloucester, our towns and cities need all the help they can get right now, we do not want the heart ripped out of Cheltenham and our town centre killed off like Gloucester city centre. Pedestrianing Gloucester has not worked, in fact the opposite. We don't want the same to happen in Cheltenham! Clearly banning traffic is a shortsighted idea that does not work!!! And Gloucester has the benefit of cheaper parking and free parking after 6pm, and cheaper or free parking on Sunday's, unlike Cheltenham. But with vehicle access denied Gloucester city is dying. People will go elsewhere, where they can take their cars and park nearby, with little or no charges. I also disagree with Andrew MacKinlay's plan to extend the consultation period. I stood by Boots corner on the day our Christmas lights were turned on, maybe there were lots of visitors to the town, shopping, eating, spending their money. I was embarrassed to see so many cars drive past Boots, probably oblivious to the fact that cars are banned and have since received a fine. It is clear to me that Andrew MacKinlay wants all the fines from all the visitors to Cheltenham races in March. Does he really care so little what people think and the reputation of our town. Ultimately this will lose shops & businesses money when people never come to Cheltenham again. Does he really want one last cash windfall? Hopefully common sense will prevail before that and this ridiculous scheme will be thrown out, reducing gridlock & congestion it has caused all over town, together with increased pollution levels in residential areas. I worry when I hear so many people will not go into town, and access is denied for people with serious mobility problems, surely this is wrong, and when visitors say they will never come back to Cheltenham ever again. Are we so arrogant just to assume they will come back when so many people have had their trips ruined by an unexpected fine?

445	16/12/2018	Fairfield Park Road	I refer to the closure of Boots Corner to traffic in particular. I shop in town often and fully support the council's efforts to reduce car traffic and encourage pedestrians and cyclists. The result has to also change behaviour of motorists to avoid so called rat runs that are allegedly happening due to displaced traffic. Cheltenham town centre has to be seen as a go to place for an enjoyable shopping experience and this scheme has definitely improved that. I am not sure that covering the area around the fountain in fake grass is in tune with regency Cheltenham!
446	17/12/2018	St Lukes Place	As a resident of St Lukes it is very noticeable that traffic has significantly increased since the closure of Boots corner. A lot of traffic is now using St Lukes Road as a way of getting from the Bath Road to College Road. This often results in a long queue of traffic along St Lukes road giving residents issues with parking. Also some drivers ignore the speed restriction and drive at speeds not suitable for such densely populated roads. I believe the issue would be significantly improved if the direction of traffic flow was reversed on the short section of St Lukes Road that leads from the Bath Road to St Lukes church.
447	17/12/2018		Objecting to current restrictions ticked above. The additional time it's taking to get to particular areas of the town. As a disabled driver I am not able to walk far and restrictions appear to have taken away disabled parking places. I am not resident of Cheltenham but I occasionally visit for shopping and theatre and the new system has made it more difficult for me both in terms of time spent driving around the system trying to find my way and not being able to access disabled parking
448	17/12/2018		Having been a frequent visitor to Cheltenham for 20+ years and for the last five with a disabled husband I find parking and negotiating the centre of Cheltenham very awkward. So much so I have rarely shopped or dined in the centre over the past months preferring to go to the out of town shopping areas or even Cribbs Causway, preferring the longer journey to the difficulties I have experienced in Cheltenham.
449	17/12/2018	Cambray Court	This will advised trial has resulted in forcing drivers to seek alternative routes when none are indicated. Thus The Promenade is being used as an alternative routes adding to long waiting times as cars try to negotiate buses as The Promenade also takes on the role of a bus station. Thus they then turn left and proceed along in front of The Town Hall and add to the queues trying to access the Regent Street car park or try to get through the Town by driving up Rodney Road. The majority of the time this short stretch of Rodney Road is gridlocked with drivers waiting to turn into Regent St baulking those trying to access Rodney Road. This road fast turns into a car park of cars waiting to escape the own at the top.. there is no provision by this by action to enable people to cross safely and it is an accident waiting to happen. I have seen absurdly no monitoring of the situation and I am well placed to observe at all times of the day as I live nearby.
450	17/12/2018	Northway	Due to the road closures to general public I no longer visit the town.

451	17/12/2018	Greenhills Road	<p>How can it be a pedestrian zone when taxis and buses still use it... shoppers still have to use the lights to cross..... complete waste of money and makes no difference just causes surrounding roads to block up....Meanwhile traffic continues to increase along Rodney Road, High Street and up Winchcombe Street. No traffic lights; no 'shared space' signs; no kerb from The Strand from where pedestrians simple step straight into the road without looking. As they do throughout that stretch. Cars parking and unpacking causing standing traffic. Not to mention cyclists being routed in the opposite direction! That's complete madness . I drove up the road the other night in the dark and had two poorly lit cyclists coming towards me which I didn't expect. With the street lighting now led's I could hardly see them . It's so stupidly dangerous . This council is mad with the decisions they are making st the moment. An accident waiting to happen Poor pedestrian experience (isn't that what Boots Corner closure is about. Poor air quality in all the RESIDENTIAL areas where the traffic has been pushed. As predicted, the issue has simply been moved! Even roads as far as Old Bath Riad are affected and busier than they were all day before this trial. Make no mistake I totally against this trial becoming permanent</p>
452	17/12/2018	Warden Hill	<p>This is an ill thought out prohibition to private vehicles passing through the town centre, which pushes all through traffic onto other very unsuitable residential roads which are not fit for the purpose. to continue to allow buses, taxis and other vehicular traffic to use the route renders it being more dangerous than before as people now feel they can just cross there without waiting for the lights to change. This change has also had the effect of moving traffic onto Rodney Road and where it joins the High Street (by the new John Lewis store) is now extremely dangerous to cross for pedestrians and is, in my opinion, an accident waiting to happen.</p>
453	17/12/2018	Falkland Place	<p>The plan is a step in the right direction but is no where near bold enough. I would like to see the town centre closed to traffic completely just as in many towns and cities that are now thriving because they've ensured a safe and pleasant environment for shoppers. Problems with displaced traffic will need creative thinking to address but far from impossible. To help those who are disabled a cycle rental scheme could be introduced that includes recumbant and three wheeled bikes (look to Cambridge and how their low vehicle environment has seen a huge increase in "rolling" waking sticks). This plan is great for the town but does not go far enough.</p>

454	17/12/2018	Bishop's Cleeve	<p>The proposed key benefits of the transport plan are: 1. Encouraging people not to use their vehicles for unnecessary journeys, particularly short ones 2. Contributing to health improvements by encouraging walking and cycling 3. Reducing pollution 4. Removing through-traffic from the town centre 5. Allowing the free movement of buses and other public service vehicles There has been the admission that there are no data on who was using the inner ring road and to where they were going. This was the excuse for not posting alternative routes signs. Therefore there is no way of knowing whether closing the inner ring road actually achieves benefit [1]. Whilst positive measures such as the provision of cycle and pedestrian routes encourages walking and cycling, I cannot understand how the negative measure of closure of a through road achieves benefit [2]. No air quality (AQ) monitoring has been carried out at Boots Corner, so there are no data to show any change by allowing only buses and taxis. Similarly, the easily predictable alternative route of Rodney Road and High Street has had no AQ monitoring. Therefore, there are no AQ data where it may be expected to get worse. And this is at a point by the new John Lewis store which is being promoted as a major town improvement. Therefore there are inadequate data to support [3] with regard to the town centre. The route via North Street was a relatively straight route, whereas all the alternative routes entail many direction changes and traffic lights. Anyone knowledgeable about AQ will know that acceleration is a major culprit of vehicle emissions, so the closure of the inner ring road must be expected to worsen the overall pollution levels in Cheltenham, ie not meeting [3]. With regard to [4], the only way of reducing through traffic from the town centre is to have viable alternative routes. You get these routes in place and then, if still necessary, you can close the previous routes. Simply closing the inner ring road, whilst reducing the traffic in North Street, does not achieve this; it simply shifts it elsewhere, some of those still within the bounds of the town centre such as Rodney Road and St George's Street. Therefore, benefit [4] is not being achieved. Unfortunately, there is no simple alternative routes and a truly effective measure would involve the creation of a by-pass. Every time I have caught a bus from Clarence Street, I have not been aware that cars were impeding it progress at that point. So I do not know how closing the inner ring achieves benefit [5].</p>
455	17/12/2018		<p>I object the whole scheme as it has made Cheltenham so much worse and not improved anything at all. The lower high street of Cheltenham is blocked up because all traffic is going via Matalan and past the Royal Mail which increases air pollution. The amount of people getting fines suggests the signs aren't clear and you just want money and not to benefit the town. One day an accident will happen because of the scheme, so will you then admit fault at this point or before the worst happens? Surely seeing the amount of vehicles driving the wrong way to avoid a fine is dangerous. The improvement you could make is making Clarence Street a two way system as you can get two vehicles down here safely and vehicles have attempted it in the past; I think this would also reduce congestion.</p>
456	17/12/2018	Bowen Close	<p>This has been a great improvement to life for pedestrians in the high street. My only concern is the number of taxis coming through, seems a awful lot and they seem to disregard the speed limit I think. I think of a speed restriction should be considered. It has reported that some business have been critical but as there was no parking in the road in their location that I would suggest they are annoyed at having to resort to advertising other than drive pasts. It seems that some people are blaming any slight traffic hold up to this closure, most are hilarious in my opinion.</p>

457	17/12/2018	All Saints Terrace	<p>The closure of the through route has been improperly considered. The viable alternative routes have not been thought through resulting in log jams of standing/slow moving traffic and increasingly poor air quality. Examples of these would be the St George's Road - Bayshill Road traffic lights which do not allow sufficient traffic to turn up Bayshill Road because there is 1) no filter 2) parked cars on St George's Road that restrict the formation of two lanes and 3) stationary traffic waiting to access car park. This is also multiplied by the near insufficient space to allow passage of traffic when a bus is at the nearby bus stop. Delays at these lights 'encourage' drivers to elect to use a through route via the Promenade. This together with the large number of buses makes for a very poor environment and is detrimental to the shopper/visitor experience of the town's world famous shopping street. The through route via Rodney Road can be very slow and is dangerous. Parking and un-parking cars cause standing traffic. The low kerbs off The Strand and along the High Street actively encourage pedestrians into the road. The narrowness of the pavement by Barclay's Bank also leads to pedestrians stepping out. Also the design of the new planter outside John Lewis is so narrow facing Rodney Road that pedestrians accessing the High Street from The Strand side have no option but to step into the road. So from a route controlled by a pedestrian crossing an alternate through route is now a 'shared space' with little or no demarcation. To add to the mix it is also a contra-route for cyclists. Parking and delivery along Winchcombe Street also adds to the above issues. Parking (except for stationary buses) and delivery did not apply to the same extent with Boots corner through route again creating a retrograde situation. Congestion at the Regent Street car park has been seen to cause tailbacks onto both the Promenade and Bath Road. Lorries delivering to premises opposite the Town Hall have caused blockages. The amount of traffic now passing St Gregory's is often standing and not unusually tailing back from the ring road. Again the traffic light phasing here is poor and is detrimental to efficient movement. Traffic management at the Gloucester Road - Honeybourne Way - Tewkesbury Road junction is inadequate. I have witnessed tailbacks stretching from Gloucester Road, along Honeybourne Way and up to St George's Road - and not during school term time! The number of vehicles passing and standing along College Road is unhealthy. This is made worse by parking and un-parking cars adjacent to Sandford Park. The traffic along Hewlett Road has increased significantly. As the original traffic flow was not measured - well, the measurement was abandoned - this observation is moot. However, as Hewlett Road comprises a number of blind junctions the increased amount of traffic poses a real increased risk. A poorly maintained and constantly deteriorating road surface together with seemingly forgotten road works only adds to the problems. Again air quality is deteriorating. The air quality at the Hewlett Road - All Saints Road roundabout was noted to be poor before the scheme was implemented and can only have deteriorated. The air quality needs accurately and meaningfully measuring at all the above locations. The general signage is appalling. How can a visitor to the town possibly know where Boots Corner is? As was clearly stated to CBC the closure of Boots corner has merely transferred the supposed issue elsewhere: about 150 yards along the High Street and into mainly residential or vulnerable areas. And all this whilst maintaining access to diesel buses and mostly pre Euro-6 taxis! Surely a low emissions scheme 'à la Bath' would be preferable, better received and more meaningful.</p>
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458	18/12/2018	Charlton King	The traffic is much worse across town since the Boots Corner closure. Instead of my normal route, I know drive up The Promenade and then up Rodney Road. How can this be progress? It's bad enough that The Prom is now a bus station but encouraging more traffic along it seems crazy. The junction of Rodney Road is especially dangerous as pedestrians visiting John Lewis aren't looking for cars in an otherwise pedestrian area. I've also noticed an increase in traffic past the hospital towards Hales Road junction as people seek an alternative route. The area in front of Boots is an eyesore - fake grass when we have such lovely parks. I see plenty of vehicles going through Boots Corner so I don't think it makes crossing that road easier. I speak to a lot of people at work & a number have said they are avoiding Cheltenham since these changes. They are either shopping online, going to Cribbs (free parking) or Gloucester Queys. Please reverse these changes.
459	10/12/2018	Hilltop Road	FORMAL REPRESENTATION SUBMITTED BY LETTER - \\svrshir07\ENS_Shirehall\$\BusinessServices\HighwaysCommissioning\Major Projects\Cheltenham Transport Plan\Phase 4 consultation\07 December 2018
460	18/12/2018		The restrictions at Boots Corner places extreme pressure on alternative routes, such as creating a throughway via College Road and Bath Road which are already under heavy traffic, and thus through rat runs like St Luke's Rd and St Luke's place, and also at the other wide of town via Henrietta Street and other smaller roads running north south across th high street. The closure has also reduced the number nd availability of disabled parking spots in town. Being disabled I cannot walk far and even to park if I am lucky enough to get a spot in Regent Street means I have much further to walk to access (for example) M&S food hall. It makes life very difficult. But I am not alone in finding the extreme additional traffic pressure in smaller roads unacceptable. I have not spoken to one person to approves of or wants the Boots Corner restrictions to continue. Whoever dreamt up this scheme with the thought that traffic could find its own way through from North to South has no idea how stupid the public can be! Or how frustrating it is to be unable to park close to the shops you want to visit when you are disabled. I feel this clusur will reduce town centre traffic and have a detrimental effect on town centre shops. They are already under significant pressure. The infrastructure to cement an appropriate response to closing one of the main roads through town is just not there.
461	18/12/2018	Naunton Park Road	The displacement of traffic from the previously available 'through route' has taken place without adequate attention to the consequences for other areas of Cheltenham town centre (and indeed slightly further afield). The displacement has lead to higher flows and greater congestion in other areas. This is marked by increase flows on Old Bath Road (A40) to the east and Gloucester Road (B4633) to the west. Without attention to overall flows, the scheme cannot be considered a success - it simply results in displacement. If the intent is to provide a more 'pedestrian friendly' environment along the length of the High Street, then consideration needs to be given to the closure of Boots corner to traffic and the introduction of adequate alternative routes (which may be difficult to achieve, given the topography o the existing town centre.
462	18/12/2018	Sir Charles Irving Close	Since the introduction of Boots Corner closure the traffic has significantly increased in other routes in town. Notably Rodney Road which has no safe pedestrian crossing at the High Street end and I have witnessed several near misses between car and pedestrians., Sandford Road and Bath Road which is often backed up to Shurdington Road. It now takes slonger to travel across town. Two friends from Birmingham did not even attempt to stop when attempting to visit Cheltenham in September. They found the signage so more and the traffic so bad they drove out and went elsewhere in the Cotswolds. They said they will not attempt to visit again. Last week I witnessed a cyclist almost knocked down by a speeding taxi at Boots Corner, Taxis now speed through paying little attention. One almost went through red light as he wasn't paying attention and had to brake heavily to avoid pedestrians. This does not enhance the town in anyway. The infrasture is not in place for this scheme and means residential areas are now suffering from higher pollution and noise levels outside their homes. I watched 6 cars travel through in just 2 minutes when the races where on. Last Thursday 13 December 6 cars travelled through in 15 minutes. Two stopped in middle of road, confused and checking sat navs causing a real danger. Another puled in at lights for 5 mins while they tried to work out what to do. I have video evidence of this. This whole area is completely unsuitable as a shared space while buses and taxis are still continuously going through. There are other far more attractive areas of the town such of the town which has potential for pedestrians.
463	18/12/2018		The restrictions at Boots Corner places extreme pressure on alternative routes, such as creating a throughway via College Road and Bath Road which are already under heavy traffic, and thus through rat runs like St Luke's Rd and St Luke's place, and also at the other wide of town via Henrietta Street and other smaller roads running north south across th high street. The closure has also reduced the number nd availability of disabled parking spots in town. Being disabled I cannot walk far and even to park if I am lucky enough to get a spot in Regent Street means I have much further to walk to access (for example) M&S food hall. It makes life very difficult. But I am not alone in finding the extreme additional traffic pressure in smaller roads unacceptable. I have not spoken to one person to approves of or wants the Boots Corner restrictions to continue. Whoever dreamt up this scheme with the thought that traffic could find its own way through from North to South has no idea how stupid the public can be! Or how frustrating it is to be unable to park close to the shops you want to visit when you are disabled. I feel this clusur will reduce town centre traffic and have a detrimental effect on town centre shops. They are already under significant pressure. The infrastructure to cement an appropriate response to closing one of the main roads through town is just not there.
464	19/12/2018		I would just like to tell you about my experience because of the closure of Boots Corner to private traffic. I have mobility difficulties which mean that I cannot walk far without a lot of pain and have balance problems. My Blue Badge meant that I was allowed to park in Pittville Street or in the top of the Promenade, opposite Lakeland. Since the closure I have not been into Marks & Spencers, W H Smith, Lakeland and Boots which are shops I used to frequent. I know that the bus that I could catch stops outside M&S but because of my balance problems I am loathe to use this. I live near the Race Course and I would normally shop in Cheltenham. At a time when the High Street Shops are affected by internet shopping it does seem a retrograde step and I wonder how much it stops carbon emissions as the worst culprits seem to be buses and taxis. I would just like to make you aware how the closure has impacted on people like myself and many others with mobility problems. I would appreciate it if you could please tell those that will make the decisions on whether to keep the closure permanent how it effects people like myself. Thank you. personal data removed
465	19/12/2018	Naunton Park Road	The scheme has resulted in a great improvement for pedestrians using the High Street and has probably reduced pollution in the immediate shopping area. We are not able to comment on any local adverse effects on traffic movement or increased pollution caused by the traffic diversion. In any event, further consideration must given to provision of a proper by-pass for A40 traffic around Cheltenham.
466	19/12/2018	Folly Lane	
467	19/12/2018	Southam Lane	This is in regards to the Prohibition of Driving on Clarence Street affecting Boots Corner and surrounding roads. I can not agree with the Prohibition of Driving on Clarence Street - as a regular communicator to Bristol via Cheltenham train station I've found the traffic much worse since the scheme has been in place. It's simply pushed traffic elsewhere causing more headaches. If I wish to visit the town centre, I have to put more effort into avoid that area - this is a cost in fuel and time. Nor is it clear to myself to what it's the solution too, unless it's simply to continue the upset motorists of Cheltenham, as a regular user of the town and previous regular user of the road I fail to see the benefits of what it has brought.
468	20/12/2018	Charlton Kings	Traffic restrictions have increased the difficulty in driving across the town and have not significantly improved pedestrian safety at Boots Corner. The existing traffic lights still controll the reduced traffic effectively. The penalties for entering the area are very widely resented as the scheme is badly signed. The public suspicion is that the subsequent fines are being used as additional income.

469	20/12/2018	Brizen Lane	<p>Whilst I have previously sent my objections I want to clarify the impact the trial has had on me as a trader in our town. I am a builder, I have a van full of equipment, some tools are quite expensive and I cannot undertake my livelihood without them. I cannot carry this equipment on a bus, bicycle or on my back. I need a van to be able to work. I mainly work in Cheltenham but also work further afield. The changes to Cheltenham's traffic have made getting to and from jobs not only more time consuming in terms of having to drive further on detours, being stuck in increased congestion has reduced the amount of hours I can do between jobs. The increased journeys have cost me more in fuel, therefore reducing the amount I earn and can spend in the local economy. It is not just getting between jobs, as with most trades, I need to visit builder's merchants for materials often during a week. Whilst I plan carefully to avoid unnecessary trips to the builder's merchants and try to go to the one closest, this is not always possible. It is particularly difficult to get to Bence from the South West part of the town. I worked on a shop in Pittville Street on a number of days from October. The advice on how I was supposed to get my van and tools to the property or park nearby to do the work was confusing. I have never experienced anything like this in almost 20 years of being a builder, including visiting many different towns and cities all around the UK as a shop fitter for Super Dry. It is extraordinarily complicated trying to just go and do work to a shop. On the borough council website it says that trades can go in the day, in advice sent to my wife it said I would have to go after 6pm during the loading times. It has been worrying and I have had to unavoidably go through Boots Corner to get out of Pittville Street with my van and equipment but received no fine whatsoever. I would like the council to understand the financial and practical impact these changes are having on trades like me. I am a sole trader, self-employed, facing Brexit and the unknowns on that. Adding the additional costs and time from longer routes in busier roads and making it more difficult to take work in the town centre might seem like a small price to pay for making Cheltenham thrive. But the plans simply have not done that. From speaking with family members who work in the town centre shops I am told the businesses they work in have been much quieter/taken less money since the trial started. It is perverse that retail is losing out and so is other trades who need access through town to keep costs down whilst buses and taxis are still using the space at Boots Corner. The Clarence Street/Lower High Street junction in particular is very unpleasant to cross. Cyclists fly across the High Street at that location, no doubt delighted that there are less cars to impede them but they are a danger to pedestrians! And taxis have less other traffic to slow them down and they appear to me to drive through much too fast for the conditions. And the buses! There are usually two buses waiting by SuperDry, coaches and other buses going straight on or left into the Lower High Street. Boots Corner is not closed, that is just not true. People still walk on the pavements and not in the road because they can't there is still traffic going through. People still feel the need to use the crossing at Boots Corner. And retaining full height kerbs and a controlled lights crossing is essential for the blind or partially sighted in any case whilst there is any traffic going through that area. Please abandon this crazy scheme. 6 months is long enough to see if it will work or not' it hasn't. It might be marginally nicer at Boots corner itself but the impact on small traders, town centre retail, and the people who have more pollution outside their homes is not worth it.</p>
470	20/12/2018		<p>My wife has a BLUE BADGE which is rendered useless for access to the disabled spaces in Pittville Street and the top of the Promenade as driving is NOT permitted by private cars. However if she takes a taxi she has access to these roads. Luckily we can afford such a luxury but many people are not so lucky</p>
471	20/12/2018		<p>The restrictions at Boots Corner places extreme pressure on alternative routes, such as creating a throughway via College Road and Bath Road which are already under heavy traffic, and thus through rat runs like St Luke's Rd and St Luke's place, and also at the other wide of town via Henrietta Street and other smaller roads running north south across th high street. The closure has also reduced the number nd availability of disabled parking spots in town. Being disabled I cannot walk far and even to park if I am lucky enough to get a spot in Regent Street means I have much further to walk to access (for example) M&S food hall. It makes life very difficult. But I am not alone in finding the extreme additional traffic pressure in smaller roads unacceptable. I have not spoken to one person to approves of or wants the Boots Corner restrictions to continue. Whoever dreamt up this scheme with the thought that traffic could find its own way through from North to South has no idea how stupid the public can be! Or how frustrating it is to be unable to park close to the shops you want to visit when you are disabled. I feel this clousur will reduce town centre traffic and have a detrimental effect on town centre shops. They are already under significant pressure. The infrastructure to cement an appropriate response to closing one of the main roads through town is just not there.</p>
472	20/12/2018	Charlton Kings	<p>I had to travel north-south through the town centre for the first time last week. No clear alternative route was apparent. The traffic has found its own way driving through the heavily pedestianused area around John Lewis and weaving nose to tail through complicated turns on back streets without any clear demarcation nor pedestrian control to separate traffic from pedestrians. I judged this dangerous, cumbersome and far worse than the easy and controlled route via Boots Corner.</p>
473	20/12/2018		<p>Preventing people from driving through "Boots Corner" is distorting traffic flows through the town centre. Cars have to go down Gloucester Road-Poole Way-Swindon Road or College Road-Hewlett Road. Recently it took me 50 min to get from Benhall to St Margaret's car park. Cheltenham is very busy but the roads can just about cope with the traffic if all are working properly. This trial has just taken a key element out of the equation and is making things worse not better. No-one I know likes it and by persisting with it the Council will show itself to be pig-headed and not big enough to admit it has made a mistake.</p>
474	20/12/2018	Roman Road	<p>I am writing about the traffic restriction on Clarence Street round boots corner. This new restriction had been an excellent measure for pedestrians and cyclists and really helps to connect the two halves of the high street and increase safety. I hope it it's made permanent.</p>
475	21/12/2018	Tewkesbury	<p>There is causing chaos and is of no benefit to businesses in the error as well as being an inconvenience for all concerned and just adding to congestion on other routes.</p>
476	21/12/2018	Bettridge Court	<p>The scheme is a complete failure. Access to and from town is restricted, surrounding roads are gridlocked. The scheme has added 30min to my daily commute to and from work, this is not good for the environment. Please listen to the people of Cheltenham. They do not like this ideas.</p>
477	21/12/2018	Sandford Park Place	<p>I am objecting to the Boots Corner closure, because of the impact on the roads in the rest of the town centre. I regularly travel from the train station to Corpus Street during rush hour traffic in the evening. College Road and the surrounding St Lukes area are more heavily congested as a direct result of the closure of Boots Corner as previously this would have been one the options for a route home.</p>
478	21/12/2018	Alstone lane	<p>Boots corner needs to be reopened! Its made more traffic around Cheltenham! Traffic everywhere is at a standstill all the time no matter what time of day it is! Would you causing more pollution in residential areas! I'm a carer I need to get to and from houses to make sure people have their medication on time insulin and I have a lot of people to do people are suffering due to the amount of traffic that has been caused since this road has been closed what would take me 5,10 minutes to get someone's house is now taking me over half an hour miss medication is a high issue that can lead to life or death situations.</p>
479	21/12/2018	The Park	<p>The roads one needs to take to get to the other side of town are now completely congested. From the top of bath road to the other side of town traffic has increased. College road and st Luke's are now congested. The roundabout and roads off it at the lower high street are a joke. It now takes me at least 30 minutes to go from the park to the brewery car park. I have stopped using a ciropractor near trinity church as I don't want to wait in traffic, I now go to one this side of town. the closure is causing chaos and pollution on residential roads. It is also dividing the town in two and it is very confusing for people to drive through if they don't know cheltenham</p>

480	21/12/2018	Buttermere close	This scheme is absolutely ridiculous. All CBC do is skate round the subject on any of their marketing platforms and give make false claims. We don't want the "trials" extended we want it stopped. You've made life difficult for so many people whether they're commuters, residents on now gridlocked streets and shop owners who are seeing a huge impact on their sales. Stop spoon feeding shite and do what people want and put it back to how it was. Stop using OUR money to make changes we don't want.
481	21/12/2018	Welland lodge road	What an awful scheme. My commute from Stroud to Prestbury is now an absolute nightmare navigating through small roads (St Pauls) not capable of holding the volume of traffic. Build a bypass to cope with traffic not just shut roads without any proper infrastructure. I'm not going to say much more, as surely everybody else is saying the same thing. It might just be time to move out of the town i grew up in.
482	21/12/2018	Campden Road	I was born in Cheltenham in 1948 and still live here. I am absolutely disgusted at what the LibDems have done to MY town. There was no need whatsoever to shut Boots Corner to cars. It was the main thoroughfare from south to north of Cheltenham and my only route into town to spend my money. I haven't shopped in Cheltenham since June and don't intend to again. I haven't been into John Lewis yet but might one day. The Promenade which was such a beautiful place to sit is now a bus and taxi park and backed up with traffic, car drivers trying to find a way out of town or across town. I have to come into town once a month for an appt. and used to park behind the library. But now YOU have closed that to the public so that your employees can use it! Thanks! You know that air pollution in residential areas where traffic now has to go is disgusting and I bet none of you live there! You didn't measure the pollution levels at Boots Corner before this ridiculous plan and you haven't measured the raised pollution levels in the surrounding streets which are rat runs. I can't wait for the next council elections when you all lose your seats. Open Boots Corner and you might stay in power or are you going to blame GCC! Those planters in the road look ridiculous. The plants are yellow and dying and the fake grass is embarrassing. I shop where parking is free and all the shops I need are there and they get my money. You are killing this town but you can't face up to it. I'm ashamed of what you are doing to MY town!
483	21/12/2018		The closing of boots corner has increased traffic travelling down Rodney road to winchcombe street making it dangerous for pedestrians as no crossing has been installed. Traffic is now being pushed through residential areas increasing pollution as the streets can not cope with the amount of traffic, and increasing journey times from one side of Cheltenham to the other . Whereas the straight route trough boots corner was fast and on adequate sized roads such as Evesham road so travelling times and queueing times was a lot less. Personally I live at the racecourse,walk my children to school inthen walk hkme before travelling to work in Hatherley which the return journey has now increased to 50mjnutes instead of 15 due to the volume of traffic travelling down residential streets. The thoroughfare travelling through boots corner was direct and did. It impact on residential areas and also a safe and respected traffic crossing made pedestrians and motor car share a space without incident -so far I have witnessed several near misses as people race along Rodney road because of frustration form the traffic system and cursing pedestrians for crossing the road ! Even walking to school with my [child] we have to contend with an increase In frustrated drivers at Pittville circus roundabout and the increase in traffic and pollution at the roundabouts is apparent by the nasty taste in the air and burning chest whilst waiting to be able to cross the road
484	21/12/2018	Newland View	I object to the closure of Boots corner. It has significantly increased journey times for those travelling north / south through Cheltenham.
485	21/12/2018	Stanwick Drive	I'm strongly objecting to the extension of the closure of Boots corner. I'm astounded and disappointed with ridiculous decision to extend this closure. Has anyone recognised the impact the is having on the rest of the roads in Cheltenham? I don't think I know of one person that's supports the initial closure or this extension.
486	21/12/2018	Bodnam Road	Closing off Boots corner has not been successful. Are you trying to kill off the town?? Whatever has possessed u to extend the trail? You have made this town a laughing stock! You have made getting about the town very hard for a lot of people, including people with disabilities, people with kids etc. By doing this, you are clogging up smaller roads, residential roads, these roads are not designed to carry the large weight that is now having to use them. You are being inconsiderate of the feelings and thoughts of the local Cheltenham people. This is not what we want! Why make our towns folk unhappy and resent you more.
487	21/12/2018	Bishop's Cleeve	The boots Corner closure is unbelievable. A nightmare getting anywhere, even worse than before! Can no longer drop my dad who has a disability outside marks and Spencer's for shopping, or to meet any of his friends for lunch. He can not walk far at all and now this has all stopped him from being able to go out
488	21/12/2018	Bishop's Cleeve	So you've closed boots corner without any thought on the impact of other parts of the town. You say pollution is now better in the town centre at boots corner, but most people are only around this area for a small period of time, but you have pushed all the other traffic onto surrounding roads creating lots of traffic problems & clearly pollution rates must of gone up in residential areas which is certainly more of a concern. Also travelling times around the town have also increased with more people sat in congestion. Instead of closing boots corner why were the buses not moved from Clarence street to the royal well bus station. This would have cleared this part of Clarence street allowing traffic to move easier. Also why has the part of the high street been left open between Rodney road & winchcombe street, as this now has more traffic on this stretch. This is actually dangerous and completely unnecessary and this stretch should be shut not Clarence street. Is there any reason for this or is it just to pander to John Lewis? So in summary open boots corner & close high street between Rodney road & winchcombe street. Closing boots corner just doesn't make sense & only angers the majority of people, & that is a fact.
489	21/12/2018		Bt closing Boots corner to traffic you have increased congestion elsewhere, Lower High St to Bowling green round about up St Georges ST, even Gloucester Rd and Tewksbury Rd all at a standstill. Grove St has become dangerous for pedestrians as has Knapp lane and St Pauls Rd. These quite residential rds have become a rat race for drivers trying to find a way out of the Jam. Poole way High St already has the highest pollution according to 2017 figures all this stationery traffic is making our air quality worse.
490	21/12/2018	Henley Rd	The pedestrianisation of Boots' corner is strangling the centre of town. High Streets are dying (Timpson report relates) This scheme is driving shoppers out to the retail parks. People are queuing up to get into Ghallager to shop. Town centre has become so user unfriendly now people just don't want to come into town any more. Retailers in town must be in despair.
491	21/12/2018	Shurdington Rd	Closure of Boots corner has been a total nightmare causing congestion on the lower High Street onto St George street during rush which is horrendous; Often sat in that traffic for over 15 minutes. The closure of Boots corner has seen an increase in traffic into the Promenade, with cars and buses at gridlock. More vehicles are now going down Rodney Road, making it extremely dangerous for pedestrians where Rodney Road joins onto the High Street.
492	21/12/2018		I am writing in objection to the loss of disabled parking which has resulted from the restrictions around pitville street and Promenade . It has made it untenable for me to take my disabled Mother into Cheltenham town centre to shop . She can only walk a short distance and we formerly parked on the Promenade or in Pitville street , which we can no longer do . Instead we now shop in Tewkesbury which has parking very close to the shops and therefore has a thriving high street . Sadly the same cannot be said of Cheltenham, even shops on The Promenade are closing down at an alarming rate and these traffic and parking restrictions have only exacerbated the problem. Also the alterations have generally created excessive congestion within Cheltenham and we are all having to allow extra time to negotiate this . personal data removed
493	21/12/2018	Charlton Lane	I am not sure which of the above relate to the road running between Boots and Primark (Boots Corner), however, I would like to object to the driving restrictions here. As it is not pedestrianised, it is not materially safer for pedestrians; meanwhile, it has concentrated congestion and pollution in other areas if the town.
494	22/12/2018	Sedgewick Gardens	I object to the whole Boots Corner closure scheme. It has already shown that traffic is worse in roads less suitable to handle traffic and the trial should be ended immediately. The trial apparently didn't establish a baseline level of NOx pollution pre-closure. It is therefore unable to show improvements at Boots Corner and is invalidated as a trial. I object to the extension of the trial. 18 months is much more time than is needed for a trial and the extension is an attempt to make the closure a de-facto permanent closure without public consultation and support. I object to the decision to deliberately not provide and sign alternate traffic routes. This has resulted in traffic taking inappropriate routes. One particular negative consequence is the much higher volume of traffic flowing along Rodney Road, along the High Street and then Winchcombe St. The section of High St involved is between two pedestrianised sections. Pre-closure it had occasional traffic but now has almost continuous traffic mixing with pedestrians expecting little traffic. I object to the waste of my and other taxpayers' money on this whole scheme. As a specific instance I object to the removal of the bicycle stands by the Boots Corner fountain (which I used to use) and their replacement by a smaller number of bicycle stands in the road behind a giant car sign. The car shape seems to use more material than the actual bicycle stands. This seems to be evidence that the bicycle stand, and the whole scheme, is driven by anti-car hysteria rather than the actual needs of Cheltenham residents and vistors. This anti-car hysteria even extends to parking for disabled people, who regularly complain about the lack of parking for them.

495	22/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement - in fact the lack of baseline data shows how ill thought-through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either - no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
496	22/12/2018	Cromwell rd	The clousure of boots corner. The traffic that now goes past the "John lewis' comer is now extremely dangerous as there are no lights there and it's a very busy part of town. It is also a blind corner so any drivers coming round that corner have to go very slowly causing more traffic to build up back to the town hall. I work at the everyman theatre and the issues this has caused us when trying to load children on and off of coaches is ridiculous! Because of the tree and ugly bike rack now on the road there is space for less than half of the coaches we used to be able to fit there, which means we have children waiting for ages for their coach to be able to park! it's also causing issues for the busses that we cannot help.
497	22/12/2018	CORONATION ROAD	The closure of these roads has pushed more traffic into residential areas often in waiting more as traffic is far more than before causing more pollution. The time I have been to town I've still had to wait at boots corner whilst buses taxis and illegal cars go by. It's not working
498	22/12/2018	Gallops Lane	This trial has gone on for long enough. It is time you started listening to the people of the town instead of burying your heads in the sand and extending the trail in the hope you will get to hear what you want to. It's simple, the scheme is not working at any level. I use that area on foot by Boots corner several times a week and you still have to use the crossing for the buses, taxis etc so it's not pedestrianised in the slightest. Meanwhile the top end of the High Street is impossible to cross the road as a pedestrian due tot the flow of traffic now using Rodney Road to get to the other side of town. If you are coming in to town from the A40 there is limited access to parking as the Park and Ride is always busy and the Regent Arcade car park is the only one that is remotely accessible so the queues of traffic through town in Ambrose Street, St George's Street, Gloucester Road, Poole Way, St Luke's & College Road remains backed up with huge amounts of congestion. There is no easy way to navigate the town and this is a serious issue. The air pollution and effects of the constant queues of traffic can be seen by all except the Councillors who are insisting this is a good idea. Time to listen to the people who live in and love our town. Enough is enough.
499	22/12/2018	CORONATION ROAD	The closure of these roads has pushed more traffic into residential areas often in waiting more as traffic is far more than before causing more pollution. The time I have been to town I've still had to wait at boots corner whilst buses taxis and illegal cars go by. It's not working
500	22/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement - in fact the lack of baseline data shows how ill thought-through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either - no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
501	22/12/2018	Apperley	The Council should be encouraging the public to visit Cheltenham town centre not doing exactly the opposite. The current scheme is unworkable for drivers and traders. It is trite to say use public transport that does not help the disabled and time strapped people who would otherwise pop into town to buy things. This scheme has discouraged me from shopping in Cheltenham. I do not have the time to sit in traffic nor to use public transport. Listen to the users.
502	22/12/2018	Netherwood Gardens	I am against the closing of Boots Corner it is forcing traffic onto the outer ring, pedestrians are still having to wait to cross the road due to busses, taxi, deliveries etc. it is causing substantial delays in all city center routes
503	23/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement - in fact the lack of baseline data shows how ill thought-through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either - no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
504	23/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement - in fact the lack of baseline data shows how ill thought-through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either - no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
505	23/12/2018	Charlton Kings	This plan is not needed. It causes much more pollution in narrow residential streets, difficulties to traders to make and receive deliveries, and has caused 'near misses' between vehicles and pedestrians at Boots corner. It does not encourage people to visit the town because it is a nightmare to negotiate. And as for the street furniture and fake grass!!! words fail me.
506	23/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement - in fact the lack of baseline data shows how ill thought-through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either - no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
507	23/12/2018	Harrogate	I received a PNC from APCOA a few weeks ago for being in a bus lane on Clarence Street on 21/10/18 . I paid the penalty straightaway, acknowledging that I had been in the wrong, but in an accompanying letter explained my situation that Sunday in the hope my contravention might be overlooked. I was a visitor to Cheltenham; I don't know my way around the town unless I use satnav; I have no idea where Clarence Street is; but in a state of anxiety because I was lost (roads were closed and signage told me to not use satnav) I drove along it, accidentally in the bus lane, as I tried to find my way to a car park in the Brewery Quarter. There are a couple of issues here. One is that ACPOA didn't have the courtesy to reply to my letter, despite my enclosing a stamped addressed envelope; and secondly, how is a visitor who is unfamiliar with the road layout expected to get from A to B when there is insufficient signage? I look forward to your comments but if you need any more information, please let me know. My email address is personal data removed Thank you very much.
508	23/12/2018	Galileo Gardens	Objecting to closure of Boots corner. Closure of Boots corner has doubled the time it takes me to drive my profoundly disabled son to his day centre on Winchcombe St, thereby doubling the amount of pollution my car emits every day. Surrounding roads are now clogged, pollution in these areas must have increased, pushing it further out from the town centre is not solving the air quality problems, it's just moving it. There are no viable alternative arrangements I can make for my son as public transport is woefully inadequate.

509	23/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
510	23/12/2018	Warden Hill Road	The closure of these roads to general traffic has had a severe adverse affect on the surrounding areas such as St Paul's. The traffic has to go somewhere and by closing this one route, there are limited options for alternative routes.
511	24/12/2018	Regent Street	At the transport committee meeting held in January 2015 at Cheltenham Town Hall to discuss the Cheltenham Transport Plan, the Everyman Theatre raised a concern regarding access to the area of the Promenade between Boots and Cavendish House. Historically, this part of the Promenade has been used by the Everyman Theatre for coach drop-off and pick-up of school children attending the pantomime from late November to mid-January each year. At the January 2015 meeting the Theatre was assured that this practice could continue and the Cheltenham Transport Plan would not interfere with the Theatre's ability to use this area for school coaches. Sadly, this has not proved to be the case. Coaches can still access the area but Cheltenham Borough Council have sited a bike rack and a planter on the road itself. This street furniture has reduced the space available to the Everyman for coaches to drop off. In previous years there was space for up to nine coaches, the street furniture has dropped this to between five and six coaches. Having space for four fewer coaches means that around 200 children are being delayed on arrival and, more significantly, on departure. The road is getting blocked and both buses and taxis are also being delayed. I would be happy to speak to the Councils about the problems we have encountered this year. It has taken up to forty minutes to get all of the children back to their coaches, Without the street furniture this could have been achieved both faster and, in terms of both the comfort and health and safety of the school children, more smoothly. There are many other sites that could house the planter and the bike rack in town and the Theatre asks for that area of the Promenade to be maintained at its current width following the adoption of any or all of the Cheltenham Transport Plan so that the promises made during the 2015 transport committee meeting can be honoured. And to enable the Everyman Theatre to continue to attract young audiences, many of them experiencing theatre for the first time, into Cheltenham.
512	24/12/2018	Charlton kings	I do not support the closer of Pittville street or Indeed boots corner. I am disabled with a badge and cannot walk without my car and a walker. bus no good as I am to far from bus stop
513	25/12/2018	Longlevens	Appalling disruption to the other routes in and out of town with Boots corner closed to traffic. This is impacted every other road so much, that it is undoubtably causing people to avoid the town centre completely. It has resulted in serious congestion getting to and from places of work, hinders town centre shopping and has added no benefit to the town. Ridiculous expenditure on ugly benches and bike racks! Ludicrous use of public money and a proper waste of resources which nobody wanted. The people need to be heard! - reinstall the public access along Boots corner sooner rather than later before businesses are forced to close due to a downturn in visitors to the town!
514	25/12/2018		The closure of boots corner is ridiculous, the surrounding roads are gridlocked causing pollution in other areas, Henrietta street being one road, a residential area. People are stopping visiting Cheltenham. I am disabled, I cannot get to the post office or any of the roads in the town centre. You need to listen to to the people of Cheltenham
515	25/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
516	27/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
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518	27/12/2018		My mother is personal data removed [older], unable to walk any distance and sight impaired. As a result of the changes, my mother is unable to get to her bank or Boots to see her audiologist unless she pays for a taxi each way. There are no local buses that she can catch. If Blue badge holders were allowed to park in Pittville Street, she would be able to walk to her Bank and Boots. Whilst you may believe more people will be come to the town, people like my mother are going to TEWKESBURY, were they they can park at the rear of Boots and near the banks. In all your plans, you have not made an adequate assessment of the needs of people with disabilities. Have you carried out an equality impact assessment, and if so where is it. Your are not attracting people with disabilities into the town centre, you are actually driving them away. That is my formal complaint.
519	27/12/2018	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
520	27/12/2018	Oxford Way	I object to all the driving restrictions around the town centre, boots corner etc. Traffic needs access through the centre.

521	30/12/2018		1. Pedestrianisation will only work if ALL traffic is banned. As it is now, there is a problem at Boots corner because the traffic still comes quickly and often does not stop at the traffic lights. I nearly got knocked down by a taxi who came very fast on the amber, and I was half way over, as I can't walk fast. .Access denied to disabled parking bays in Pittville St and the first part of the promenade, so there is further to walk and more difficulty to find a place in Rodney RD or Winchcombe St. I often drive from Clarence St to All Saints Villas Rd and now have to go right at Clarence Parade, and over to the Promenade, and turn L past the Town Hall, and along Rodney Rd to get to Albion St and to my home in ASC. This mounts up as I use it most days when I go to St Gregory's Church. THEREFORE I'm using more petrol!! Traffic has to go along roads which were meant for light traffic. I tried to get home via Henrietta St and had to wait for 4 traffic light changes before I could get to Swindon Rd, as parked cars are on both sides, so you cant access the 2 lanes until about 15 meters before the lights. Whoever designed this has made the town a nightmare. I would move away if I could afford it. Shops are losing business and we are losing Laura Ashley soon. Jones have gone. Quite a few small shops have also closed. Cheltenham will become a ghost town, as the parking costs are so expensive, if you can find a parking place. I have a blue badge, so can park, but not so near as I need to be to the shops I want to go to.
522	02/01/2019		Dear Sir/Madam, I am writing on behalf on myself, my mother and father. We would like to make an official complaint regarding the recent changes to the Boots' corner traffic flow. Due to this change, the only way now into town is to follow the ring-road from Tewkesbury Road, past Royal Mail and to the Brewery complex. This road already suffers with traffic delays due to the amount of traffic lights around the Brewery complex, especially as they are unsynchronised. However now with the new change this has made traffic substantially worse, with traffic delays spilling all the way back to Tesco and Cheltenham Volkswagen, and sometimes even further back. While traffic passing Boots corner has been reduced, this traffic has simply been moved elsewhere as I have mentioned. So while one problem may have been reduced, further issues has already been added to an existing problem. Additionally as a disabled user personal data removed journey times and access to the town centre is now much more difficult for myself. We have also spoken to number of other people who agree with this situation, especially visitors to Cheltenham who are now put off by the changes. We would appreciate your thoughts on this matter. Yours Sincerely, personal data removed
523	02/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
524	03/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
525	03/01/2019	Bourton on the water	Bus Lane Clarence Street - No warning signage on approach!!!! Existing signage not prominent enough for such a huge significant change. No red road markings indicating Bus Lane Existing signage set back from junction, it needs to be bought forward to the junction - currently motorists are entering a one way system forcing them to continue unless they reverse on a multiple junction section!!! Bus Lanes are predominantly usable on Sunday's why not this one - also signage not clear. Route available still via sat nav...as a infrequent Cheltenham road user & no approach warning & inadequate signage set in from the one way junction I found myself snookered!!
526	03/01/2019	Merestones Close	The closure of North Street without an alternative route is insane. The experiment has increased pollution in other residential areas. There is no obvious route to travel from the top of the promenade to Pittville. When a pedestrian, I had no problems crossing from Boots Corner to the lower high street using the crossing with lights so no real advantage to pedestrians; there are still taxis and buses anyway. I find it hard to believe that a main route would be closed before an alternative routes had be identified or created.
527	03/01/2019	St Luke's Road	I live in St Luke's Road. This necessitates me parking in a permit holders space on the roadside. I work everyday and return home around 5-5.30 pm. At this time since the Boots Corner trial the traffic can often be queuing up from the Bath Road. I am struggling to park even when there is a space available in St Luke's Road. This is because the vehicle behind me fails to recognise me indicating to park because he/ she assumes I am indicating to turn into College Road. If he/ she then acknowledges my intentions then they cannot reverse to allow me space because by that time there is a car immediately behind. This forces me to have to continue beyond my destination in heavy traffic in order to go around the block again. Needless to say, I am faced again with making an almost impossible manoeuvre. This is causing me great distress on a daily basis. I used to love being a resident of Cheltenham and have supported the town well. Now I am considering my location a nightmare. I am asking you to reconsider Boots Corner taking regard for the distress it is causing local people. This was never a problem before the trial.
528	04/01/2019	Pittville	I am a resident who lives in Pittville and rarely drives through Town anyway. So these views are at least as objective as most. Fundamentally, I strongly object to what appears more and more likely to be a 'fait accompli' trial closure of Boots Corner. This seems to be driven (no pun intended) by a party political obsession, the long term agenda of which will no doubt become clear in due course. It is at best a half way house scheme so heavily compromised that road users, traders, pedestrians, visitors and others will not derive any clear and obvious benefit. I know that points have already been made about the negative impact of traffic being displaced to many other parts of the Town Centre, including observations about air quality and road safety. So, if you are going to press ahead with this Phase 4 scheme regardless - as yet another manifestation of the non democratic times in which we live - why not FULLY pedestrianise Boots Corner? Given an open mind and some creativity, this could be done without seriously adding to the various problems you have already created. The real upside would be that the Brewery Site to John Lewis/Cambray Court becomes properly joined up and a genuinely pedestrianised area - like most other towns and cities have managed to achieve (even Gloucester) - will be established. I provided details to illustrate my point (including options as to how this could be achieved) in an earlier consultation several years ago but these were ignored/dismissed. This was probably because even then your minds had already been made up - construction of the single file bus route, albeit with wider pavement areas either side of the lower High Street when Phase 2 of the Brewery Site redevelopment was nearing completion, serving as a tangible illustration of this. Alternatively, leave things as they are rather than introduce a compromise scheme that does not work, despite your attempts to introduce certain pieces of empirical evidence to suggest otherwise. Relevant yet contrary statistics abound as does plenty of anecdotal experience, observation and reaction to tell you are are wrong - if only you, in particular Cheltenham Borough Council, would listen.
529	04/01/2019	Albert Place	I object to these road closures as all it has achieved is moving all traffic into residential streets and is causing constant traffic jams in and around pittville particularly all saints road and getting from Kindditch trading estate along the A 4019 takes forever due to traffic diverting around the carree along with badly synchronised traffic light systems.
530	04/01/2019	Henrietta Street	I am objecting to this. I live on Henrietta Street and park in Zone 11. Since the change traffic has been horrific on the adjoining roads. George Street can often take 10 minutes to go through and is constantly tail to tail regardless of time of day. At the weekend, it can take nearly 45 minutes to travel from St James Square to the NCP at The Brewery. This also impacts on parking, as it is impossible to park on Geoerge St with the volume of traffic, reducing the benefit of my parking permit. I find it hard to see how any planning was put in place for this - you have a ring road with literally 2/3 points where you can cut through the town centre, to close of one of them without changing the ring road is just ridiculous - if I was to avoid George St, I would literally have to drive to Tesco on Tewkesbury, to be able to double back towards St Pauls. Also, how is this increasing the 'appeal' for visitors to the town centre, when it is such a nightmare to get there? I think this has not been done for the right reasons, not well planned and is actually creating more problems than before. Cheltenham is possibly the most poorly planned town for traffic - especially the amount of traffic lights Swindon Road from the Post Office to Winchcombe Street - it was bad already, this has made it impossible.
531	04/01/2019	Campden Road	I object to the closure of these roads to through traffic. It has caused other routes to become unbearably congested. I have to transport my child to her special needs school across town and have no other option but to use a car. Her school is the only one that can meet her needs and so a local journey on foot is out of the question. The journey to and from her school now takes much much longer and this has impacted the whole family as we now have to leave much earlier which has implications for my other children and child care.

532	04/01/2019	St Paul's lane	This is causing constant on going nightmare for residents of town centre and traffic and air quality is much much worse. I avoid walking my dog anywhere near st George's street, Ambrose street or the matalan/brewery area as it is so bad. You can't nip across town unless at 2am, you can't easily access our OWN town centre. This is a stupid idea and I can pretty much always walk home quicker than drive home from work in my work van. It take 20/30 mins in the morning and evening sat in traffic going no where. It's so infuriating.
533	05/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
534	05/01/2019	Coburn Gardens	I would like to object to the prohibition of driving regarding the above roads. The closure of Boots Corner has led to an unacceptable increase in traffic congestion in other local roads. The economic and social impact is negative overall. As an increase in congestion generally leads to increased air pollution it is likely that this has also got worse. Safety concerns regarding the level of traffic have been raised by the headteacher of a local primary school affected by increased traffic volumes. I regularly use Jessop Avenue and St James square as a pedestrian with my children and it is noticeably more difficult to cross the road due to the increase in traffic. In contrast I find the experience of crossing at Boots Corner is not much different as there is a pedestrian crossing, which still needs to be used due to other road traffic. The signs warning of the bus gate are insufficient and the term, which is unfamiliar to most people, is confusing. It is also unclear whether it is permitted to reverse when you reach the bus gate, which seems unsafe. I strongly object to the use of plastic to cover the area around Boots Corner. This is a completely unnecessary use of resources, is unsightly, and is likely to lead to the run-off of microplastic into the environment as it degrades. Please remove and recycle appropriately. I think that the money used for these changes could have been much better spent on transport improvements such as better provision for electric vehicles and cycle lanes. I drive a zero emissions EV and am acutely aware of the lack of sufficient charging facilities in Cheltenham, which will hinder uptake. The use of electric vehicles must be promoted to reduce CO2 emissions and improve air quality. I would like to mention that I think the change to allow two-way access along Imperial Square to the Regent Arcade and Rodney Road had been very positive.
535	06/01/2019	Albert Road	The decision to close Boots corner to everyday traffic must be reversed. The impact of this closure is for more (not less) pollution, longer journeys by car to get from one side of Cheltenham to another which is adding to pollution levels and waste of fuels/time/money. Air quality levels are most certainly worse. Please publish data for before and during the trial on air quality and admissions to hospital for people with lung complaints. Walking through the high street up by the new John Lewis is now far more dangerous as there are a far greater number of cars who cut through the high street from Rodney Road. The people who made this decision must be brave enough to admit they are totally wrong and to reverse their decision forthwith. We have most certainly noticed an increase in the number of cars making the journey along other roads in Cheltenham, in particular Albert Road where we live.
536	06/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
537	07/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
538	07/01/2019	College Road	I object to the closure of general traffic through Boots Corner. As buses and taxis are still able to drive through Boots Corner there is really no advantage to pedestrians. There is in reality no difference to pedestrians. In fact my experience as a pedestrian is that it makes it more dangerous. Buses drive through at quite a speed and it is not clear whether one can just cross or whether you need to wait for the "green man". There are major disadvantages to the amount of traffic build up in residential streets such as College Road. This road is often blocked and I have seen ambulances stuck on many an occasion. This is a tragedy waiting to happen. It is not possible for two buses or large vehicles to pass each other. Resident parking in this area is already over subscribed, so it would not be an option to reduce parking on these roads. There are many young families in St. Lukes and the increased level of pollution in this area is a big issue. Plus increase traffic in this area is likely to cause damage such as subsidence to the Victorian housing in these area. If Boots Corner were to be completely closed to traffic then the advantages to shoppers and town centre visitors might outweigh these disadvantages, but this is not the case.
539	07/01/2019	Kipling Rd	Objecting to the closure of boots corner. The closure has forced traffic to use other routes in order to cross the town from North to South, this has led to increased congestion on these alternative routes. This leads to greater pollution levels as the traffic is frequently stationary. Since the closure of boots corner my driving time to and from work has increased by a minimum of 15 minutes over the 2 1/2 miles. The buses do not run at the times I need to be in work and the state of the cycle paths is shocking.

540	07/01/2019	Cold Aston	I have read the objectives of the new road scheme, but living 15 miles from Cheltenham with virtually zero public transport (limited to one bus a week) there is simply not an option to not take a car into Cheltenham. Cycling would be a suicide mission on the A436 and the A40! The new scheme adds complication, makes navigating across town almost impossible and has added to traffic jams and consequent emissions from queuing traffic. I see no benefit to two way traffic on a ring road that has operated as a one way system for as long as I can remember - I first visited Cheltenham 40 years ago. The prohibition of driving access at Boots corner may help with pedestrian safety but the consequences are significantly more traffic coming from Rodney Road with inadequate field of vision or pedestrian crossings. So what has been gained at one end go the High Street for pedestrians has been given away at the other end, but with significant disruption to driving routes. I carefully plan my trips town and usually visit several destinations - Promenade, Waitrose, Tewkesbury Road, Priors Road, Leckhampton, Staverton. It is not possible to walk and/or carry shopping these distances so I need to drive across town. The new scheme makes this very, very difficult, slow and frustrating. If Cheltenham's aim is to effectively prevent rural customers from coming in to town to support commercial businesses and retailers I would say that the new scheme is doing a very good job. I would now not dream of recommending any guests, tourists or friends who had not been to Cheltenham to even attempt it by car. It would be virtually impossible for a newcomer to find their way round in a car. There are no directional signs to explain the new system or assist a newcomer or infrequent visitor. This has been badly thought through with truly no regard to drivers who do not have the option to walk from home to town. As for ever trying to navigate to the John Lewis car park - that is certainly an impossible mission. How does Cheltenham intend to make visiting the town attractive for someone making a journey of 15 miles to get there? .
544	08/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
542	08/01/2019	King Arthur Close	I have noticed a considerable increase of traffic on other routes. I drive home from Gloucester along the A40 and when I drive through Tivoli, to Thirstaine Road to cross Old Bath Road to go home to Charlton Park, my journey time has become up to 10 minutes longer as traffic is backed up across the Old Bath Road/Thirstaine Road and Sandford Road junctions, so the flow has stopped. Traffic is queueing and so emissions must have increased in that area. I just feel that now is not the time to stop traffic getting in to the Town Centre as Town Centres are struggling due to online shopping - this is a scheme that has arrived 15years too late/
543	08/01/2019	Boulton Rd	I'm thoroughly in favour of the driving restrictions put in place around Boots corner, walking and cycling through the centre of town is now a pleasurable experience, my family and I feel much safer in the centre of the town. It would be great if you could extend it to other parts of the town, how about a traffic free day once a month/once a year to promote a healthier lifestyle and our total reliance on the motor vehicle.
544	09/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
545	10/01/2019	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through-route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
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547	10/01/2019	Charlton-Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
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551	11/01/2019	Montpellier Terrace	As a result of the scheme there is a vastly increased level of heavy commercial traffic along Montpellier Terrace Although resurfacing is currently underway which positively affects traffic noise levels the vibration caused by this increased usage is causing damage to property, in particular older listed properties on Montpellier Terrace This needs to be measured and addressed as part of the scheme trial as a matter of urgency In general this stret is wholly unsuitable for heavy commercial vehicles
552	43476.44028	Charlton-Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
553	12/01/2019	Charlton-Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
554	12/01/2019	Sheepscombe	I moved from Cheltenham to a village a few miles away when this farcical one way system was set up. Recently I unfortunately had to come in to town and was so confused I had to pay a £30 fine for being in. Bus lane. This week I again had to go to Cheltenham library for the first time- I filled the P parking signs which took me to the wrong place. I eventually found a car park behind the library, where obviously the meter did not work properly. Coming out I was bombarded by far too much street signage and followed the ne way signs and again ended up in a bus lane so will now get another £30 fine. As I had to go all the way round again I had to actually stop in the road to see the sign telling me to go the other way. I do by the way a police advanced driver! I will not be coming into Cheltenham again as it costs me £30 per trip.
555	43477.77708	Charlton-Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
556	43478.68472	Charlton-Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.

557	43478.73681	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
558	14/01/2019	New Barn Lane	This scheme has severed one of the three main ways to get from south to north of the town. The traffic is now funnelled through St George St or Hales / Hewlett Road, with corresponding chaos. There is no coordination of lights from St George St onto Swindon Road. There are no alternative routes offered. The whole thing is a disaster, ill thought through. It reminds me of when the council decided to restrict Bath Road down to one lane outside Sainsburys on the corner of the High Street, and the consequences of that decision were felt in surrounding areas and roads. Reverse this decision now !
559	43479.38889	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
560	43479.39583	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
561	43479.46667	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
562	14/01/2019	Beechurst Avenue	The "BUS GATE" is clearly not working, cars are still coming through , 3 in the last 10 mins. !!! Why is it not painted on the road as you approach the area long before you get to the "GATE" In Gloucester and Cheltenham you have painted many big bus and cycles signs on the tarmac as well as signs, why not at Boots corner section ?
563	43479.66667	Charlton Kings	I wish to object to the extension of this ridiculous and expensive scheme that has already had a negative impact on trade for the town centre at a time when the bricks and mortar economy could do with a boost rather than a stab in the back. This scheme will not create a pedestrian area for people to enjoy because of the frequent interruption of buses and other authorised vehicles. No one wants to sit out and enjoy the sweet sound of buses driving past. No air quality baseline data was taken so no argument can be made that air quality on Boots corner needed improvement – in fact the lack of baseline data shows how ill thought through this scheme really is. Forcing traffic onto side streets has created grid lock and has a real negative impact on the quality of life for local residents and school children. I expect you also have no base data to show the negative impact on air quality on surrounding streets either – no care shown there for local residents who pay their council tax. The lack of proper through route for traffic will not be solved by the suggested tinkering. This scheme is an utter waste of time and tax payers' money and should be stopped rather than extended. It is fundamentally flawed. It cannot achieve a pedestrian oasis. It does not improve the visitor or resident experience of town. It has a negative impact on air quality in residential streets. Shame on you for continuing this farce.
564	22/01/2019		I support that the bus drop off road outside M&S leading around to Starbucks is closed to cars . I work in one of the stores on that road and we used to see cars illegally park and speed around that road. It was a right hazard. Now the road is closed I feel the high street is a lot safer.
565	23/01/2019	Lansdown Parade	Prohibiting general traffic from Boots Corner Has lead to many delays on surrounding roads, as well as a detrimental effect on retail in the area. It makes driving through Cheltenham extremely difficult and inconvenient for residents for a barely perceivable benefit.
566	23/01/2019		I object to the restrictions on driving through Cheltenham. The town needs to attract people from the countryside into the centre not make it easier for them to go to out of town shopping Malls with easy access and no parking restrictions. The stupidity of this scheme at a time when the High Streets are struggling is unbelievable.
567	23/01/2019	Montpellier Drive	I object to the closure of Boots Corner•Clarence Street to normal traffic. It has forced traffic to find alternative routes through residential areas causing congestion and pollution. The congestion and difficulty in navigating from North to South across the town is deterring people from coming into Cheltenham which is affecting trade for shops and businesses in the town. I operate a an Apple store in the Regent Shopping Centre. This in turn will ultimate affect jobs in the town. The scheme is also aesthetically displeasing giving that area of the town a derelict appearance.
568	23/01/2019	Gloucester	The Boots Corner debacle is having a major impact on the wider traffic network within Cheltenham - it had been touted as a pedestrianised area but taxis and public services can still use it so it makes very little sense.
569	23/01/2019	ALL SAINTS TERRACE	Questioning figures re increases in pedestrian flow down the High Street. It is clear that with tenancy in the Brewery having increased then footfall would also increase. Has this been factored into the figures and if so by how much and by what methodology. Increased bus journeys. Similar to the above; has the amount of new housing in the outlying areas - eg Bishops Cleeve - that has come become 'live' and the consequential increase in potential journeys been factored into the published figure. If not by how much and by what methodology. Please explain why there are no traffic flow figures for Hewlett Road. And if there were no original figures, why not? What action is going to be taken to alleviate the bottlenecks at the St George's Road-Bayshill Road junction and the Suffolk Road-Bath Road junction. What action is going to be taken to reduce the increasing amount of traffic travelling up Promenade, the consequent increases in emissions and the deterioration of experience of a (the?) prime visitor attraction?

570	23/01/2019	The Park	The council seem intent on continuing with the Boots corner closure which I find worrying. My main concerns are the lack of alternative routes through town. The only prints seem to be narrow residential streets such as st Luke's, College road etc. I feel so sorry for the poor residents who now have daily traffic jams outside their doors and have an increase in pollution levels. The roads are also very narrow and I am concerned there will be a higher risk of accidents especially for the young im these residential streets. The council is doing NOTHING to help this situation.
571	24/01/2019	Bournside Road	I object to the closure of Boots Corner. It has not been properly thought out and has just moved the traffic from Clarence Street on to other side streets causing high levels of pollution and causing traffic jams. I find Councillor McKinley's stated statistics on both the levels of pollution and the town's footfall percentages very, very dubious and I would like under the Freedom of Information Act like CBC to provide details of the dates and times when these surveys have taken place since the closure in June. It appears that there is no transparency at all and that these figures are being manipulated to give false and misleading readings to suit McKinley's personal agenda in dictating and forcing everyone use a bus, walk or cycle. That is not democracy.
572	25/01/2019	Kensington Ave	The trial has been interesting and information from it should now be used to agree the permanent changes. I propose that the trial and, therefore the uncertainty, is NOT extended as there has been sufficient, indeed plenty, of time to gather data from the trial.
573	25/01/2019	Lauriston Park	Removing the main route through town has been awful for those of us living in Leckhampton, Park, Tivoli, etc. It's our obvious route through to places like the Brewery, the Leisure Centre, the Recycling Centre, Pittville etc., and forces us to drive through smaller, more populated streets - even to make the dangerous dog-leg via Rodney Road and the High Street. Adding 'sleeping policemen' will NOT improve things. The 'Boots Corner' route always worked well, with almost no delays or tailbacks and absolutely no road accidents. It's like closing the M1 nationally and expecting drivers to find another route of their own choosing. And the air is no cleaner. Quite the opposite. Traffic now moves more slowly, emitting more pollutants, in residential streets.
574	43490.92083	Leamington Spa	I am someone who lived in Cheltenham in the 80's & 90's and now visit periodically to liaise with local agents working for me and was extremely surprised to get a ticket on a recent visit which lead me to investigate what was going on further. Having looked at the proposal regarding prohibiting driving along Clarence Parade / Clarence Street I am at a loss to understand how this in any way can "improve the quality of life in the town and increase its economic prosperity" which is the stated aim of the transport plan - all it will achieve is increased congestion levels, which in turn will add to the pollution levels. Road that can barely cope with the existing levels of traffic, let alone the needs of heavy goods vehicles, will be gridlocked at peak times and the increase levels of loading will lead to the surface requiring more frequent attention as they were not designed for this purpose and a perfectly good road that had been designed for this traffic will be left become a pedestrian zone - completely illogical and with no element of common sense The proposal it simply outlines which roads will be affected by the proposed changes but there is no indication on when the displaced traffic will go, When I lived local Clarence Parade/Street was a simple route to transverse the town easily and simply - the other roads that would provide passage were narrow and congested most with parking areas to one or more side of the road and that was with minimal traffic flow or an extended route through residential areas would have to be undertaken. What analysis has been taken to determine the number of vehicle that have used this route on a daily basis? What analysis has been done to assess them impact of this level of traffic using the existing roads? Obviously little or nothing as the proposal would also make it clear what the proposed route of the displaced traffic was as they would also need to be a plan to upgrade to roads and budget allocated for its maintenance. Ideally a section of existing two way road would become one way to keep the traffic moving but no there is none of this What analysis has been done to assess the addition congestion this will create in the surrounding area? What analysis has been done to assess the environmental impact of this change? I predict that pollution levels will increase further across the whole of the lower high st and surrounding areas purely as a direct result of this change and how will that encourage people to visit the town? Who is going to want to invest in a business in the town when getting around the centre is so poorly thought out? To my mind a better use of the money would be to improve the parking facilities of the Portkand St and North Place car parks which have been crying out for some investment since the 80's If the true goal is to make the high st whole then any scheme needs to seriously consider the route that you want the traffic to take and ensure that these road are suitable if necessarily completing the one way circuit that all ready exists so that it links up with equivalent roads. I would also severely criticise the signage that is currently in place it is all well and good placing signs that indicate restrictions but where is the clear signage to make it clear where through traffic is expected to go. I saw only one sign that indicated that some routes had been changed but it did not state which and neither was there any guidance on which way I could go when coming out of Crescent Place. Or is this so that motorists can indirectly be used to generate income as a result of this poor signage?

575	28/01/2019	Naunton Way	One thing that I am surprised that there has been no debate about is the fact that handicapped and disabled drivers can no longer access the town centre. Over time I have seen many park in the street by M and S but that is not now possible. How can this be allowed to continue? Surely this is discriminating against such people. I would say that I am strongly against the closure of Boots Corner. It is a poorly thought through scheme that is doing the opposite of what it is supposed to do. It is not making the High Street more successful and large numbers of our small, independent businesses are against this scheme. Together with high car parking charges (which the Council recently increased by up to 45%) it is discouraging motorists from coming into town, depriving businesses of what they would have spent (and car drivers tend to spend more than those who travel on busses, as it is easier to carry loads of shopping home by using a car). The 11,000 cars a day no longer allowed to use Boots Corner are still on the road network and have created multiple new 'rat runs' that now have on average, up to 35% more traffic on them, with much, much more during peak periods. Because these 11,000 cars are now on more congested roads and are stop/starting all the time, taking longer to complete their journeys, the new rat runs will be experiencing much higher levels of air pollution. I cannot see the logic of reducing air pollution at Boots Corner, where people do not live and increasing it on our residential roads. Boots Corner can ONLY be made to work with a proper by-pass and more park and rides - the Council should have put these into place before attempting to close Boots Corner. Full pedestrianization is a much better idea than creating this dangerous shared space, where the partially sighted and disabled are vulnerable to an accident.
576	28/01/2019	Nourse Close	I objection to the closure of through traffic on Clarence Street past Boots Corner as this is the most direct route from my home to work in Cleeve. Over the 6 months since the closure I have tried many different routes and forms of transport to work but have not found a viable alternative. The closure has increased my already long day by 1 hour, when I used public transport my day was increased by 2 hours so this is not a practical alternative when I do 40 hours a week and have a family.
577	28/01/2019	Halland Road	I fully support the scheme as it reduces town centre pollution. personal data removed Leckhampton resident.
578	28/01/2019	fairford rd	The prohibition of driving across the widespread area of Pittville Street and Clarence Street is shifting traffic elsewhere in smaller rat runs notably through the Lloyds Bank and John lewis passageway. It is evident from driving through here that pedestrians are at a major risk from passing traffic on what is essentially a hidden corner. Additionally the waiting times as a consequence at other junctions such as St Georges Street and alongside the Brewery is extortionate, causing irate drivers and dangerous driver decisions.
579	28/01/2019	Brymore Close	The closure of roads in the town (Boots Corner) without suitable alternatives is causing significant volumes of traffic on semi residential and residential streets. Gloucester Road, St James Sq, Rodney Road and Henrietta St are all highly congested during peak traffic hours. The restriction on Clarence Parade forces all traffic around The Promenade with significant congestion. I have had personal experience of this and it has caused me to rethink visits to the town. Essentially, it seems the road has been closed without planning for the loss of thoroughfare. You may site a wish to force people from their cars, but this is highly unlikely. I would also add that leaving the route open to buses, taxis and cyclists causes confusion. In short, I would welcome total pedestrianisation as part of a well thought out plan, however, I see no evidence that this is the case. The roads should be reopened until the council can come up with a plan that addresses one issue without causing numerous more.
580	29/01/2019	Redgrove Park	The closure of Boots Corner means that there is a large amount of slow moving traffic elsewhere in the town causing pollution & a noise nuisance both day & night. Parking restrictions mean that it is now difficult for the disabled to park in town.

581	29/01/2019	Stanway Road	I am objecting to the total madness of the scheme for the following reasons: No access or reasonable parking provision to the High Street (ie banks, M & S etc). Disabled people are banned from parking in Pittville Street and along by Costa. No access to Clarence Street. Visitors are being confused and are going elsewhere Our beautiful Town is being vandalised by ill-thought out traffic management .Pollution has increased Congested roads and lengthy delays in surrounding roads are a result with knock-on effects for residents in these areas (Swindon Road an example) Buses, Taxis and other vehicles using the Clarence Street/North Street route and this is the obvious solution for all vehicles to use this route once more Delays in College Road, Swindon Road, Rodney Road and Winchcombe Street are adding to the pollution problem. I therefore most strongly object to this mad-cap scheme which is causing misery for residents, commuters and residents. If this is scheme is made permanent I can see our Town slowly dying. Can I suggest the out of town traders at the Gallagher Park etc is contacted to see if their sales are up following this temporary scheme as I know that people are preferring to shop there than in the Town Centre.
582	29/01/2019	Oakley Road	My objection is to the overall result of the supposed trial closure of what is known as Boots Corner to general traffic. Living in an ares with no near bus route we are obliged to pass through town on our frequent visits to town shops and the areas around Kingsditch, necessitating us to traverse the town. Since the closure we have attempted different routes to avoid the prohibited area given that CBC were unable to recommend any resulting in a free for all. A number of these routes have demonstrated greatly increased congestion, particularly through St Pauls and Swindon Road. Usually the best is via Rodney Road / High Street although this leads to conflict with pedestrian traffic particularly at entry into the High Street where unlike Boots corner there is no assistance from traffic lights. In addition it is susceptible to blockage as today when a delivery truck was parked blocking the exit from Rodney Road necessitating a queue of traffic to perform 3 point turns with more and more traffic arriving. Overall the scheme has caused us to waste more time in traffic, contributing to more pollution. and has led us to consider shopping elsewhere (Cirencester, Evesham) where local government does not appear so prejudiced against the car. As a pedestrian when in town I can see little benefit as Boots Corner cannot be considered pedestrianised given the amount of approved traffic passing through
583	29/01/2019	The Park	I am firmly against the 'closure' of Boots Corner, having signed previous petitions, on the basis that local businesses have been adversely affected, NO2 levels were never properly monitored prior to the trial and displaced traffic is a detriment to the health of residents in residential streets as a result of CBC's actions.
584	29/01/2019	Montpellier Grove	I would like to add my objection to the continuation of the closure of Boots Corner (Clarence Street) to cars. This has added to the congestion in Cheltenham and has increased traffic on normally quite, residential streets as people search for new ways to move around town. Getting across the London Road heading towards Winchcombe has always been difficult during rush hour, but it is now even worse.
585	29/01/2019	Stanley Place	I strongly object to the closure of " boots corner".
586	29/01/2019	Rosehill Street	Objection to all
587	29/01/2019	St Georges Street	With the closure of Boots Corner, it has pushed traffic to smaller built up areas. These areas are now unbareable with both traffic congestion & air pollution. Take St. Georges street for example, prior to the closure there was a reasonable waiting time at the traffic lights, now it is often backed up in the evenings to St. James square. The pollution is terrible making those residents with breathing difficulties struggling to get a breath of air outside their own homes. I have often left my residence in St Georges street only to be met with a lung full of fumes. This is made worse by the traffic lights only letting 3 cars past each time. Boots corner has not been made pedestrian friendly due to taxis and buses still using it. The issue with this is when it was open, you knew to cross the road carefully using the traffic light button. Now, it is a free for all. No one knows when it could be safe to cross, buses not indictating and people walking straight out. This is an accident waiting to happen. The footfall has fallen considerably, not to do with Internet shopping or visiting places outside of town, but simply that no one wants to deal with the hassle of cheltenham. We will continue to lose businesses and revenue until this is resolved. The disability parking is now an utter joke, instead of making life a little easier for those who may have difficulties, we make them park as far away as possible or park in built up fume trapped areas a long walk away from anywhere they could want to go. I find this so disheartening as a young resident of Cheltenham to see my town falling to pieces over a not very well thought of scheme.
588	29/01/2019	Holmer Crescent	11,000 motorists a day have been forced to find new routes throughout town, increasing traffic on those residential streets by up to 35% on average and much more at peak times. Air pollution has also been substantially increased with traffic stop/starting and taking longer to complete journeys, while the absence of private vehicles between 10am and 6pm has not improved air quality at all at Boots corner. Finally, the effect on retail businesses in the town centre, many already struggling for survival, is likely to be catastrophic if the reduced footfall since Boots Corner closure contines. Far from improving the town centre, the experiment is lkely to be a total and very expensive failure. I, for one, now actively try to avoid visiting the town centre unless it is unavoidable.
589	29/01/2019	Naunton Crescent	I object totally to the current trial closure of Clarence Street (Boots Corner). The closure is causing traffic chaos, as vehicles are forced to travel along narrow streets, such as St George's Street, causing long delays, blockage of connecting roads, and significant increases in air pollution in those areas. The trial has NOT improved the flow of our town's traffic, it has simply moved the traffic to streets and roads which are not equipped to cope with the flow, therefore there is no flow. Please end this trial. Local people, and local small businesses are suffering.
590	29/01/2019	Wilson drive	I am firmly against the 'closure' of Boots Corner, having signed previous petitions, on the basis that local businesses have been adversely affected, NO2 levels were never properly monitored prior to the trial and displaced traffic is a detriment to the health of residential streets' residents as a result
591	30/01/2019	Duntisbourne	Cheltenham has a problem, a big problem. The route through Boots corner is a vital North / South route. Removing it will not take away the need to go North / South. It just means either adding miles to your journey, which equals more pollution, time out of the day, and more conjection in other places. Removing it will not increase footfall on the high street. It will not help traders. It is a negative. People will not come to Cheltenham if they are worried about navagating through the town, as most central carparks are positioned to bring traffic into the centre. People are now confused on how to get in, and how to get out. A better solution must be to elongate the crossing time so more people can cross in a safer environment. Some change is good, and needed, but change for the sake, and then blindfolding yourselves to the results of trial is shameful.
592	30/01/2019	Kingsclere Drive	Since the change of traffic within the town centre I have not shopped in Cheltenham centre as before. This is for two reasons, extra traffic around the periphery and uncertainty of where I can drive without finding myself unwittingly receiving a fine. I just don't bother and find myself shopping on line and eating out further afield. This is saving me money. However, if everyone is doing as I do it will led to more closures within the city centre of commercial properties and a hastened death of the high street.

593	30/01/2019	Bishop's Cleeve	Back logged traffic and a nightmare in town. Has stopped me shopping in town now due to the closure. I'm sure many people have the same views and there will not be many shops left at this rate
594	30/01/2019	Courtenay street	I do not understand the rationale around boots corner. By not using boots corner it means that I now use alternative routes which are putting pedestrians and cyclists st risk.eg Rodney road is now very dangerous to walk through/past.
595	30/01/2019	Hatherley Street	The closure to general traffic of Pittville Street / High Street / Promenade / Imperial Circus, has caused an alarming level of congestion to all other routes through Cheltenham, i can only suggest that pollution on these roads must have increased proportionately, and i cannot believe it has not dissuaded other people from going into town to shop as it has definitely stopped me from going
596	30/01/2019		As a Blue Badge holder, the Boots Corner Scheme has made my life much more difficult. I used to park in Pittville Street or Clarence Parade - ideal for M&S, Boots, Cavendish House etc. From my home in personal data removed , I now try to park in Winchcombe Street, which means driving along Rodney Road and into the High Street - avoiding pedestrians! I now never go into the Lower High Street - too far to walk ! Another important point is that if we wish to go to the Cibema in the Brewery, to drive there is a nightmare - I would think our journey personal data removed , is probably doubled. We have to go round through College Road - past the hospital, where it is always busy or via Gloucester Road always congested! Also there are very few accessible Disabled spaces near the Brewery - apart from the hugely expensive car park opposite. The last time my husband and I went to the cibema, thank to Prezzo for a quick meal, we had to pay £10 in the car park! I do not believe that by signing the petition objecting to this scheme that I am deluded with the difficulties I have experienced!
597	30/01/2019	Winchcombe street	I need to travel through boots corner normally to access my car park on Albion place. Now that the road has been closed off I have to drive up Rodney road, which during peak times, can add an extra 15-20 minutes onto my journey. If I'm coming from the Tewksbury road side of town it takes even longer and I am often sat in standstill traffic for 20-30 minutes. Causing more pollution and using more of my petrol and time. It's a ridicule sceme and I can't see a single positive to it.
598	30/01/2019	Ewlyn Road	It is very dissappointing that elected councillors totally ignored the last petition and that boots corner remains closed. Again it seems from the beginning a waste of money placing planters and bike racks and also appears it was always a done deal to remain closed. I am against the continued full time closure of boots corner. The traffic and pollution has been pushed onto numerous surrounding roads- and this has a more direct effect on many more individuals living and drinking through these areas. It has also affected access to areas- if the councillors want to continue against those who elected them with the closure of boots corner- at least could there be a review to open for a limited number of hours during the day eg rush hours to ease the pressure on other areas?
599	30/01/2019		The closing of Boots Corner has increased traffic levels in other parts of Cheltenham that has resulting in congestion and lengthy delays. Reopen Boots Corner as this exercise has not worked and continuation will only make matters worse. If Boots Corner is to be pedestrianised then all transport, i.e. buses and taxis should be excluded, not just cars, vans etc. What's the point of doing a half job that clearly is not working.
600	30/01/2019	Cakebridge Road	Objection to the scheme closing Clarence Street to car traffic at what is commonly known as "Boots Corner". The lack of planning that has been given to this scheme is negligent in the extreme. No formal alternative routes have been identified or signposted, the prohibition of entry sign is badly placed and not very evident, resulting in inadvertent fines for motorists. No escape route is in place for vehicles that have already proceeded to the point of the sign prohibiting entry, resulting in dangerous manoeuvres being undertaken. The main aim of preventing traffic through the junction has not been met, as buses and taxis are still allowed through, and pedestrianisation will not be achieved. No improvement in alternative transport arrangements have been put in place so no reduction in traffic other than that deterred through bad circulation is achieved. There has been a deliberate attempt to route traffic through Rodney Road through the two-way system on Oriel Road, albeit informally. This has increased traffic in a heavily footfall pedestrian area and is in direct conflict with the aims of making the town centre more pedestrian-friendly. The increase in traffic down residential side-roads is excessive and increases noise and pollution for the residents. The flow of traffic from these streets into the main designated trunk roads is uncoordinated resulting in poor circulation and increased waiting times, thus increased pollution. Overall, this scheme has been incompetency managed a do the council appears unable to accept that the scheme has been proven untenable. I support the concept of a pedestrian-friendly town centre, but this trial has proven that it will not be achieved by closing Boots Corner
601	30/01/2019	Brooklyn Road	
602	30/01/2019		I think that the Boots corner closure has had a detrimental effect on Cheltenham causing more congestion in smaller road ie Rodney road and Gloucester Road causing traffic jams and air pollution around schools th cost to taxpayers has been disgusting as the benefits are very few I go into Cheltenham town quite often and can honestly say there are very few benefits and think it's disgusting that the petition sugnd by 6000 people has been ignored. That is why I am objecting to the changes when there are so many more things we could be spending tax payers money on and feel people will visit other town centre to avoid this awful decision
603	30/01/2019	Bowen Close	I fully support the scheme. It make using the town centre far better for going between the lower high street/brewery and the main high street. I think that the system could be improved better, such making the road section 20mph with the number of taxis and 'business' delivery/working vans that still travel though the area. Likewise with Rodney Road. To ease the traffic in the surrounding area, mainly St Margarets Road the traffic light sequence needs looking at, especially the section along the Brewery/Car Park
604	30/01/2019	Grove Street	I object to the closer of boots corner. This has increase traffic through rat run roads such as my road on Grove street which was not designed for this flow of traffic. The closer of boots corner has divert the traffic away from that area not improved it.
605	30/01/2019	Norfolk Avenue	
606	31/01/2019	Hudson Street	The closure of Clarence street to motorists is becoming increasingly frustrating for those of us that live in the local area. I am objecting against full implementation of the scheme due to the increased traffic on other roads in the vicinity. I work and have children at a local school that has been directly affected by the closure of this busy road. Living in the GL50 area of Cheltenham St Pauls Road has become a "rat run" to many trying to get off the gridlocked ring road at peak times combined with drivers who are arrogant, thinking they have more importance than others to get to their destination as well as those who chose to ignore speed limits. The impact on air quality in the area due to the rise in emission not to mention the unsuitability of many of the roads for such increased traffic is absurd. This ongoing trial is driving people away from our lovely town and making day to day life stressful for everyone. I have walked to my work place/children's school for the last 17 years and trying to cross the impacted streets where traffic is detouring to is quite frankly a nightmare and dangerous.
607	31/01/2019	Appleyard Close	I object to all these points. The level of traffic pushed onto the outer ring road is not acceptable In addition access to restaurants and shops for doable people is being restricted unacceptably
608	31/01/2019	Melbourne Close	Closing these roads has led to serious delays elsewhere, especially in more residential areas, & without a doubt increased pollution due to longer (time and distance) journeys!
609	31/01/2019	Hewlett Road	Prohibiting driving in these areas simply causes problems for those of us who live on the surrounding streets and need to move around the town. Pedestrians still have to be wary of vehicles which are permitted and the Rodney road rat run which has ensued is far more dangerous. A town needs to allow its inhabitants to move around it as freely as possible.
610	31/01/2019	Hanover st	We need to reopen boots corner to all traffic.
611	01/02/2019	Leighton Road	I object to the closure of Boots corner due to the detrimental affect it has on local businesses and disabled drivers many of whom now can not access the church. I don't believe that there is a huge difference in emissions within that area and those emissions have been pushed into surrounding areas. The traffic is worse in the surrounding areas. It should be reopened.
612	01/02/2019	Medoc Close	Since the trial began traffic has been pushed outwards making the gloucester road / Tewkesbury Road interchange extremely busy and this in turn has pushed traffic to use princess Elizabeth way more. These roads now all see queues throughout the day and at weekends when previously it was just ruah hours. It can now take 20 mins to get from the arle road glos road junction to the Swindon land Royal mail sorting office about half a mile away. This is all pretty pointless as there are so many delivery vehicles and taxis as well as rbe buses still going through the town centre it cannot be considered to be properly pedestrianised anyway.
613	02/02/2019		I am firmly against the 'closure' of Boots Corner, having signed previous petitions, on the basis that local businesses have been adversely affected, NO2 levels were never properly monitored prior to the trial and displaced traffic is a detriment to the health of residential streets' residents as a result of CBC's actions. I personally don't use Boots Corner more than once a week, but I do drive along College Road at least Twice a day and also use the St George's st when I do need to cross town and both these routes are impossibly overloaded - no adjustment seems to have been made to the traffic lights to accommodate the extra traffic. We also run a b&B and several guests have been fined trying to get across town - it's putting off visitors to the town!
614	02/02/2019	Leckhampton Road	The closure of Boots corner does nothing to enhance pedestrian safety as there are still buses and taxis driving through. It makes getting from the south of Cheltenham to the north unduly complicated and long-winded. The town centre feels dead now.
615	03/02/2019	Twigworth	I object to the closing of Boots corner to traffic. Trying to drive though Cheltenham even at non rush hour times has become a nightmare due to congestion.

616	03/02/2019	Montpellier Grove	I think the scheme is ill conceived and seems to be trying to solve a non existent problem ie linking the two main sections of the High St by removing some of the traffic. In the process of doing this: - we now have a hybrid system which does not provide complete pedestrianisation since taxis, buses etc are still able to use the old route - disabled parking slots have been moved - business has been negatively affected in the streets that are now closed to traffic, - the levels of nitrogen dioxide have increased to dangerous levels at the Winchcombe St/Fairview Rd junction (please refer to the Council's own air quality monitoring for precise figures), - there has been significant and intrusive displacement of the former through-town traffic to residential areas of the town (and increased air pollution in some of those areas) - I think the scheme is part of the Cheltenham Place Vision which I believe dates back to 2009 when the whole economic development and retail were an entirely different kettle of fish. Rather then push on relentlessly with an outdated vision which no longer reflects the way people use town centres, maybe you should look at more relevant ways of revitalising the town centre? Stem the inexorable rise of the coffee shop/betting shops/barbers/charity shop culture and build housing (with cultural and recreation facilities) whilst encouraging people to shop at out of town malls that have good public transport links and free parking.
617	03/02/2019	Broad oak way	The closure of the boots corner to traffic has been awful creating huge traffic jams elsewhere in small roads & with more congestion comes greater pollution too
618	03/02/2019	Royal Parade Mews	The scheme was poorly thought out and poorly implemented. If the road through Boots corner is to be closed, it should be fully closed to all traffic, not partially as it has been - or at minimum pedestrians should be given right of way. In addition, the alternative routes through town should have been considered before the partial closure. The traffic on these alternates have increased significantly, causing danger to pedestrians all over town. For example, the road in front of John Lewis has become incredibly dangerous due to former Boots corner traffic using it as an alternate. I'm also very discourage by the council's misuse of data to support the success of the scheme. Any increase in foot traffic, jobs, etc., can be primarily attributed to weather, John Lewis, any numerous factors other than the partial closure. Instead, it appears to be entirely attributed to the partial closure, with is untrue.
619	03/02/2019	Brookbank Close	Just getting out of Cheltenham to head to Oxford or that direction now takes me down Rodney Road which is very dangerous for the pedestrians. Boots corner has always been 2 lanes of traffic going in same direction and then out of town in similar easy safe vane. Boots corner has traffic lights and audio sound warning when lights are green for pedestrians. Safe and efficient. Now Rodney Road by Lloyds Bank and John Lewis is an accident waiting to happen. People wandering in a semi pedestrian zone..all crazy.. Round about and Waitrose to DW sports shop now backed up several times a day. More traffic on Gloucester Road where children walk to and from school. Absolutely no need to take cars away from Boots Corner. Now pollution is on narrow streets where cars are parked in the road.
620	04/02/2019	The Park	The closing of Boots Corner/North Street Is causing chaos in the town. Boots Corner/North Street is the only direct route into and through Cheltenham, The only alternative routes are tortuous and indirect and not designed to take heavy traffic. This is causing increased levels of traffic jams and polution. It seems a really badly planned project that causing a lot of anger by the majority of Cheltenham residents; among all the people I have mentioined the project to, I have not found a single person who is in favour of the project. Most people are angry and are puzzled about how the council ever thought this sheme could ever work in the first place. Boots Corner/North Street should be re-opened as soon possible..
621	04/02/2019	Bishop's Cleeve	Huge delays and massive congestion during rush hour and Saturdays along St James Square, Ambrose Street and St Georges Street.
622	04/02/2019	St James's Square	I have made many complaints since the start of this experiment but understand that you are not counting these as part of the consultation therefore underestimating the amount of ill-feeling this trial scheme is causing. I used to be able to leave work between 17.00 and 17.30 but now have to delay leaving due to the unreasonable time spend along the route Ambrose Street into St George's Street to get to Evesham Road. The council have not taken into account people who work in Cheltenham and need to leave by driving through town. Are you trying to kill the town centre with office workers who spend money in the town each day? The road system is badly thought out and was pout forward as a proposal 20+ years ago when the traffic conditions were different. As to generating more people to shop in the Lower High Street, what a farce. How can you properly measure that? Additionally, people have always crossed the road to reach Lower High Street so making it nearly traffic free makes no difference to the attitude whether to shop there or not. Please consider this a complaint against the scheme and I ask that you reconsider reinstating the road use as it was before the trial.

623	04/02/2019	Shipton Oliffe	To permit buses through Clarence Street and North Street is necessary; it reduces overall traffic and provides a useful stop at which to board buses, thus reducing the overall traffic problem. To prohibit general traffic through Clarence Street is, to say the least, misguided. There are several shopping areas, for example the High Street/Promenade and the retail parks, most of which are near the PE Way and the A4019/Tewkesbury Roa junction. People need to use their cars to get between these areas so you are not reducing overall traffic and pollution; you are simply moving it from the town centre to other streets full of residential housing. By doing this you are increasing journey times and stop/start occurrences, thus actually increasing the overall fuel consumption, atmospheric pollution and noise in residential areas. You are also driving people away from the town centre and causing hardship to small retailers. Your general lack of support for small retailers is quite evident from the number of boarded-up premises in town. You are making it difficult for people who are not Cheltenham residents but who live within a few miles. Please listen to your residents and note the number of potential shoppers who are discouraged from shopping at all in Cheltenham.
624	04/02/2019	Shurdington	Trying to get to the Brewery from South of Cheltenham is a nightmare. We've visited twice since the Boots corner closure, via the station, Tesco and the Royal Mail Sorting Office with increased mileage and pollution. The inner town routes are not the answer, as they terribly congested and must increase pollution. Last week my family popped down to the cinema at Gloucester docks and it took about the same time and was straightforward. I love Cheltenham, but please Councillors, don't disregard genuine concerns of the public over the current trials.
625	05/02/2019	Rothermere close	The change on the road with the central reservation after traffic lights and lane changes from the corner by the council buildings to the bus station by royal well is hazardous and not laid out very well and confuses motorists. Closing boots corner causes chaos on other streets which are manic all day especially rush hour. Journeys across town have increased substantially in time due to all cars being forced to go down side street they pounding have previously and now takes ages queuing which is unnecessary. A journey is not straight forward and quick any more and to get across town is a mission which has to be well thought out and planned before hand. It puts people off visiting town as it is such a haste. Getting to the gp at portland takes longer as all routs are busier and takes longer to get toddler to an appointment. It's an unnecessary closure which is causing chaos. Also the road behind John Lewis now being a bus lane only is unnecessary and contributes to the increased traffic on other roads
626	05/02/2019		The boots corner closure, restricts me (a permanent crutch user, with long term mobility issues) to access Cheltenham Town centre. I have not been into town since the closing of boots corner without having to be in my wheelchair. My partner use to drop me off then go park the car and then come pick me up but this is now undo-able.
627	05/02/2019	Barbridge Road	I strongly object to all the changes being made to in and around Boots corner road traffic scheme. I feel there is no current capacity to the road structure to allow vehicles to use or seek alternative routes. This is slowing movement of traffic and causing higher pollution levels
628	06/02/2019	Woodmancote	I am against this new crazy scheme which is driving business out of the centre of Cheltenham into the surrounding residential roads which are now choked with cars. If you want to reduce traffic pollution and congestion get rid of dirty diesel buses from the town. Encourage more hybrid and electric cars by giving them access. Build a proper Cheltenham by-pass, as the current ringroad/one way system is not a solution but a constant traffic jam.
629	06/02/2019	Woodmancote	Introduce a congestion zone and ban diesel buses from the town centre or allow everyone in Otherwise what is the purpose of creating chaos in the town centre and moving the unchecked traffic problem into the surrounding residential streets.
630	06/02/2019	Woodmancote	I am firmly against the 'closure' of Boots Corner, having signed previous petitions, on the basis that local businesses have been adversely affected, NO2 levels were never properly monitored prior to the trial and displaced traffic is a detriment to the health of residential streets' residents as a result of CBC's actions".
631	06/02/2019	Grove St	This is nothing to do with "pedestrian friendly environment " it's all about making money, it's a stealth tax however you want to dress it up. What GCC don't make public is their contract with Apcoa, a profit driven private sector company from Uxbridge who are only interested in making money, GCC are ok with this provided they get their cut. The financial arrangements between GCC and Apcoa are top secret, local authorities like to say that revenue generated this way are put back into parking and traffic issues but this is not true. Apcoa are making a packet out of the misery of the people of Gloucestershire and it's unsuspecting visitors. The Clarence Street cash trap will make a million PA once your into the one way system you cannot avoid it unless you break the law which many motorists tend to do. The biggest earner in Gloucester is Llanthony Rd which is not even on a bus route but just there to make money. Other towns in England have forced their local authority to end the contract with these cowboy traffic management companies and we should do the same. Watch Britian Parking Hell on Demand 5 Series 1 Episode 4 as this features GCC and their crooked partner Apcoa.
632	06/02/2019	Arle Road	I refer in total to your survey..The closure if Boots corner has not improved pedestrian access because we still have to wait for buses and taxis which are continuous throughout the day.The traffic now clogs up behind waiting buses in the Promenade and surrounding streets like wellington street iften have queues from the Swindon Road backing up to the High St.Traffic lights have not been altered on these roads to help alleviate the problem. If you want a pedestrianisation you have to make it total. A one way system around the whole town centre is the only answer. Parking in Town has become a nightmare with fewer parking spaces and the closure of the Beechwood car park making it more of a dilemma.We need car parks on the edge of town.st.James' needs to be multi storey . It is pointless closing roads unless there are alternatives that doesn't put children at risk on rat runs and from pollution The closure of Boots corner has not helped local traders nor pedestrians I would point out that the only sector that has benefitted is the council with its fines. A petition was handed in and totally ignored. I suppose we are getting used to politicians ignoring the voters in this day and age. But this will come at a heavy price for Cheltenham. If we cannot park or get to where we need to We will just not bother coming into town at all. This closure without proper thought out is a disaster for Cheltenham and will be for many years to come. Because just Like Mrs May you believe you are right and there is no other plan possible Well we've all seen where that gets us.
633	06/02/2019	Cleeve Hill	This trial is not only a frightful waste of money but also a great waste of time for people who drive in Cheltenham. Could you please stop wasting people's time and put the roads back to how they were 5years ago.

634	06/02/2019	School Lane	OBJECTION THE DETOURS AS A RESULT OF THE ROAD CLOSURE IS ROUTING VEHICLES ALONG A MUCH LONGER AND TORTUROUS ROUTE RIGHT INTO THE CENTRE OF HIGH STREET. MORE TRAFFIC LIGHTS TO SIT AND IDLE AT AND SLOW INTERSECTIONS TO NAVIGATE. SOME INTERSECTIONS AND PEDESTRIAN CROSSINGS DO NOT EVEN HAVE APPROPRIATE ROAD SIGNS TOO. E.G. NO STOP SIGN TRAVELLING ALONG WINCHCOMBE STREET WHERE YOU ARE FORCED TO TURN RIGHT INTO ALBION STREET. THIS ALSO AN EXAMPLE WHER NOT ENOUGH THOUGHT HAD ORIGINALLY GONE INTO THE ONE WAY CIRCULAR ROUTE! IF THE OBJECT OF THE EXERCISE WAS TO IMPROVE AIR QUALITY THIS WILL HAVE THE OPPOSITE EFFECT AND ESPECIALLY IN AREAS WHERE THERE ARE PEDESTRIANS. INCREASED RISK OF PEDESTRIANS BEING RUN OVER ALONG HIGH STREET. ONE EXAMPLE OF THE PROBLEMS CAUSED: LEAVING RODNEY ROAD CAR PARK AND INTENDING TO GO TOWARDS THE NORTH, RESULTS IN A COMPLETE CIRCULAR ROUTE: LEFT INTO RODNEY ROAD, RIGHT INTO A46(SANDFORD STREET EXT), ACROSS A4015, CONTINUE TO ST GEORGE'S STREET, RIGHT INTO CLARENSE STREET, RIGHT INTO CLARENCE TERRACE, RIGHT INTO PROMENADE, NOW LEFT INTO A46 (RETRACING WHERE YOU'VE BEEN IN THE OPPOSITE DIRECTION), LEFT INTO RODNEY ROAD (HAVING COMPLETED A CICLE!!!) TRAVEL ALONG RODNEY ROAD UNTIL YOU 'HIT' PEDESTRIANS AT BARCLAYS BANK ON THE BLIND CROSSING WHERE YOU TURN LEFT INTO HIGH STREET. NEXT RIGHT INTO WINCHCOMBE STREET, BUT ONLY FOR ONE BLOCK, BECAUSE AT THE INTERSECTION WITH ALBION STREET YOU HAVE TO TURN RIGHT, HAVING RUN HEAD ON INTO A ONE WAY AGAINST YOU. BUT BE CAREFUL THERE IS NOT STOP SIGNS HERE, SO IT IS A FREE FOR ALL. TRAVEL ALONG ALBION STREET FOR ONE BLOCK AND TURN LEFT INTO GLOUCESTER PLACE, THEN LEFT INTO FAIRVIEW ROAD (A46) TRAVEL ALONG TO PORTLAND STREET. AT LAST! ESCAPE FROM CHELTENHAM COMPLETED, YOU CAN EITHER USE EVESHAM ROAD OR GO AROUND ANOTHER DOG'S LEG UP TO PRESTBURY ROAD. UP AND AWAY TO THE RACE COURSE OR ALL THE WAY TO WINCHCOMBE BEING JUST ANOTHER DELUDED OBJECTOR, I CHALLENGE THE 'WISE' COUNCILLORS TO FIND A BETTER ROUTE.
635	07/02/2019	Pittville Circus	I feel compelled to write after yet another morning walking my children to school through polluted air. I have lived on Pittville Circus since 2007. Prior to the implementation of the recent traffic changes, the only occasion on which traffic backed up around the Circus was during Race Week. It now does so without fail every morning and most evenings. Every morning many children, including my own, walk to a primary school in this area: Trinity, Dunalley and Berkhamstead uniforms can all be seen. Older children wait on the Circus for their buses to secondary schools. Babies and toddlers are pushed in their buggies to Treetops Nursery, the Circus Nursery and Berkhamstead Nursery. Traffic in Pittville Circus has not been monitored as part of the programme. A percentage increase is however largely irrelevant, as whatever the percentage increase may show, the important fact is that it has changed what was free-flowing traffic to stop-start traffic. As I am sure you are aware, this type of traffic creates the greatest pollution. You can smell it in the air most mornings. My children have said that it makes them feel sick and have asked if they can have a face mask to wear. We have tried going earlier and earlier to school but the traffic is now backed up around the Circus before 8 o'clock. Most mornings the nose to tail traffic extends all the way round Pittville Circus, into Pittville Circus Road and along to the mini roundabout joining All Saints Road. As the traffic is building to its peak, cars come tearing round the mini roundabout before grinding to a halt at the Circus. This has made the crossing of Pittville Circus Road at the bollards near the mini roundabout extremely dangerous and I am amazed that no child has had an accident there yet. While I have no objection to the council's goal of lowering pollution in the centre of town, the answer simply cannot be to move it to residential streets where there are so many children at peak hours. This is simply wrong and I am deeply concerned.
636	08/02/2019	Bournside Road	From my home in Hatherley I frequently drive to Fairview, St Paul's and Jenner Walk. With the closure of Boots Corner and the streets mentioned above, I believe that the congestion at the junction of St George's Street/St Margaret Road and St Luke's/College Road has reached unacceptable levels.
637	08/02/2019		I am an elderly disabled driver and used to shop regularly in the top end of the Promenade (Slaters Menswear, Lakeland and others) and since the closure of Boots Corner to NORMAL traffic I am now unable to do so. Re-opening Boots corner would solve my problem and a lot of other peoples I am sure. Alternatively could I and other disabled drivers obtain a permit to use this road so I might continue to shop there. It was so helpful and convenient for the store staff to carry my purchases out and put them in my car for me.
638	08/02/2019	Bournside Road	I object to the closure of Boots Corner as I'm very, very angry that GCC were misled by CBC giving GCC misinformation about the so called benefits of said closure. The resulting closure has caused untold gridlocked traffic in residential roads with vastly increased pollution levels. Businesses in the town are losing revenue the manager at the Regents Arcade shopping mall has said footfall is down as is revenue. CBC state that footfall is up 204% but this is a downright lie. They did surveys on this in the school holidays, over the Literary Festival week, the Musical and Science Festival week, and the week John Kewis opened its new store. This was NOT and is NOT an honest and transparent survey and the figures supplied by McKinley have been manipulated by CBC to support their closure - Cllr Mckinley in particular. The whole thing is a complete fiasco and completely and utterly dishonest. CBC stated that they closed Boots Corner due to high levels of pollution, but then it transpired that they had never ever monitored the pollution levels there in the first place and furthermore there was not even a pollution monitor fitted at the Corner !! GCC have well and truly had the wooll pulled over their eyes by McKinley and co at CBC and because you have supported them you have heaped all this grief on the people of this town. Even the means with which to make complaints was made so, so difficult to navigate on their website that the majority of people had to give up. Nothing has been honest and transparent and it's about time this was stopped. Get your people to come to Cheltenham and drive around and see the gridlocked roads and the lack of people actually walking around the town centre for yourselves and you will see just how many lies you've been told by CBC to facilitate this closure.
639	09/02/2019	Coronation Road	I refer to the above sections also what is commonly known as Boots corner . The new routes around Cheltenham have become congested causing more pollution than ever and taking much longer for people to get through and causing drivers to take more risks trying to beat the jams on all the new routes.
640	09/02/2019		My family and I no longer come into Cheltenham to shop because we can't avoid long traffic jams everywhere. My personal data removed is registered disabled and can no longer park outside Boots or nearby to collect her prescriptions. She cannot get to Marks and Spencer to shop either. My personal data removed had to go to the hospital by ambulance after personal data removed and nearly died because of the traffic jams. The Boots corner road closure is a total waste of ratepayers' money and will destroy the town centre if it isn't reopened. I have lived in Cheltenham for over 30 years and I am deeply disappointed at the decision taken to keep the closure, despite the protests by a significant number of local people. Shame on you, Cheltenham Council!
641	09/02/2019	Wellington Square	I am objecting to this scheme because of the gridlock in traffic in Ambrose Street, St. George's Street and Swindon Road.
642	10/02/2019	Rowanfield Road	Since the road through Boots corner has closed it has made significant impact on the alternative routes, causing journey times to be increased and substantially more car admissions, so overall the additional pollution has greatly increased. The closer has not made the area vehicle free. Due to longer journey times shoppers are going elsewhere leading to a greater demise of the high street. Please listen to the people of Cheltenham!
643	10/02/2019	Swindon Road	OBJECT! Traffic throughout town has become significantly busier. Navigation throughout town has become harder.
644	10/02/2019	Amos Close	We are frequently unable to exit our street onto Gloucester Road due to the excess traffic created by this scheme. Our house, garden and the children's route to school is full of stationary traffic belching out pollution since this scheme was put in place
645	11/02/2019	Montpellier Grove	Now that the Boots corner is closed it is difficult to get to the North Place car park from the South East. Would it be possible to allow traffic going North on Portland Street to turn left into Clarence Square, which is prohibited at present?
646	11/02/2019	Prestbury	these roads should be open from 5pm to 9am, then closed during trading hours. This would solve all the current problems..
647	11/02/2019	Brooklyn Gardens	I feel that Boots corner should be open to all traffic and a bus station should be made at the old Black&White site and stop the buses parking in the promenade and let them park at Royal Well bus station. The promenade would be a better place without the buses parking there. It is not far for people to walk into town from either St Margaret's Road or Royal Well .The council could also have a cafe at a bus station and get more money !! The council should listen to what the majority are saying Open Boots Corner !! The situation at the moment is not fair on the smaller streets or the residents of said streets.
648	11/02/2019	Malvern Road	Strong objection to all elements collectively referred to as the "Boots Corner" closure. The scheme is an abject, demonstrable failure that should never have been approved.
649	11/02/2019	Folly Lane	With the closure of Boots corner the traffic is being moved elsewhere causing long traffic jams. It's now difficult to cross the Prom opposite the Municipal offices, with all the traffic being forced that way. The traffic down St George's Street is backed up past the bowling green. Keep Clarence Street as one lane, but reopen it to all traffic. There has never been a problem crossing the road as the pelican crossing changes frequently. I have spoken to visitors to the town who will never return as the found trying to drive through Cheltenham a nightmare.
650	11/02/2019	Runnymede	I object strongly to the closure of boots corner and associated traffic changes. It has increased pollution, marginalises disabled and has negatively impacted on the towns economy and tourism.
651	11/02/2019	Evesham Road	Please reopen the two lanes through the centre of town (Boots corner). The different routes I have to take to get home are through residential areas. I sit in long queues and feel very sorry for those living in St Paul's or St Luke's - the two routes I now have to take. My journey to work in Gloucester has gone up by 15 minutes. More petrol, more pollution.

652	11/02/2019	Evesham Road	I wish to formally object to the scheme to close Boots Corner to regular traffic. There are 2 reasons for my objection. Firstly, the pressure placed on routes elsewhere in Cheltenham is unacceptable. Rodney Rd / Winchcombe Street, College Road and Gloucester Road have all become unnecessarily congested and almost impassable at peak times. It is clear that the change at Boots Corner hasn't been thought through, and investment in traffic flows elsewhere not considered. Secondly, the few bits of fake grass, planters and "bike racks" installed at Boots Corner all look out of place and will be an eyesore after a few years neglect. This is a monumental waste of taxpayers money that could have gone on much-needed road maintenance or other more appropriate road safety schemes. This all feels like a "pet project" for local politicians seeking a legacy. If you think 6000 is a minority, perhaps you should consider that many people will not engage in the political process and formally object. It doesn't mean that all those that didn't sign the petition agree with this scheme.
653	12/02/2019	Wellesley Road	The closing of these roads has represented unacceptable levels of traffic in other parts of the town. St Paul's Road is so busy it is almost impossible to cross the road. The pollution levels in residential areas is dreadful.
654	12/02/2019	Malden Road	Disabled drivers who previously were able to park in Pittville Street and Promenade now have very limited areas they can park in with easy access to the main shopping area and other central amenities, In addition the closure of Boots Corner to normal traffic has caused an increase in traffic and pollution to inappropriate routes through residential areas particularly to the north of the town.
655	12/02/2019	Pittville Crescent	As a resident of Pittville I am discussed with the comments made by my Lib Dem Councillor in respect to "Boots Corner" who is clearly out of touch with the constituents he is meant to represent. The whole Council has by its recent actions ignored the will of the people of Cheltenham by failing to take into account the petition signed by nearly 6,000 Cheltenham residents. Although not perfect, the direction of the High Street is the best option available given the road lay out of Cheltenham. As has been seen and as local residents are experiencing the failure by the Council to plan structured alternative routes before closing a main route through the town has resulted in numerous "rat-runs" being established through residential areas. It will only be a matter of time before serious injury or death will occur and given that the Council has been put on formal notice of this by not only this representation but also others must expose each Councillor to personal liability. This scheme must be cancelled immediately or alternative routes developed that do not impact on local residents and schools.
656	13/02/2019	Rowanfield Road	Closure of Boots Corner without the planning and provision of a full, alternate route to traverse town is completely reckless. If indeed this had been planned with an alternate route, the natural suggestion would be to continue the two way section of road outside of the town hall, turning left onto Bath Road, right onto the High Street, directing traffic away from the pedestrianised section on an existing trunk road.
657	14/02/2019	MORETON-IN-MARSH	36,426 drivers have received a Penalty Charge Notice for contravention code 34, Boots Corner, since 13/08/2018 (an average of 199 drivers per day). As with the current Boots Corner case, without due consideration of the risks, the Council expose themselves to a legal challenge that could require the reimbursement of all PCNs issued for any one change. In the case of Boots Corner the cost to the Council would exceed £1.1 million. Administrative costs will add to that significant burden. Dependence on signage must be replaced by physical barriers in order to prevent risk of harm to pedestrians and motorists.. I implore you in the strongest terms to recognise that the confusion to drivers is entirely predictable. The confusion is not effectively diminished by adding to the existing, large number of road signs. Indeed, too much street furniture has a tendency to overwhelm users of public highways. In the case of Boots Corner this is evidenced by the unusually high number of PCNs issued daily. Simple observation and driver interviews conducted also exposes the significant flaws in the current system.
658	15/02/2019		The closure of A46 at Boots Corner has just driven the public traffic to Rodney Road/Winchcombe Street. Boots Corner was a safe area to cross the road with pedestrian lights. As buses and taxis still use this road it has made no difference to pedestrians by closing it to private traffic. Now the private traffic is forced around Rodney street - where this meets the high street as weekend it has now become dangerous as there are no pedestrian crossings on this junction and the traffic backs up as pedestrians try to cross in front of the cars. Clarence Street is now deserted and businesses are affected. Finally the absolute travesty is that AWFUL fake grass. You have taken a beautiful Regency fountain and put fake turf around it so it looks like a greengrocers shop. Who had this appalling idea?
659	15/02/2019	Rodney Road	The closure of Boots Corner has diverted traffic from the shopping area into residential areas. It is increasingly harder to park on the road I live where there is already limited parking for residents and priority is given to shoppers. The road is busy and noisier. This noise occurs at all hours and is the cause of much sleep disturbance in the house, particularly as road users feel obliged to drive excessively fast between 11pm and 4pm. It makes no sense to push traffic into residential areas.
660	15/02/2019		I wish to register my support for the scheme in totality. I live in the All Saints ward close to Hewlett Road. I frequently have to drive through central Cheltenham as well as walk to shops in and around the High Street and The Promenade. The experimental scheme has made it easier and pleasanter to shop as a pedestrian and has little inconvenienced me as a motorist. After a settling in period, I do not notice significant congestion nor increased traffic in streets that are likely to be used as alternative routes, such as Hewlett Road, All Saints Road and linking minor roads in that area.. If any improvement can be made it will be in signposting those alternative routes. Routes for traffic simply passing through the town should be differentiated from routes to various districts/locations (such a parking) within the town.
661	15/02/2019	Montpellier Spa Road	The closure of Clarence Street /North Street to traffic has resulted in rat runs around the town centre. These rat runs take the traffic into mainly residential areas, some of which have parking on both sides of the road, making access difficult. It has also resulted in raised pollution levels as the traffic sits in logjams . Some traffic has relocated to Rodney Road/ Winchcombe Street ,a road that had very little traffic in what has always been seen as a pedestrian area, there is no crossing for pedestrians.
662	15/02/2019	Alstone Croft	I walk to work in the town centre and fully support the scheme. It's also great coming shopping in Cheltenham on a weekend and not having the congestion or pollution
663	15/02/2019	Glenfall Street	Boots corner closure seems utterly baffling. It is far worse for congestion and I gather the environment too. I am assuming the intended benefit is to make the town centre more pedestrian friendly, but if so why are buses/taxis still allowed to drive through?
664	15/02/2019	Lauriston Park	For anyone attempting a south-to-north traverse of the town this closure has been terrible, and has led in most cases to one having to detour through less suitable, narrower and often residential alternatives. The 'Boots Corner' route might not have seemed ideal but used the widest roads, with the least residential impact. It caused few delays. Any non-resident coming into town from the Burford or Cirencester direction, hoping to find a way to the new John Lewis would be completely baffled: should they circuit the town and come in from the Tewkesbury end, or turn in front of the Town Hall and sneak up Rodney Road and dog-leg through the High Street? Pedestrians crossing from Boots into the lower High Street still have to use a lights-controlled pedestrian crossing, so for them what has been gained? This was a mistake and should be reversed.
665	15/02/2019	Charlton Kings	The closure of Boots Corner has caused chaos in other parts of Cheltenham. All the traffic has moved to streets which are not prepared for it. Rodney Road to Winchcombe Street has now become a rat run with extreme danger to pedestrians visiting John Lewis. This town is on the government's list for too high pollution levels. The pollution at Boots Corner which is not inhabited has never been tested and now extra traffic in the St Luke's area is far too high. If a child dies of asthma in this area then Cheltenham Borough Council will have to take the responsibility for introducing such an ill thought out scheme.
666	16/02/2019	Church Road	I would like to see: a fully independent evaluation of the scheme examining the impact on changes in traffic flows throughout the town - not just the central area; changes in pollution levels on all roads affected; changes in the number of bus journeys; changes in pedestrian flows. changes in number of accidents in the affected areas I would like to see: clearly expressed success criteria for the scheme; the extent to which the scheme has fulfilled those success criteria A public meeting or meetings organised by the Council to present the findings or the evaluation

667	16/02/2019	Albemarle Gate	<p>The closing of Boots Corner has caused a huge amount of confusion and frustration. In particular, Clarence Street is not suitable for large delivery lorries going the "wrong" way turning into Crescent Place then being forced into the Promenade. Drivers have found ways to get from south to north Cheltenham but the alternative routes are not suitable for heavy traffic. There are long delays particularly on Sandford Road which is the main access to A and E for ambulances. The junction of the High street with St Georges Street and St Georges Street itself, traffic is very slow moving all day but considerably worse in the rush hour. This is a mainly residential area and the additional pollution is a very serious problem. Many residential areas have become "rat" runs all day but particularly in the rush hour. The utter lunacy of closing Boots Corner beggars belief, the scheme should be reversed immediately.</p>
668	16/02/2019		<p>The closure of Boots corner has caused issues in the whole of Cheltenham town especially residential areas. The traffic has been forced from the town centre into all areas of the town creating traffic jams and misery to many. Visitors to Cheltenham are totally confused and receiving fines alienating them from returning. Pollution may have improved in the town centre but it is far worse in the residential Areas which is far more harmful.. Children are affected where they walk to school, roads are harder to cross. This project is doing untold damage to a town that is devoid of shoppers due to the extortionate parking charged already and now they don't know where to go. Shame on whoever keeps voting for this idiotic idea.</p>
669	17/02/2019	Rodney Road	<p>I object to the closure of Boots Corner to all through traffic. Firstly, there never was a problem with the traffic at Boots Corner. At worst the problem was perceived rather than real. The western section of the High St was never cut off from the rest of the town because the division between the two areas was controlled by an efficient and safe pelican crossing with short wait times for pedestrians. It was always busy with pedestrians showing that it was no barrier to them unlike, for comparison, the barrier of crossing Albion St to visit the parade of shops that used to be on the northern side. That was pedestrian unfriendly and the traders suffered as a consequence. Pollution from traffic was never excessive (and never proven to be otherwise) and the open space around the fountain was always well populated both during the summer and winter despite being poorly maintained and somewhat of an eyesore. In reality, the Boots Corner fiasco is an ill-conceived vanity project which many people feel will be thrust upon us regardless of the very considerable opposition. As a consequence of the traffic restrictions, a number of nearby residential roads have now become traffic rat runs, a situation that will only get worse as sat navs and Google maps etc are gradually updated regarding the closures. These rat runs are well documented so I will concentrate on Rodney Road where I live so have first-hand experience. It's a mixed-use area of both residential and business. The businesses on the west side mostly offer temporary parking for their customers and on the east side, there is a nursery which offers limited space for parents to drop their children off. As a consequence, there is a high volume of drivers who want to return in the direction they came so there are more three-point turns carried out in this road and cars reversing out into it than probably any other road in Cheltenham. The huge increase in traffic at peak travel times due to the closure of Boots Corner makes this far more dangerous. The sounding of horns is frequent. Installing traffic calming measures will not alter this. Neither will it reduce the traffic at the "new" Boots Corner where Rodney Road meets the High St. At peak time crossing the road there can take longer than it ever did at Boots Corner. The area, therefore, suffers from an increase in pollution which will only get worse as the traffic gradually increases and once traffic calming measures are installed. Indeed it can be thoroughly unpleasant for pedestrians at the High Street junction. In reality, the Boots Corner "problem" has just been shunted up the road ironically making Rodney Road dangerous when Boots Corner never was. This can't have been fully researched and thought through and I doubt it was realised the impact opening up Rodney road from the Promenade via the Town Hall would have by way of increased traffic volume. So the closure of Boots corner has dramatically affected Rodney Road with similar experiences to be found in St Lukes, College Rd, St. Ambrose St, St. Georges St and others and all for what? An unaffordable vanity project blindly supported by the Council to solve a problem that never existed in the first place.</p>

670	18/02/2019	Bishop's Cleeve	I am a regular commuter into the town centre and have been for the past 7 years. I ride a bike on a daily basis from Bishops Cleeve to Cheltenham and work in the town centre. I use Clarence Street each day to cycle down and also as a pedestrian to surrounding roads including Pittville Street, Promenade, Imperial Circus and Clarence Parade. I have particularly noticed since Clarence Street was closed to most traffic that the town centre provides a more pleasant environment for Cyclists and Pedestrians. I am also strongly for protecting the environment and I believe that the measures undertaken so far will help with air quality in the town centre and hopefully encourage more people to use public transport, bikes and foot to get around.
671	19/02/2019	Oakland Avenue	Personally as a cyclist i find the lack of traffic around boots corner to be a god send. Since its introduction i have personally witnessed an increase in pedestrian activity. I fully and wholeheartedly welcome this change and hope it remains a permanent fixture of the town.
672	19/02/2019	Hales Road	We notice that there are NOT any monitoring arrangements made for Hales Road and Hewlett Road! Now it has become dangerous to try to cross Hales Road due to the volume of Traffic and the Speed of a number of drivers. Also, as we live on Hales Road we have noticed an increase in toxic fumes from Diesel and Petrol and we have family with children who visit regularly! What are you planning to do about these issues? Will you be putting Speed Bumps along Hales Road and Hewlett Road and possible Traffic signals? and what about speed cameras? or will there have to be a serious accident before you do anything like the case when half of Bath Road, joining the High Street was finally put back to it's original traffic flow due to a serious accident?!
673	20/02/2019	Charlton Kings	The closure of boots corner is ludicrous. There has been No thought process about the ramifications of traffic (it will find it's own way) and hence local streets are now gridlocked . Rodney road has become a thoroughfare and I've seen a child be nearly hit by a car . Please please re open boots corner . There is so much confusion in town about which way to drive , traders are losing business and I for one, try not to come into town. As a working mother , I don't have time to ride a bike 3 miles and load up shopping on the back of my bike . Amazon is now my best friend - online deliveries work far Better than going into town . Listen to the public, we are not deluded !
674	20/02/2019		I live in Pittville and regularly travel by car to Montpellier. My wife and I cannot walk the distance and need to drive. Since the closure of Boots Corner I find myself stuck in traffic virtually every day. I consider the closure of the inner ring road unnecessary and certainly premature for a town of this size and layout. I do not support the Civic Society proposal to close yet more streets.
675	20/02/2019	The Reddings	I cannot help wondering why this was implemented in the first place. It is not a total road closure at "Boots" so it hasn't resulted in a pedestrian-ised area. It has however manage to cause congestion verging on gridlock at Gloucester Rd/Tewkesbury Rd, St Georges Street & Hewlett Road/All saints. It has also turned Rodney Road from a faily quiet street to the major route through town. Finally, why I can no longer ride down Royal Well, turn left at the taxi rank, then right to park my motorcycle in Crescent Place, in the designated motorcycle parking area outside the old John Dower House is beyond me. The pollution implications must be horrendous for the residents of some of the now congested roads.

676	20/02/2019	King arthur close	The whole of the system for driving around this area of Cheltenham are illogical and confusing. The smooth progress of vehicular traffic worked well until the closure of Boots Corner in this supposedly trial period. There are far too many signs and drivers are concentrating on pedestrians and other circumstances without having to stop and read the wording on this proliferation of road signs. Please consider abandoning this ridiculous restriction of a main arterial road until at least proper alternatives are found.
677	20/02/2019	Clarence Square	
678	20/02/2019	Suffolk Square	Personal data removed. crescent Place. This morning the traffic Has been chaos. Lorries trying to deliver into the business area don't know where to go where to park or even if to deliver or not. These delivery drivers cannot be expected to lift and carry heavy items just because the cannot get to a delivery address. An old lady trying to cross the road nervous to do so because traffic is everywhere. At 1.00 I went to the new John Lewis a car fled out of Rodney Road and so nearly hit two children with their mother trying to cross the road. I am all for pedestrianisation but this scheme has not been thought oupt. It has made our town dangerous for both drivers and pedestrians., congestion is rife and many of my fellow traders in the town are really suffering as is the non food section of Mark & Spencer's and the Regent Arcade. I urge the county Council to scrap this scheme and take a second and more sensible look at the scheme. Thank you
679	20/02/2019	Corpus St	The system is flawed in that creates huge traffic congestion through displaced traffic. Increases journeys times (It took me over 35mins to travel from Tesco Tewkesbury Rd to the Lido, and finally as voiced by nearly every business in the vicinity - it reduces turnover. Despite a huge petition the borough council continues to ignore the wish of the residents and business owners.
680	20/02/2019		The supposed, temporary, closure to cars of boots corner is causing traffic chaos in the much smaller side streets as people try to negotiate this idiotic scheme. The use of Post Office Lane as a through road is absolute madness. Its barely fit for purpose. The signage warning motorists of the restrictions, to my mind,is woefully inadequate. I have witnessed many times drivers making dangerous manoeuvres to try to get out of the now restricted roads. It adds congestion to other, not fit for purpose, roads. It adds time to travel across town as it is no longer possible to drive through the centre. It is not disability friendly. I no longer drive to Cheltenham centre, but this is their ill thought out, short sighted plan.
681	20/02/2019	Bishop's Cleeve	Closure of boots corner. Is a terrible idea and has no way of reducing the traffic flow through the town. The original one way system was fine although it did have issues it worked the trial of boots corner closure did not work and small independent business now suffer.
682	20/02/2019	Bournside Road	The closure of boots corner is causing absolute havoc, traffic everywhere else is a nightmare and it's giving no benefit. Please reverse this decision!

683	20/02/2019	Andover Road	As a pedestrian this partial closure of Boots corner is dangerous. Pedestrians still have to wait for the walk light and too many times I've seen near misses with pedestrians thinking it is a ped right of way. Other times there are too many vehicles coming through negating the whole basis of making this area 'pedestrian friendly'. Also, I was looking forward to the opening of John Lewis, where I could shop in person instead of online. What has happened though as a result of the partial closure of boots corner, vehicles have been using Rodney Road making crossing the road from Costa on the corner to John Lewis either dangerous or tedious waiting for lines of traffic to make their way round that corner. And more bikes are flying down the pedestrianised High Street now too. So I object, and strongly. This appears to be an unnecessary and 'a vanity project' by CBC. Meanwhile pavements in and around Cheltenham are in a thoroughly neglected and dangerous state - for CBC to say they're thinking about pedestrians - this state of affairs would present the opposite.
684	20/02/2019	Evesham Road	Boots corner - does NOT work. Surrounding residential streets are now congested with increased pollution no doubt effecting air quality in these residential areas. When the boots corner closure was approved was an air pollution survey carried out to detect possible negative affects to residents?
685	20/02/2019	Cirencester Road	The trial to stop traffic going through boots corner has caused nothing but confusion, increased travel time, frustration and confusion. To implement further restrictions will only exacerbate this dreadful situation. By restricting traffic flow further and reduce access to the centre of town will only assist in the death of this town. Prior to this implementation I could get across town from Fairview to kingsditch in 15-20 min. This travel time has now been increased to 45 min to an hour. The cost, environmental impact and inconvenience is acutely . noticeable. It is now on occasions quicker to drive to gloucester than the other side of Cheltenham. Parking in the town has also become more complicated and expensive. It is now a regular occurrence that the queue for the regent arcade has blocked Rodney road and imperial square in both directions, all because people are unfamiliar with the new and proposed layouts of the road. I appreciate many (but not all) can use public transport but many who were relying on the racecourse park and ride have been left high and dry since this service was cut. This may have inadvertently skewed the public transport numbers as the park and ride numbers were not taken into account in previous baseline statistics. Not everyone with health issues has a blue badge, but this doesn't mean they are unhindered in their mobility. Many rely on others (friend's, family etc..) to drop off and pick up in town. By removing or further tighten up waiting restrictions and access to the centre of town, you will be contributing to social isolation in the most vulnerable groups in society.
686	21/02/2019	Cirencester Road	I am supporting the scheme as I think it is very important to reduce traffic in town centre and work to reduce car is in general. I am aware that there are issues in other streets in town due to the closure but I have not noticed any difference myself and sure these will sort themselves out as people walk, bus, take other routes
687	22/02/2019	Sandford Street	I object to the trial in it's entirety. Have you observed that the closure has only pushed the traffic back up the High Street as traffic tries to find a route through using Rodney Road? Are you aware that you have increased pollution in far more sensitive areas than Boots Corner
688	22/02/2019	Chase-view	

689	22/02/2019	Welland Lodge Road	The closure of Boots Corner just isn't working. The traffic in Rodney Road, Winchcombe Street, St Georges Street, All Saints Road etc is gridlocked. Rodney Road is particularly bad as this is the only way through town. It used to take us 10 minutes to get from work it now takes 20. The Promenade is very dangerous with all the buses and pedestrians. When driving up the Promenade the buses/taxis pull out in front of traffic. The gentleman who parks his Range Rover by the side of The Clarence Social should be towed away.
690	23/02/2019	HILLCOURT ROAD	I am totally against the closure of Boots corner. It is causing too much congestion on side roads (St Lukes, St Georges Street) and I honestly have to say that driving into Cheltenham is a real pain now. I have to think twice about going into town shopping because it is difficult to get anywhere and unfortunately I feel that this will have a negative impact on Cheltenham retail shops... I think everyone that I know objects to this ridiculous scheme and we are all having to think twice about going into the town centre now.
691	23/02/2019	BIRDLIP ROAD	I AM TOTALLY AGAINST THE C;LOSURE OF BOOTS CORNER FOR DRIVERS. IT IS MAKING IT VERY DIFFICULT TO DRIVE INTO CHELTENHAM AND I AM CONCERNED THAT THIS WILL RESULT IN A DECLINE OF THE HIGH STREET. BOOTS CORNER USED TO BE THE MAIN ARTERY OF CHELTENHAM AND NOW THIS HAS BEEN CUT OFF IT IS CAUSING TOO MUCH CONGESTION ON SIDE ROADS SUCH AS ST GEORGES STREET WHICH IN TURN CAUSES EVEN MORE CONGESTION BY THE BREWERY WHICH WAS ALREADY SUCH A BOTTLENECK IN CHELTENHAM. I HAVE BEEN DISCOURAGED FROM GOING INTO THE TOWN CENTRE NOW BECAUSE IT IS DIFFICULT TO ACCESS.
692	23/02/2019	Oakley Road	This restriction leading up to 'Boots Corner' is causing severe traffic delays, increase pollution in the town, and is alienating shoppers & visitors to Cheltenham. It is easier now to travel elsewhere to shop.
693	24/02/2019	Wellington Lane	I Am against the Councils Plan to close the Boots Corner (Clarence Street / North Street) to through traffic. The current trial has created a vast amount of traffic finding alternative routes in particular the route via Ambrose Street, High Street and George's Street, before entering the A4019 Ring Road. Adding additional traffic to an already congested circuitous route through Cheltenham. I understand there has been an increase in pollution to what is a residential area, which is a disgrace. Our Council should be censured for ignoring the petition raised by 1000's of residents.
694	25/02/2019	Clarence Square	I object to the closure of Boots Corner. During the trial closure pollution levels in residential areas have ncreased. The road is more dangerous. There is a new government ruling on shared spaces with the recommendation that they are not as safe as thought. Boots corner traffic was never a problem n the first place and it certainly did not stop exestruans crossing up and down the high street. I am extremely irritated that I filled in my comments but was advised unless I ticked the Formal comments box my views would not be counted. So I have to submit my views again! This is on top of signing a petition of 6,000 signatures and another petition standing at iced 3,500 at time if signing. Why are the council determined to make it so difficult and labourious to bus t!
695	26/02/2019	HILLCOURT ROAD	I am totally against the closure of Boots corner. It is causing too much congestion on side roads (St Lukes, St Georges Street) and I honestly have to say that driving into Cheltenham is a real pain now. I have to think twice about going into town shopping because it is difficult to get anywhere and unfortunately I feel that this will have a negative impact on Cheltenham retail shops... I think everyone that I know objects to this ridiculous scheme and we are all having to think twice about going into the town centre now.
696	26/02/2019	BIRDLIP ROAD	I AM TOTALLY AGAINST THE C;LOSURE OF BOOTS CORNER FOR DRIVERS. IT IS MAKING IT VERY DIFFICULT TO DRIVE INTO CHELTENHAM AND I AM CONCERNED THAT THIS WILL RESULT IN A DECLINE OF THE HIGH STREET. BOOTS CORNER USED TO BE THE MAIN ARTERY OF CHELTENHAM AND NOW THIS HAS BEEN CUT OFF IT IS CAUSING TOO MUCH CONGESTION ON SIDE ROADS SUCH AS ST GEORGES STREET WHICH IN TURN CAUSES EVEN MORE CONGESTION BY THE BREWERY WHICH WAS ALREADY SUCH A BOTTLENECK IN CHELTENHAM. I HAVE BEEN DISCOURAGED FROM GOING INTO THE TOWN CENTRE NOW BECAUSE IT IS DIFFICULT TO ACCESS.

697	27/02/2019	BIRDLIP ROAD	I AM TOTALLY AGAINST THE CLOSURE OF BOOTS CORNER FOR DRIVERS. IT IS MAKING IT VERY DIFFICULT TO DRIVE INTO CHELTENHAM AND I AM CONCERNED THAT THIS WILL RESULT IN A DECLINE OF THE HIGH STREET. BOOTS CORNER USED TO BE THE MAIN ARTERY OF CHELTENHAM AND NOW THIS HAS BEEN CUT OFF IT IS CAUSING TOO MUCH CONGESTION ON SIDE ROADS SUCH AS ST GEORGES STREET WHICH IN TURN CAUSES EVEN MORE CONGESTION BY THE BREWERY WHICH WAS ALREADY SUCH A BOTTLENECK IN CHELTENHAM. I HAVE BEEN DISCOURAGED FROM GOING INTO THE TOWN CENTRE NOW BECAUSE IT IS DIFFICULT TO ACCESS.
698	27/02/2019	HILLCOURT ROAD	I am totally against the closure of Boots corner. It is causing too much congestion on side roads (St Lukes, St Georges Street) and I honestly have to say that driving into Cheltenham is a real pain now. I have to think twice about going into town shopping because it is difficult to get anywhere and unfortunately I feel that this will have a negative impact on Cheltenham retail shops.... I think everyone that I know objects to this ridiculous scheme and we are all having to think twice about going into the town centre now.
699	01/03/2019	Kingsditch Trading Estate	OBJECTING to the Prohibition of Driving in the above areas. We run a very busy delivery company that requires access daily to deliver and collect from all town areas. We are providing a very necessary service to the Companies and Retailers of Cheltenham and therefore require access to these areas. This is also a huge Health and Safety issue for our drivers. Either in terms of parking badly to have any chance of access or carrying awkward items long distances as not everything will fit on a trolley. If this has to continue please authorise all day access for local Parcel/Collection and Delivery Companies. We have also had to pick up a lot of fines due to new drivers not realising the restrictions.
700	01/03/2019	HILLCOURT ROAD	I am totally against the closure of Boots corner. It is causing too much congestion on side roads (St Lukes, St Georges Street) and I honestly have to say that driving into Cheltenham is a real pain now. I have to think twice about going into town shopping because it is difficult to get anywhere and unfortunately I feel that this will have a negative impact on Cheltenham retail shops.... I think everyone that I know objects to this ridiculous scheme and we are all having to think twice about going into the town centre now.
701	01/03/2019	BIRDLIP ROAD	I AM TOTALLY AGAINST THE CLOSURE OF BOOTS CORNER FOR DRIVERS. IT IS MAKING IT VERY DIFFICULT TO DRIVE INTO CHELTENHAM AND I AM CONCERNED THAT THIS WILL RESULT IN A DECLINE OF THE HIGH STREET. BOOTS CORNER USED TO BE THE MAIN ARTERY OF CHELTENHAM AND NOW THIS HAS BEEN CUT OFF IT IS CAUSING TOO MUCH CONGESTION ON SIDE ROADS SUCH AS ST GEORGES STREET WHICH IN TURN CAUSES EVEN MORE CONGESTION BY THE BREWERY WHICH WAS ALREADY SUCH A BOTTLENECK IN CHELTENHAM. I HAVE BEEN DISCOURAGED FROM GOING INTO THE TOWN CENTRE NOW BECAUSE IT IS DIFFICULT TO ACCESS.
702	01/03/2019	Guildford, Surrey	In effect this is an objection to the cameras. Having been photographed using the bus gate, I feel that the signage is very poorly presented and that there is no option to carry on through before it is too late given its one way only. There should be more warning signs that allow motorists at least two chances to not be in the bus lane with very clear signage. I feel that this is being used as an opportunity to make money for the council's coffers from unsuspecting motorists as opposed to those that genuinely flout the law. I am convinced that the lack of ability to drive through is causing repercussions in terms of build up of traffic in more residential areas and impacting on retail especially for M & S and other nearby retailers. In reality the council need to be inviting people to come to the town centre given the country wide decline in use of the high street.
703	01/03/2019	HILLCOURT ROAD	I am totally against the closure of Boots corner. It is causing too much congestion on side roads (St Lukes, St Georges Street) and I honestly have to say that driving into Cheltenham is a real pain now. I have to think twice about going into town shopping because it is difficult to get anywhere and unfortunately I feel that this will have a negative impact on Cheltenham retail shops.... I think everyone that I know objects to this ridiculous scheme and we are all having to think twice about going into the town centre now.
704	01/03/2019	BIRDLIP ROAD	I AM TOTALLY AGAINST THE CLOSURE OF BOOTS CORNER FOR DRIVERS. IT IS MAKING IT VERY DIFFICULT TO DRIVE INTO CHELTENHAM AND I AM CONCERNED THAT THIS WILL RESULT IN A DECLINE OF THE HIGH STREET. BOOTS CORNER USED TO BE THE MAIN ARTERY OF CHELTENHAM AND NOW THIS HAS BEEN CUT OFF IT IS CAUSING TOO MUCH CONGESTION ON SIDE ROADS SUCH AS ST GEORGES STREET WHICH IN TURN CAUSES EVEN MORE CONGESTION BY THE BREWERY WHICH WAS ALREADY SUCH A BOTTLENECK IN CHELTENHAM. I HAVE BEEN DISCOURAGED FROM GOING INTO THE TOWN CENTRE NOW BECAUSE IT IS DIFFICULT TO ACCESS.
705	03/03/2019	Bournside Road	The Boots corner closure has been a disaster for the town and the decision should be reversed as soon as possible. Unfortunately Cheltenham does not have the town centre roads that can cope with the extra traffic caused by the closure so whatever adjustments are made to the roads it will not resolve the problem. It seems to me that it will take a serious accident for the council to reverse the closure. Rodney Road is a very good example where it joins the High Street that is an accident waiting to happen and no calming measures will prevent this happening. Also the level of pollution in the areas now affected by the increase in traffic must have significantly increased. Finally the crowing about all the money raised in fines so far to me just means a whole load more people who will not come into the Town centre ever again.
706	03/03/2019	Princes Road	I object to the whole scheme. Preventing 11,000 cars daily from using Boots Corner is causing widespread disruption of local roads, increasing congestion and lengthening journeys. Small businesses have also been badly affected. New rat-runs have been created in residential areas, increasing their air pollution. The 'shared space' within the town centre is dangerous for vulnerable people, in particular outside John Lewis and on Rodney Road. Boots Corner will only work if a proper bypass is built, more park and rides are constructed, parking charges are reduced and more bus and cycle lanes created.
707	03/03/2019	Old Bath Road	I am concerned by the rat runs that have been created as a result of the Boots Corner closure. The impact on St Luke's has been significant with many drivers diverting through this narrow residential street from Bath Rd to College Rd, in order to drive across town. This is a negative effect which has caused congestion and is damaging the local environment.
708	06/03/2019	Douro Road	This is a big improvement with far less traffic going through a busy shopping area. It makes Cheltenham a more attractive place for visitors and is a great encouragement to getting people to leave their cars at home.
709	08/03/2019	College Road	The closure of Boots corner has had a marked, detrimental effect on College Road. There was a huge increase in traffic at commuting times when the closure was first implemented, but has not since abated. I was led to believe that traffic would find its own level and disperse naturally but this does not seem to be the case. I am very concerned about the amount of pollution sitting traffic is causing to my residential area in a road that is not wide enough for this volume of cars. This environment is not conducive for pedestrians, prams or cyclists. I have frequently seen ambulances held up for over a minute whilst the cars try to allow them to pass. Whilst I understand the aims of the scheme is to limit the traffic in the centre, it cannot be to vast detriment of the surrounding area. (I have submitted these comments earlier under "general comments" but they should have been submitted as a "formal representation.")
710	11/03/2019	Clarence Square	Wish Boots Corner to be reopened. Reasons - terrible traffic caused by closure. No benefit - using the crossing worked extremely well Pollution in residential areas is worse Shared spaces - Government has changed their views. Huge public petitions to reopen. Lots of evidence in favour of reopening CBC figures are misleading and incorrect Ridiculous that the Council will not listen to ratepayers both residential and business
711	13/03/2019	Monica Drive	We have suffered this experiment in shifting traffic away from Boots corner for too long. The current party in power at Cheltenham Borough Council say it is to 'pedestrianise that part of town' It does no such thing. Traffic in the form of buses, coaches, taxis and licensed passenger carrying vehicles are all free to use the area and have done nothing to improve the pedestrian experience. Creation of the scheme has diverted through traffic into roads never designed for the purpose. They are clogged during much of the day and make those areas overly busy when they should be backwaters. The final bad side effect is the increase in air pollution in parts of town where it does more damage. I am thinking specifically of the streets around St Gregory's Primary School. Large groups of small children should not be subjected to avoidable pollution of this nature.
712	15/03/2019	Crippetts Lane	I Like Many Others ! Would just like to keep our BEAUTIFUL "CHELTENHAM SPA CENTRE" as a Town of REGENCY HERITAGE in its Splendor ! I object to the changes being made that effect Local Business Local Workers,Local People & Visitors. I think The Closure of Boots Corner is a catastrophic failure. The General State of The Towns Central Roads, Potholes, Badly Marked Parking Lines, (Even Outside of The Municipal Building Parking Pay Machines) ! Winchcombe Street Regency Street etc etc Are a Disgrace. Keeping the Traffic Flow just Slowed down with maybe Speed Bumps/Sleeping Policemen, could be an alternative ? Allowing Charge Up Points for Electric Hybrid Future Cars. Keeping Most Taxis Parked Up as in the old days, to Royal Well ! Nobody Needs The Constantly Waiting Empty Taxis Blocking The Promenade ? (Better still as in London, Hybrid Taxis only) ! Thus eliminating Emmission hovering) !! I object to My Town Loosing it's identity ! (Just when Gloucester is gaining theirs). I object to tacky Astro Grass around the Fountain & Ugly "Stub it out" Bins in this area, The Cheap & CITY like Seats & Boxes are NOT in keeping with this once Classy Clean Town. OPEN UP Boots Corner. Encourage some Short Stay Parking. Lessen Park Charges Generally & Better Still Allow FREE PARKING ! At Weekends or even just Sunday's & Bank Holidays. Then more & more people will come into Town. GUARANTEED. TAXI & BUS Are NOT for everyone. THIS IS A FREEDOM OF CHOICE.
713	16/03/2019	Charlton Kings	
714	16/03/2019	Malden road	The closure of Boot Corner has caused traffic chaos around Cheltenham. You are imposing increased journey times and creating rat runs all round the town. I object strongly to this change.

715	18/03/2019	Bafford Lane	Every time I walk or cycle in Cheltenham since the closure I am struck by the more relaxed nature of the Boots corner area now it has been freed from the constant stream of traffic. On those occasions when I drive into or near the centre of Cheltenham, I have not encountered any real difficulties with inconvenient routes or additional traffic. (I live in Charlton Kings but do travel to the Lower High St and beyond.) I fully support the closure.
716	19/03/2019	Winchcombe Street	Some people have severe disabilities that make walking painful or impossible. They will sometimes be compelled to attend Job Centre Plus on North Street. It used to be possible to drop them at the door of JC+ because of waiting restrictions in North Street. That's now not possible. The nearest place to drop people off is 40 meters away, and the person would have to cross a road. 40 metres doesn't sound like much, until you read the criteria for PIP. Enhanced PIP means the person can't walk 20 metres. Regular PIP means the person can't walk 50 metres. This means the councils really really need to look at providing disability access to a government centre where people are forced to visit (or risk losing their benefits). This is an objection to the current arrangements, and it's an objection that is based on your public sector equality duty. I'm not persuaded that the council paid adequate attention to changes in accessibility when making these changes, and I've heard worrying things from councillors on social media who clearly show they do not understand mobility based disability. The fix is simple: Allow blue badge holders (ie, people who meet the PIP / DLA criteria) to have access to North Street.
717	19/03/2019	Baker Street	All routes that result in cars having to turn right into Crescent Place due to restrictions on Clarence Street have not had clearer signage installed No preparation has taken place to improve the shocking state of the surrounding roads impacted by the restrictions whose traffic flow has increased significantly further impacting the already crumbling surfaces: St James Square, St Georges Place The timing of the traffic changes in this area does not appear to have been fully considered given the long-term construction and restrictions taking place on St Georges Place.
718	19/03/2019	Tennyson Road	I think all elements make complete sense and should be full implemented permanently. The Boots Corner experiment has been very successful regarding pedestrians. The one thing that should be addressed now that traffic has been dispersed to other town centre roads is the traffic light timing in St. George's Street. There needs to be much more time given to exit this street as presently only three or four cars manage to leave before the lights change.
719	19/03/2019	Kidnappers Lane	I think the prioritisation of pedestrians is the key aspect of this trial and it should continue. At the moment there are issues arising from this trial but if the principal of decreasing car use and increasing walking and cycling takes hold it will be worth it in the long run
720	19/03/2019	Charlton Drive	Objecting , it all worked perfectly before
721	19/03/2019	Pittville	Boots Corner closure. A terrible idea from the outset, perpetuated by the Council's arrogance and ignorance, and complete lack of consultation with residents and business owners. It has achieved nothing, and has caused decay in the town.
722	20/03/2019	Blenheim Road	Objecting to the closure of Boots Corner. My business is in Clarence Parade and it is suffering due to this new layout. I still have problems with suppliers who are unable to guarantee a delivery time of before 10am. It use to be fine before so I fail to see why the council are adamant in changing it.
723	20/03/2019	Charlton Kings	I remain incredulous that, in spite of all the public opposition to the closure of Boots Corner and the consequent, foreseeable extra traffic and extra pollution on all surrounding streets and residential roads now used to avoid town centre, Cheltenham Borough Council persists in this lunacy and refuses to re-open Boots Corner to private cars. That one of the councillors calls those against the closure 'deluded' shows how blinkered the Council actually is to residents. Over 6,000 have signed a petition against this closure, and the petition on the Gloucestershire County Council shows 254 in favour of it. Does that not give you an indication of how vehemently residents oppose this closure? Although I am not a professional town planner, I do have qualifications in business management, and the way the Gloucestershire County Council and Cheltenham Borough Council have handled this debacle should be taught in lectures on how NOT to run a town, how NOT to increase business spending within that town and how NOT to garner support from constituents for upcoming elections. Only allowing buses and taxis to use a road that essentially conjoins sides of a town, saying they encourage use of buses and taxis for those companies and drivers to then increase fees, increase parking charges, increase residents' parking charges, and fining the locals for using a road without improving cycling routes, thoroughfares or planning a new ring road add to the list of how to fail. Why would anyone with a brain bother to drive into town, pay for parking, risk a fine, when most things can now be bought online and delivered without the inconvenience or extra costs? When the only essential shopping (groceries, furniture) are conveniently situated next to free parking spaces on the outskirts of the town, There was apparently a scheme in place for monies from central government to be made available to towns/cities to reduce business rates etc. Town centre businesses will no longer succeed without help from councils and the closure of Boots Corner, new one way routes, new parking fees etc are the very opposite of help.
724	20/03/2019	Radnor Road	The boots corner closure is causing the town unnecessary pain and is doing nothing for the town. Buses, taxis and delivery vehicles still pass through and it is not pedestrianised. If we are to pedestrianise this a complete ring road scheme needs to be done.
725	22/03/2019	Prenton, Mersseyside	Signposting and notices are confusing and misleading with a mixture of prohibition and permissive signage. There is too much information to process when driving and attempting to navigate. If a mistake is made, there is no opportunity to avoid the Bus Gate other than to reverse out against the traffic flow. As the photo clearly shows, even this option was closed by a bus to one side and a taxi behind, forcing me to pass through the bus gate and incur a penalty. I write as an infrequent visitor following a route used in previous years without problem. On this occasion my brother had arranged a temporary Visitor Parking permit for the Pittville zone. I was attempting to gain access to the hotel where I was to stay on North Place via Clarence Street. The signs suggest that access for cars was permitted to "Permit Holders" - but it appears this does not include visitor parking permits. I have now received a £30 Penalty Charge personal data removed Is this how you welcome visitors to Cheltenham ?
726	22/03/2019	Portland Street	We are objecting to the changes made to the one way system around Boots corner - our company opened a new showroom in May 2017 and signed a 10 year lease before the Boots corner and now our footfall has reduced by 23%.
727	24/03/2019	Suffolk Parade	I am writing to oppose the so called Boots Corner scheme. I am personal data removed who lives in The Suffolks and commutes most days to Evesham/Pershore. The closure of Boots corner has meant that to get through the town in sufficient time to get to work I have no choice but either use the alternative St Luke road or Rodney road routes driving me onto small residential roads not fit for this extra volume traffic. These roads are not fit for this purpose - poor quality/ pot holed and furthermore disturb their local communities. Any pollution benefits at Boots corner are just moved to these locations. Nearly everyone I know is against the scheme including the local MP, Alex Chalk. Please return to the previous routes when there wasn't a problem. The money wasted on this scheme could have been used to improve road quality around the town which is still shameful in parts.
728	25/03/2019		Confusing sign at clarence Street which does not make clear that 10am-6pm is referring to loading times. Drivers mis-constue sign to read its is ok to access this area before 10am and after 6pm. Make the sign clearer for drivers.
729	26/03/2019	East End Rd	Boots closure. The town traffic is congested especially at peak times, it's almost impossible to get from one side of town to the other without sitting in prolonged queuing at traffic lights by Matalan and the Swindon Road is usually at a standstill. This scheme is the worst idea that you have ever thought of without the need for change. It is certainly putting people off entering Cheltenham.
730	26/03/2019	Barwick Road	The closure of Boots corner is a farce and completely unnecessary. It is dramatically increasing journey times, increasing air pollution in residential areas and clogging up roads like Rodney Road, St George's Street and the St Luke's area. One of the aims of the closure was to improve pedestrian access. However, there is already a pedestrian crossing on Boots corner which already provides for safe crossing/access. Moreover, shoppers still have to wait to cross for buses and other permitted vehicles. The closure is a complete waste of time and public money, with little tangible benefits. I would be interested to learn how you will determine the 'success' or otherwise of the scheme. Any benefits are likely extremely localised and have resulted in significant negative impacts across a much wider area. If the scheme becomes permanent it will be critical to evaluate and make improvements to traffic light sequencing etc on surrounding roads as these quickly become gridlocked.
731	29/03/2019	Montpellier Exchange	This trial is having more of an impact than first though. Not only is it causing a nightmare for the residents of St Luke's, Rodney Road, Ambrose Street, St Paul's Road and St George's Street due to the huge volume of additional traffic being squeezed down these areas. The real impact is now being seen, Rodney Road into the High Street are now dangerous places for pedestrians as the traffic that needs to cross town heads down through this route. Before they could cross town with ease and pedestrians could cross safely at Boots Corner. It has caused more problems than it has solved. I can see a case to close Pittville Street and the area in front of Boots but keep the main inner ring road open. You have effectively cut the town in half and made it a nightmare for people who live on the north side of town in places like Prestbury and Pittville. I run a letting agency and have clearly seen that the inaccessibility of this side of town due to the difficulty in crossing town is meaning the people who work at GCHQ, anywhere via the M5, or the aerospace companies on the south side of town don't want to live on the Pittville side of town due to the constant traffic and impact that the closure has caused. We have properties that normally let in 2-4 weeks which have been empty for 4 months plus in an otherwise perfectly active market. Add an additional 140 extra homes off St Margaret's Terrace and this area will become a no-go zone. At the weekend the traffic trying to get to The Brewery etc. It's a pointless scheme causing more harm than good, people are avoiding town and it's killing the place we all love.

732	01/04/2019	Moreton-in-Marsh	I received a penalty notice after I mistakenly drove through the Clarence Street bus gate. The signage was unclear & my route to Evesham was clearly displayed on the signs which had not been taken down. Leaving the signs in place has created a halfway house, this is reflected in the numbers of penalty notices issued since the scheme began, bringing about a situation where motorists, particularly those from outside town, are left confused. The scheme has been badly thought out & should be scrapped. Those who have received penalty notices should be reimbursed. The scheme not only harms businesses in the town but also deters people from visiting Cheltenham. These traffic schemes should be designed to help rather than hinder motorists from finding an easy way in/out of town & to navigate their way safely through town.
733	07/04/2019		I am in favour of the Boots corner closure. I have experienced very few difficulties accessing the town by car (I am disabled) and have enjoyed the quieter, safer town centre. I do not think the scheme goes far enough though. CBC needs to think bigger and take more radical measures. For a start, banning taxis, or as a minimum only allow disabled taxis that are carrying a fare. But much braver, more radical action needs to be taken in our town when it comes to the centre.
734	09/04/2019	Whitchurch	Good morning This morning (mon 8th april) I was driving the company car to a customer site visit The Skoda has an in-built sat-nav GPS which diverted me (due to traffic near Gloucester) through Cheltenham I've been having problems with this sat nav today, and it ended up sending me through the centre of Cheltenham and through a bus and taxi lane only. Upon entrance, I realised this, and stopped the car Unfortunately I could not turn around as it was a 1 way road only, and decided that the safest option was to continue through the bus and taxi lane. I am contacting you, as I realised this error, and wasn't trying to gain any advantage by driving through this lane The car I was driving was the company's car Registration personal data removed I have not received a penalty yet, but am informing you prior to notice Regards personal data removed
735	09/04/2019	Brizen lane	I object to the closing of Boots corner. I don't believe the scheme has worked for the following reason: the aim was to reduce pollution, to achieve this you must reduce the numbers of cars driving into cheltenham. In order to do this, you must give us Cheltonians a better alternative to get into the town other than a car. What this solution has done is push the same number of cars along different roads. It doesn't decrease pollution in a cheltenham in merely moves it elsewhere
736	09/04/2019	Eldorado Crescent	Some of the side roads are so busy getting round town takes so much longer causing even more pollution. Residents on these side street get it all. If a resident needs an ambulance in St George's Street there are times when an ambulance could not get to them. That is just one example. This has not been thought through or planned very well. It is now causing danger in so many ways to everyone.
737	09/04/2019	Hales Close	The decision to close Boots Corner to main traffic is ridiculous, buses taxis still drive through ?? The artificial grass is an eyesore making the Town look cheap, The Promenade and surrounding roads are heaving with Traffic. Sure you will never listen to people or back down to prove you made the right choice rightly or wrongly
738	09/04/2019	Queen's Road	I don't agree with the closing of Clarence street (boots corner). I believe it's damaging to the town.
739	09/04/2019	Ashley Road	Boots corner can I ask which fool on this council thought this was a good idea? Clearly some one whom does drive or have any sense of how bad the road layout has become in Cheltenham. This idea needs to be scrapped. Other routes have become rat runs and unsafe this madness needs to stop.
740	10/04/2019	Silverthorn Close	This change has made navigating through town smart impossible. They're is no less traffic; it has been simply pushed into smaller back streets and residential roads creating an increased safety risk both to vehicles and pedestrians. There is no clear benefit to shoppers closing boots corner as the arts has not been pedestrianised.
741	10/04/2019	Broad Oak Way	The closure of Boots corner is affecting businesses, causing more traffic jams and pollution and has not generated any benefit to anyone. Traffic being forced through other streets is more dangerous. I object to the whole scheme.
742	10/04/2019	Lansdown Parade	In common with most Cheltenham residents, I object to the closure of Boots Corner, but as a professional Landscape Architect feel that there must be a better solution. There does not seem to be any attempt to make the Boots Corner area into a Shared Space where the pedestrians take priority. This would slow traffic and with appropriate design create a vibrant urban area. Also, I can't help noticing that all the restricted roads have a lack of tree planting. Roads which are made oneway, become faster, and the resultant additional driving to get to them makes increased driving time and pollution. Cheltenham has a huge number of taxis chasing a small number of customers. Most of these vehicles are old and diesel fueled and leave their engines running whilst waiting for business in an excessive number of spaces. Also, the bus station is located in this area and the buses are diesel fueled as well. So it is no wonder that NOX levels are high. The number of these vehicles are not going to be reduced as a result of this scheme.
743	10/04/2019	Hagley, Worcs	I visited Cheltenham for a weekend and after I returned home I received two fines for driving along Clarence street a few hours apart. Obviously I would not have driven along there at all had I known about the restriction (I was following my sat-nav), and as a tourist why would I? Is this the way to attract visitors to Cheltenham? I for one will not be returning and will discourage any friends from visiting.
744	10/04/2019	Davallia Drive	I strongly object to the closure of Boots Corner. Cheltenham has become a nightmare to navigate with lengthy queues, traffic jams, and horrendous parking charges. All that has happened is that traffic is now queuing in side streets outside Peoples houses and making their lives much worse! Public transport is prohibitively expensive costing my husband and myself £7.80 return from Up Hatherley into the Town Centre ! We now shop outside Cheltenham whenever possible ! What has happened is ill thought out and flawed and most of my family and friends consider that you must have a 'hidden agenda' !!
745	10/04/2019	Dagmar Road	Boots corner restrictions have been implemented without being thought through and as part of a strategic transport plan for Cheltenham. Driving from South to North is ridiculously difficult with traffic finding its way around rat runs. If I were a visitor to Cheltenham it is so difficult to find your way through the town I would go elsewhere. The Council is NOT listening to local people.
746	10/04/2019		This I'll thought out trial scheme has been made with many objections and anger, all elements and roads of the scheme interact with each other, and , so the whole pilot is flawed, moving traffic around other parts of Cheltenham has had further impacts on environmental and business factors.. it's nothing for the council to boast some 50,000 fines being issued, it's shameful and disrespectful to both Cheltenham's and visitors to our town. The pilot needs to now be ended , return our thoroughfares as they were before, and then an external body, considers a well thought out strategy that involves the electorate of Cheltenham, and just the income hungry management of our council
747	10/04/2019	Lauriston Park	Traffic has been diverted away from the widest, smoothest route through town into smaller, more residential, less convenient side-streets. The pedestrian crossing at Boots Corner is still a pedestrian crossing, vehicles still go through (albeit less of them, as most have been moved into other streets), so nothing has been gained. The diverted traffic, slowed by narrower roads, creates more fuel pollution than was the case before. Altogether a bad idea.
748	10/04/2019	Ewlyn Road	I object to the trial traffic system which stops cars using Clarence street, boots corner etc. I also find the altered traffic flow systems in the Bath Road far worse than the previous one. More and more people are avoiding Cheltenham because it is so difficult to park here and to find your way around in a car for shopping and leisure, even getting to work. The traffic system is becoming more and more of a mess. I hear that remark so often. I can remember the traffic system from the 1970's when the whole of the centre of the town was on a grid system as was its regency design. I would like every much for the town to return to this system. It makes travel logical, movement of traffic easier and visually makes Cheltenham so much more attractive.
749	10/04/2019	Gloucester Road	I feel the matter is quite simple. The council are under pressure to pedestrianise the centre of town to support a greener image, investments in the brewery quarter and make the high street more pedestrian friendly. This could all work if more attention was paid to the wider issues that have been created. To get across town now many drivers are forced down Gloucester road, Rodney road and other smaller, residential streets. They are then forced down the roads past Matalan and the rear of the brewery quarter. All of these roads have traffic lights with priorities that have not been reviewed, thus leading to increased in standing traffic, adding to both noise and fume pollution. I would like to know why the council has not considered the wider impact of the closure and how this can be minimised. Focus needs to move from boots corner and put on the surrounding areas, looking for ways for vehicle to cross the town more easily. Bristol has managed this, surely Cheltenham can?
750	10/04/2019	Didbrook	I wish to complain in the strongest terms about the closure of clarence st and north st - Boots corner, to road traffic. It is clear that Zero thought has been given to where the displaced traffic is going, much of the traffic is ending up on Gloucester Rd, causing this road to be totally congested with stationary traffic. Worst still this stationary traffic is now backing outside Gloucester Rd Primary School, so all that has happened is this closure has created a far bigger problem with pollution for primary school children who have no escape - how stupid is this. Other traffic is now using rat runs through Imperial Square and Montpelier drive to get round the closure, these roads are residential roads not designed for the volume of traffic speeding through, you have created a serious problem with this closure where there was no real problem before.
751	10/04/2019	Coombe Glen Lane	I am objecting to the on going closure of Boots corner. I do not believe that the closure benefits the residents or local traders of Cheltenham. I feel ashamed at having such self serving, arrogant, corrupt councillors in our borough council! The data issued by the council has been manipulated to suit their own needs. Lets have an independant company draw up the air pollution figures etc.

752	10/04/2019	Wards Road	I object to the whole scheme as it clearly was not thought through to what impact it would generate on other areas of the town. Traffic does not just go away and little or no thought was put in where it would now go or the impact on parking. Being a local person I now avoid Cheltenham town center and take my trade elsewhere. This impacts on shops and businesses. When I have no option but go into or through town I now wind my way through smaller and more residential areas which are far less able to sustain extra traffic. This has just moved the pollution to residential areas. I have no idea how visitors manage to navigate our poorly signed routes around the town. Also this is just another cash cow! Fine the motorist and line your pockets. Finally politicians are put in place to carry out the electorate's wishes and not just to ignore them. The next ballot box will find you out.
753	10/04/2019	Byron Road	Boots corner being closed is killing off the the centre high street shops area, and people are not coming into town they are going to retail parks because of the price you have to pay for parking,
754	10/04/2019	Kipling Rd	The congestion and pollution in many parts of town, together with no real improvement in air quality in the vicinity of Boots corner, surely indicates what an ill thought out scheme the closure has been, and the depth of feeling against the closure must be taken into account, through traffic for Boots corner should be restored immediately.
755	11/04/2019	Bishop's Cleeve	Objection to the road closure to general traffic which is pushing congestion into other streets in the town. No clear alternative route is recommended or planned by the incompetent council. Congestion is appalling at the sorting office/Matalan. Fail to see how air quality is improved when a short street away cars are stuck and journeys elongated. Other towns operate similar policies but only at weekends when footfall demands it. In addition, the grass mats are tacky and cheap and a visual embarrassment to a beautiful regency town. Poor planning, incompetent leadership and utter failure to address the issues which have been repeatedly raised by the local population.
756	11/04/2019	Sandford Street	The entire scheme is flawed! The whole scheme needs to be reconsidered. All that has happened is that traffic has found other ways through town causing jams and pollution. Traffic either comes up Rodney Road and through town, which is fraught with danger or clogs up residential roads such as College Road
757	11/04/2019	Marle Hill Parade	I am writing to express my opinion on the closure of North Street to all traffic apart from buses and taxis (boots corner). This road was effectively a dual carriageway and main route across town, to close this road with no effective plan for what route would replace this road seemed like madness at the time and I'm afraid that my opinion has not changed since the start of the "trial". I hear that there was no preparation, for example traffic and pollution monitoring in any of the alternative routes (which are now terribly clogged with traffic going nowhere with engines running) so effectively there can be no official "bad data" to oppose the closure which is being celebrated as a success by the council. The town is being avoided by most people I know now including myself, if that is the success that was intended by the council then hats off to everyone responsible, traffic will eventually stop being an issue in our dying, once successful shopping center for the Cotswold town.
758	11/04/2019		I completely object to the prohibition of traffic through Clarence Street to Boots corner. Not only does it restrict driving through the town but it pushes traffic and pollution from a central commercial centre towards suburbs which is detrimental to private dwelling. Also, it is simply clogging up other routes rather than flowing through a convenient road out of Cheltenham. As a pedestrian who does not live in central Cheltenham there is no benefit walking through town as the buses and taxis still result in a wait at the Boots corner crossing. I see no benefits to this whatsoever and feel for the residential folk who suffer excessive pollution, noise and traffic through side streets. It seems my views are shared by most of the local residents. Please listen to your residents (I live in Up Hatherley)
759	11/04/2019	Grace Gardens	I am objecting to the closure of Boots Corner to the public traffic. The extra mileage that is used by having to drive around the centre of town causes more pollution and uses extra fuel.
760	11/04/2019	Gotherington	I am against the closure of boots corner and want it to be returned to the pre trial state.
761	11/04/2019	Redgrove Park	All vehicles are not prohibited therefore pedestrians have to stick to the pavements. Thus our town centre is not the Utopia you would have us believe. Private cars that used to go through the boots corner (where there was no pollution problem) are now using residential streets, which much mean an increase in pollution in these areas. But it is not possible to confirm an increase as no pre-scheme levels were taken to act as a benchmark. Waiting times need to be relaxed so that shoppers have an opportunity to pick up bulky items or do a quick bit of shopping for 30 mins.
762	11/04/2019	St Paul's Lane	With the prohibition of driving along Clarence Street and North Street, along with the bus gate on Clarence Street, the road users who normally use this through route are required to find an alternative route. One of the routes that seems to be the most popular is along Poole Way and Swindon Road, past the Royal Mail sorting office and Matalan. This route has no less than six sets of traffic lights which cause traffic to be stop start all day long. Ever since the traffic scheme in the town centre the traffic congestion along this route has increased significantly. I live next to this route and I am concerned about the air quality level along this route, especially with all this extra traffic which could instead travel through the Town Centre via Clarence Street.
763	11/04/2019	Bournside Road	Closure of the above roads has led to severe congestion in St George's place. This is a one way street that has potato bays on both sides of the road which restricts the flow of traffic into two lanes almost until the traffic lights. This leads to an almost constant stream of near stationary traffic in St George's Place which cannot be good for the welfare of the residents. Gloucester Road, St Margaret's Road and College Road/St Luke's are also more congested than they used to be. The permanent closure of Boots Corner is not sustainable whilst the alternative routes remain so congested.
764	11/04/2019	Churchdown	Absolute disaster. Forcing private vehicles to use other routes to get to the same destination is not going to cut pollution, it is going to increase pollution because other routes are not designed to handle the volume resulting in gridlock, engines running for no reason, and further distance travelled. Personally I did not use this section of road before the scheme, or have the need to now, however the scheme has made a noticeable difference to my daily routes. It is clearly adding to pollution as a whole which is what we should be worried about in the long term.
765	11/04/2019	Bishop's Cleeve	The closure of Clarence Dt., Clarence Parade, North St causes significant inconvenience/delay to many people heading northwards out of Cheltenham. To chop off a ringroad without there being any suitable alternative route is incompetence. Other routes (many of which are residential) which were already congested now come to a standstill thereby increasing toxic emissions which are detrimental to health. I personally can see no advantage to pedestrians, nor have I ever been aware of there being a problem previously. I frequently drive a disabled friend around and parking spaces for the disabled close to the shops have also been reduced. The argument to use public transport instead has clearly come from someone who does not have a significant distance to travel otherwise they would realise this is not always possible. I urge the council to drop this trial scene and restore the roads to how they worked before.
766	11/04/2019	Brookfield Lane	Objecting to the closure of boots corner. All it is doing is moving the traffic problems to other areas. Having to go from the main post office towards the brewery is always at gridlock now. It is ridiculous. And for why? With cars (whether they are supposed to or not) and buses still able to go by boots it does not make it pedestrianised. Still have to tell children to press button to cross even though people still cross as it's supposedly pedestrianised or shared space. It is not reducing pollution (I understand there was never proof for that argument anyway) it is pushing it elsewhere
767	11/04/2019	Grace Gardens	Boots corner has caused traffic to flow down Rodney road this is more dangerous than the previous route, boots corner as there was a pedestrian crossing. The scheme has not added to the town but reduced access. The awful fake grass is an eyesore and a disgrace to a beautiful regency town. Boots corner is clearly not what people want or need, and has caused resentment towards planning officials who clearly are not listening to the public.
768	12/04/2019	Beaufort Rd	I object to it as it is pushing traffic to other minor roads. Increasing pollution in those (mostly residential) areas. It is also making the town center (particularly boots crossing) dangerous as it is neither a pedestrian area nor motor vehicles area - I was experienced dangerous driving from taxi drivers on the section of roads between the coach stop and boots crossing. Also, the lack of parking, short stay hour close to the town centre has stopped me from shopping in the town centre!
769	12/04/2019	Tivoli Road	I am in full support of this scheme.
770	12/04/2019		I am disabled. I now can't access the shops near boots ie. Marks, Specsavers or WHSmith. This is due to disabled parking being removed. Cheltenham Council suggest using shop mobility, This is not viable for me due to the nature of my illness. I can only do short periods of time in town. They say they have provided disabled spots in Winchcombe street. However, that is a distance when you are in pain. Due to my arthritis I now can't use walking aids as it's in most joints and issues with my hands and arms don't make wheelchairs viable. Since the closure of Boots corner I have not been able to visit that part of town. I now have to go to a different optician.
771	12/04/2019	High Street	The whole scheme has seen our footfall and turnover drop dramatically. Other stores in our nationwide chain are experiencing growth over the same period, as indeed was our Cheltenham store prior to the restricting measures. This drop coincides almost to the day with the closures.
772	12/04/2019	Hatherley Street	The whole town is clogged up with traffic and various drivers are making dangerous turns and manoeuvres to try and change their route. traffic has been diverted to unsuitable roads, Rodney Road has no pedestrian crossing and is dangerous to cross any improvement in air quality will have seen a reduction elsewhere, this scheme of closing Boots corner is a disaster and disgrace, as with the Bath Road fiasco a couple of years ago, this is an agenda being pushed without being thought through
773	12/04/2019		I have noticed an increase of traffic on my local street. Traffic that is sitting still is creating more pollution. Pot holes on alternative routes are horrendous because the side roads are not designed for large increases of traffic. Also traffic is now going up Rodney road and at the top traffic on Winchcombe street is much more dangerous than at boots corner. There is no designated crossing here. Also the occasional taxi near boots corner is more of a risk than a constant stream of traffic. With a constant stream people are more alert than occasional traffic. So all in all: more pollution, more traffic, more frustrated drivers, more dangerous crossings, more pot holes.

774	12/04/2019	Haslette Way	The Boots corner issue to me is very simple and straightforward. I live in Hatherley and it now takes me much longer to get to the other side of Cheltenham. Not only is this a great inconvenience as lost time accumulates quickly over multiple journeys but if people are spending longer in their cars it means greater air pollution. If I am travelling on my own to town, I would try to cycle, however as do not feel safe doing so with my two children we always use the car.
775	13/04/2019		Since the closure of through traffic at boots corner the impact in surrounding areas can not be ignored. As a parent I walk my personal date removed [child] to school along the Evesham road to school in Fairview. We cross the road at the Roundabout at Prestbury rd, Wellington rd, Albert rd, and A435 , it has become so congested that you can taste the higher level of pollution hanging in the air and both my [child] and myself are experiencing tightness of the chest and irritating coughs which the only factor having changed is the exposure to more cars in the narrow residential streets. Cars travelling from one side of Cheltenham to another need a straight route which boots corner provides, the Evesham road is treelined and wide so as a pedestrian exposure to fumes emitted by vehicles are not being pumped directly into the respiratory system instead have the space to dissipate thus being a healthier option than the narrow residential streets. On the occasional trip into town it is an unpleasant experience with the increase volume of traffic we have to contend with zooming around Rodney road because people need to get across Cheltenham, with no safe crossing point and frustrated drivers it is an accident waiting to happen. The crossing at boots is also a dangerous place as now taxis which seem to have multiplied beyond need constantly put their foot down and use the road as a one man race track, with buses and taxis using the boots corner there is no pedestrianisation why? Because to close the route would make it inconvenient as people need to travel from one side of Cheltenham to the other!!! The whole argument is not for the good of Cheltenham or to reduce pollution- in choosing which roads to close the biggest error was made, a more suitable road would have been the new rat run of Rodney road and leaving boots corner open for traffic to pass smoothly would have kept traffic flowing and decrease pollution from cars due to the fact they are being controlled by traffic lights. Buses- it is obvious that the buses are making a lot out of this scheme, prices are extremely expensive so if the plan is to get less cars and mire people using. Uses why not insist a cap on fares ! My older son travels from Cheltenham to longlevens for school and when he has to use the bus this cost me £2.40 !! How can there ever be an argument for using the bus with a daily cost of nearly £5 to get to school ! As a parent, a pedestrian, a driver , a resident of Cheltenham I am asking that consideration be made into reopening boots corner to traffic so it can travel across Cheltenham without being pushed to St Luke's, St Paul's, College rd, Prestbury rd, and Alloa it to travel back along the more suitable Evesham road. I ask perhaps you look at pedestrianising the route from Rodney Road to Winchcombe street which would make the area more pleasant and safer for crossing.
776	13/04/2019	Lansdown Road	Boots corner - it is a mess, creating more issues elsewhere in the town.
777	13/04/2019	Warden Hill	I object to the whole scheme , it was not thought out in the least there is no alternatives,congestion is building up either side of boots corner it doesn't even feel like a pedestrian zone with all the dirty buses and taxis still driving through there . It's just been a moneymaking scheme from the start with tens of thousands of people with tickets who probably don't want to visit Cheltenham anymore .
778	13/04/2019	Shakespeare Road	The whole implementation has caused nothing but trouble for those who live in Cheltenham. It has increased traffic flow in residential areas and subsequently both noise and pollution. Businesses have suffered. The only benefit I can see is to enforce fines to those unaware which is unethical and as of date I have no awareness of how this profit has helped locals. The cost of the trial was ridiculous.
779	13/04/2019	Alstone Avenue	The closure and restrictions have inconvenienced and caused more time and cost to navigating our town.
780	13/04/2019	Leckhampton Rd	These restrictions have simply displaced traffic, or meant that people simply avoid the town centre altogether. This morning (a Saturday, with good weather) at 11am the area around Boots was like a ghost town.
781	13/04/2019		I appeal against the Closure of boots corner.
782	14/04/2019	Moorend Rd	Boots corner closer has caused Complete chaos to rest of the town. Rodney rd , st Luke's/ collage rd, st George's St etc are gridlocked rat runs and more polluted due to bumper to bumper vehicles. It must be a nightmare for A&E at times. It has killed the shops in the Clarence st area as visitors to Cheltenham can't see them when driving though. For the very small gain of sometimes not having to press the pedestrian lights on boots corner but having to dodge being mowed down by a fast bus, taxi, bike etc, Which are going so quick as there is less traffic. Also no pollution gain just pushed elsewhere. Please bang your heads together and sort out this disaster before someone gets killed. Hopefully you can remove that dreadful piece of cheap looking but expensive wee stained grass spoiling a beautiful old fountain too. Put the vote properly to the public not the people that want to save face. I know what the outcome will be.
783	14/04/2019		Late getting to work Businesses losing out on money/work No easy routes
784	14/04/2019	Albany Road	I am unhappy about the proposed changes due to the impact caused on roads around town. Two examples ate Gloucester Road and College Road which now have permanent queues of traffic causing unacceptable levels of pollution. More work must be done on assessing how traffic can be directed safely around the town centre.
785	14/04/2019		Strongly object to the closure of Boot's corner and subsequent re-routing of traffic through other areas of Cheltenham. Dangerous rat runs created. Increased traffic and pollution in residential areas.
786	14/04/2019	St Michael's Rd	Boots corner closure is disaster for the town. It has been implemented without a thought for alternative traffic routes north to south. Traffic and fumes now builds in residential areas but pedestrians do not benefit because they still need to use the crossing due to buses and taxis. Also just a few metres away by Lloyds bank there is more traffic than usual - again not helping pedestrians. This was not properly planned or implemented.
787	15/04/2019	Amos Close	The closure of Clarence Street and Clarence Parade to ordinary traffic has led to unacceptable levels of traffic and pollution in other residential areas of the tow. Particularly Gloucester Road, St George's Road, Honeybourne Way and the rat run that is Millbrook Street and Great Western Terrace and Malvern Road. Gloucester Road and Honeybourne Way are regularly gridlocked at busy times with only one or two vehicles being able to move at each change of traffic lights. Vehicles sit belching out fumes for several changes of lights until they are able to escape - even from some of the more minor roads. These are residential areas and there are several primary schools nearby. Children are forced to breathe in these fumes on their daily journey to school and back, and even in their school playgrounds. Many vehicles try to bypass the congestion by using Millbrook Street, where they drive at an unsafe speed given the narrowness of the road, the parked cars on both sides and the several blind turnings off the road where residents are unable to see along the road as they exit in their vehicles. Vehicles are also using Malvern Road past Christ Church school as a cut through. Many are travelling in excess of the recommended speed past the primary school and accidents have happened as a result. This part of town is choking in traffic and fumes.
788	15/04/2019		I wish to bring to your attention a problem with the driving and parking restrictions in Cheltenham town centre. I am a carer who has to transport clients to appointments and shopping in Cheltenham. I was really shocked to find that I was unable to park in what used to be disabled parking spots, especially near to Boots and Marks and Spencer's. People who have difficulty with their mobility can often only walk a short distance. The decision to block their access to these essential parking spots really effect their independence and quality of life. Not only their ability to buy food and clothing but ease of access to use opticians, hearing tests and pharmacy services. Surely it is possible to keep these areas for disabled/Blue Badge holders for access and parking.
789	15/04/2019	St Lukes road	I object to the scheme. As a resident of central Cheltenham (St Lukes) I have seen a significant increase in stationary traffic in my road since the scheme was introduced with consequent increase in pollution, both noxious gas and noise. this has made my front garden useless, I used to like sitting out there interacting with my neighbours.
790	16/04/2019		Mainly objecting to boots corner being closed and all periphery connected to it, the town does not a the roadway infrastructure to offer smooth alternative routes and traffic through boots corner should be restored.
791	16/04/2019	Bournside Drive	The closure of Clarence Parade leaves the road user with no convenient, quicker, easier or alternative route through the centre of Cheltenham. The scheme should be abolished immediately to improve the lives of those living in the town centre and surrounding Cheltenham. Cheltenham centre will see further businesses close as shoppers seek easier more convenient alternatives to shopping in the town e.g online, retail parks out of town. Is it the councils desire to destroy what once was a thriving town centre? It seems the only people who consider the scheme a success are councillors or those without need for a car. Family life, shopping, community and businesses use vehicles frequently throughout the day. Frustration and anger about the pointless road closure increases.
792	16/04/2019	Harthurstfield Park	I am livid at this stupid idiotic idea. I will NEVER vote liberal in Cheltenham again. You want to ruffle feathers well done, adds 30-40mins to my day EVERY day. Its gorrible to walk though the smokey pollution its created on ambrose street and st georges street. Idiots
793	16/04/2019		I formally object to the trial closure. As a disabled driver, it has made the town completely off-limits for me. Additionally, the traffic congestion in other parts of the town caused by the closure has made travelling around Cheltenham a misery. Businesses are suffering, our air quality in residential areas is worsening, and there is very little benefit to the pedestrians of the High Street as buses and taxis continue to use Boots Corner. Additionally, the increased traffic on Rodney Road increases the chances of a collision between a vehicle and a pedestrian and adversely affects the High Street.

794	16/04/2019	Brymore Close	The closure of Boots Corner to traffic has apparently been implemented with inadequate planning, thought, intelligence and duty of care to the residents and visitors of Cheltenham. Traffic has been displaced to surrounding streets running from South to North. Most notably, St George's Street has seen a significant increase in stationary traffic, resulting in vehicle emissions stagnating around the residential street. I have concerns for the welfare of the residents of this street, particularly the young, elderly or ill. Continuing with the scheme, without sufficient care and attention to the opinion of Cheltonians, is absolutely disgusting. Continuing with the scheme without due care and attention to the health of town centre residents is dangerous and negligent. Please reopen the roads to traffic and improve the approach to pedestrianisation, to make our town an exemplary place to enjoy.
795	16/04/2019	Brunswick Street	I strongly object to the closure of Boots Corner which has resulted in cars taking unsafe rat runs and an increase in pollution in residential areas
796	16/04/2019	Old Bath Road	I object to the closure of Boots Corner to cars & general traffic. It is causing traffic jams & pollution on nearby roads as there aren't any effective alternative routes. College Road is congested throughout the day, there isn't enough room for ambulances & buses to get through easily due to parking on both sides of the road. More cars have been pushed onto Rodney Road and the junction with the high street is dangerous to cross due to the volume of traffic and parked cars obstructing the view at the crossing point. I would be happy to use the buses instead of my car but for a family of 4 the cost of bus tickets is almost £12 which is about 3 times the price of parking in central Cheltenham for a few hours! Also our bus service (F) is infrequent & there are no buses in the evening. I don't consider the roads safe enough for cycling especially with young children. I think the closure of Boots corner is ill conceived and I'm fed up of being stuck in traffic due to it.
797	16/04/2019	Malden Rd	I am writing to register a complaint about the ill thought out closure of Boots corner and the increase in congestion and air pollution in all the side streets that drivers are now forced to use to traverse the centre travelling from the Montpellier district and surroundings through to Pittville. I commute to Cardiff and Gloucester / M5 on a regular basis and drive in from the M5 at weekends - public transport is not an option due to the nature of my work and multiple sites to be reached daily. Each evening &/or at weekends when I return I am forced to sit in choking queues of traffic which now plague the side streets off the lower high street or even worse College road past the hospital where I have experienced gridlock on a regular basis. What thought has been given to emergency access to A&E by ambulances when the road is nose to tail gridlocked? Has anyone died yet due to a delay on reaching A&E ? If it was someone in my family I would be suing the council for negligence and for not conducting a satisfactory risk analysis. The flat residents in the side streets off lower high street must also be now experiencing significant increase in lead and carbon monoxide exhaust fume pollution as cars again gridlocked wait for the traffic lights at Matalan junction to change. It's painfully obvious this whole concept has not been thought through and it was doomed to failure from the outset as Cheltenham does not have a complete ring road to navigate around the centre. I understand that businesses in an already dying town centre are suffering more as people have given up visiting the centre and opt for 'free' parking and easy access at out of town stores . The council conversely wants to increase parking charges - they are killing business. Killing public access. And killing residents with pollution and as I understand it refuse to listen to the public. This tunnel vision stupidity needs to stop. And those councillors who remain intransigent will be voted out by the public .
798	16/04/2019	Sheldons court	The whole scheme around the closure of boots corner is a disgrace.. there are too many near misses and issues with cars and vehicles going down this road when not realising due to poor sign placement in the first place.. the main idea of this closure was to pedestrianise part of cheltenham more and ensure safety whilst clearing pollution. If any of the councillors actually took the time to see what this was doing to cheltenham then maybe they would be able to see it is causing more pollution & more danger to the public and visitors to cheltenham. Let alone how much it is assisting killing our highstreet. Revoke the closure of boots corner..
799	17/04/2019	The Spinney	The banning of private vehicles on Clarence Street near Boots has impacted the feeling in the surrounding area and other major roads negatively. Traffic on Gloucester Road, College Road and other arteries that must be used instead has been almost doubled and rush-hour is very frustrating. The use of Rodney Road up onto Winchcombe Street is an alternative, but the lack of clear pedestrian crossing at the junction of the High Street is DANGEROUS. There is a line of bricks in the road give the impression to pedestrians that they have the right of way, which they do not, and there have been numerous near-misses. The lack of vehicles around Boots Corner gives the town a feeling of remoteness and depression, and the impact on local businesses of a lack of "drop off" must be poor. Please reinstate the use of Clarence Street without further delay.
800	17/04/2019	Craven Close	Cars should be allowed to go through at Boots corner.
801	17/04/2019	Stroud	I most strongly object to the prohibition of driving in Pittville Street / High Street / Promenade / Imperial Circus / Clarence Street / and Clarence Parade because as a Disabled Blue Badged driver this has stopped me from using the shops, cafes and restaurants in those roads. It was of great comfort to be able to park outside Slaters or Lakeland and have the staff take my purchases out to the car. Please - listen to the people!
802	18/04/2019	Bishop's Cleeve	I object to the closure to cars for Clarence Street and Clarence Parade. My reasons are two-fold: firstly the layout of Cheltenham forces cars to use residential streets which increases pollution and decreases house prices. Secondly, Clarence Street can seem like it's closed when it's really only partially closed. I've seen pedestrians walk on the road and cross the road without realising there's taxi drivers who use it as a rat run. It's an accident waiting to happen and the council are partly responsible because it's not clear to pedestrians that it's only closed to SOME cars. Signage wouldn't help as pedestrians could cross at any point along that stretch of road.
803	18/04/2019	Birdlip Road	Object the trial as road signs are not clear and insufficient advance warning
804	18/04/2019	Brooklyn gardens	clarence street/ boots corner should not be closed off, its causing major traffic on all the other roads in town and making it more dangerous for pedestrians on streets where there are no pedestrian crossings but are full of cars trying to navigate town, and the street by matalan has become so congested that it fills me with dread to try and go there. it being closed off has forced people onto questionable routes around more residential areas like st pauls instead of being spread out across two or three main routes less residential areas such as boots corner, the town hall, and matalan. because people dont want to deal with the traffic they are going down residential side roads and clogging them up which im sure is horrific for those living on those roads
805	19/04/2019	Bishop's Cleeve	The Boots corner closure has created additional traffic and congestion and pollution in other areas of the town. With no tangible benefit whatsoever. The other changes such as reverting back to 2 way traffic instead of 1 way in other areas is a backward step. No attempt appears to have been made to look at the whole picture. Instead, a piecemeal adhoc approach has been taken. With each little change bringing no benefit. The traffic situation in Cheltenham is no better as a result its just different. It has been a complete waste of money.
806	19/04/2019	Old bath road	I live on old bath road, which has always been busy, but since boots corner closure, the extra traffic is ridiculous, my windows have started to turn black
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808	19/04/2019	Swindon Road	I strongly object to the banning of traffic at Boots corner as it is causing extra traffic and delays on other roads in the town, not to mention the extra pollution this is producing. Sometimes the pollution is so bad you can actually taste it. Altering the traffic lights will not make much impact either. What is actually needed is a proper ring road which takes traffic from one side of the town to the other without having to traverse the centre, this is much needed before cutting off a major artery in the town which now cannot cope with the traffic. I live near Matalan so have witnessed the effects the closure has had first hand. I am also in fear of the effects on my health and others that live in the area as it already had one of the worst pollution levels in the town which can only now be made much worse as at certain times of the day St Georges Street is nose to tail with traffic from top to bottom. I wonder if some of the footage would be available from the cameras from some of the Stagecoach buses that get stuck in the traffic there as Stagecoach seem to be in support of the closure
809	19/04/2019	Woodmancote	Journey times are now greatly increased following the closure of Boots Corner causing more pollution on College Road and St George's Street. I now think twice before shopping in Cheltenham town centre knowing that I also have to factor in at least an extra 30 minutes stuck in traffic.
810	19/04/2019	Libertus rd	Several areas of the town are now dangerously congested at times and huge delays are caused. One such example is every morning and afternoon at St James's square where it is at a standstill still. Air pollution near the school must also suffer. Visitors to the town must dread the confusion.
811	19/04/2019	Deans Court	Really congesting the areas outside of centre and causing more pollution from stationary cars
812	19/04/2019	Albert Place	Increased traffic congestion in alternative routes, long delays in residential areas and increased pollution in those areas.
813	19/04/2019	Broad Acre Road	The closure of Boots Corner. My main objection is the volume of traffic on other roads due to the closure, such as College Road, leading to dangerously high pollution levels and unbearable access issues during peak times and noise pollution.
814	20/04/2019	Greenacre Way	I object to the closure of Boots corner due to: 1) effect on local businesses 2) impact on traffic flow in other areas of town by which I mean the traffic jams every day caused by volume of traffic on other roads due to the closure.
815	20/04/2019	Asquith road	The closure of Boots corner and other restrictions in the use of roads in Cheltenham has caused chaos on other roads and in my opinion has made driving in town more dangerous. Clearly the council are enjoying the benefits of the extra revenue from traffic fines and are oblivious to the local community and their views.
816	21/04/2019	Justicia way	The Boots corner scheme should be scrapped

