

**PUBLIC QUESTIONS
CABINET MEETING – 20 December 2019**

Question 1: Mr Adam Lillywhite	Respondent: Cllr Nigel Moor
<p>Agenda Item 5: Cheltenham Transport Plan Phase 4</p> <p>In your decision report it states: -</p> <p><i>"2.1. The changes made in Phase 4 have been implemented as ETROs and public consultation since June 2018 has enabled the council to listen to public feedback and make adjustments, the most recent of which were made in June 2019.</i></p> <p><i>2.2. There has been significant public interest both in favour and against this scheme. 775 formal representations were received in respect of the original Phase 4 ETROs which were then amended by the council with the aim of addressing many of the concerns raised."</i></p> <p>So far in the statutory public consultations there has been as follows, 72% of response in objection, followed by 94% of responses in objection. These objections were not published and these results were only determined by a FOI by a member of the public who then analysed them.</p> <p>Since the trial started there has been over 1500 responses to the pre-amendments and 159 to the post amendment section. Of the 1500, you have only been made aware of 775, and these, despite some being long and detailed, have been whittled down to just over 5 pages. It is from this that the 'amendments' for the second section have been determined, which strangely appear to be more of a wish list for Cheltenham Borough Council (CBC). This seems suspicious as the Public have not been given access to these responses, despite a formal FOI request that was turned down and when taken up by the ICO, they upheld the complaint. GCC have then stalled for the maximum time before stating that they have had insufficient time to process the responses, when they had been in possession of many of them for over a year.</p>	<p>(Please see the responses below)</p>

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So, the true opposition to the scheme appears to be being subverted, with the statement made to you, "There has been significant public interest both in favour and against this scheme". Nobody knows this or will do until these documents are released and realistically, given the concern that GCC have "lost" many of them as responders have not had their submissions acknowledged, this may take some time. But it will happen.

We also have the situation of a CBC Full Council meeting, where the Council left due to opposition to the scheme and on their return refused to grant a public meeting despite a 6000 signature plus petition, which was even signed by the MP. There is outrage amongst the general population of Cheltenham over this and how they are being ignored.

There appears to be a considerable effort and resource being invested to subvert the influence of the weight of public opinion in this decision. Less than a working day before the TRO Committee some of the responses were released. From those released, it suggested that around 10% in the first and 8% in the second consultation were in favour of the scheme, allowing for spoilt responses. Duplicate this gives between 85 and 90% of respondents still being opposed to it.

- a) Please outline how this proportion of public opinion was reflected to the TROC, given the statement, 'Significant public interest is in favour and against'.
- b) How has this proportion been impartially reflected to the TROC, as the scheme would appear to be absolutely against current public sentiment?
- c) Do you believe that TROC members were made fully aware of this weight of public opinion, 1500 + and not just 775 'formal' responses and,
- d) Do you believe that a decision to 'make' this ETRO can be made

- a) The full text of formal representations to both the original and amended ETRO consultations was made available to Committee members when the meeting papers were published and the proportions in favour of, objecting to or neutral about the amended ETROs were confirmed by a senior officer at the TRC meeting.
- b) See my answer to (a)
- c) Yes.
- d) Yes I do.

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<p>until all the responses have released under the FOI as were requested in February 2019, The veracity of the amendments made after 12 months can only be checked with these responses?</p>	
<p>Question 2: Mr Adam Lillywhite</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 5: Cheltenham Transport Plan Phase 4</p> <p>Of the consultation responses released on 14th December 2019, they do not appear to include the substantive responses that were not submitted via the consultation portal as they were too large.</p> <p>a) Can you please outline where I can view these, and, b) How and when these were circulated to TROC members?</p>	<p>On the Cheltenham Transport Plan webpage the council invited consultation responses to be made using a link to the web portal or in writing to an address at Shire Hall. All formal representations submitted in these ways were included in the information given to traffic regulation committee members.</p>
<p>Question 3: Mr Adam Lillywhite</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 5: Cheltenham Transport Plan Phase 4</p> <p>It is difficult for Councillors whose towns benefit from this transfer of trade from Cheltenham, such as Gloucester with a 9.3% increase in traffic and suddenly one of the best performing High Streets in the UK. Should they really be put in the uncomfortable position of making this decision?</p> <p>This belongs at public inquiry, where the overwhelming public opinion is not redacted, but considered and scrutinized in a timely manner, and an impartial report produced that gives proportionate weight to the negative impact, and only claims the benefit that <u>it</u> achieves, the bias of CDTF being removed.</p> <p>Please outline why this sensitive decision was not sent to public inquiry?</p>	<p>A public inquiry is not required in this case.</p>

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<p>Question 4: Jan Mallett (as Chairman/on behalf of The Teddington & Alstone A46 Advisory Group (TAAG))</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 8: Climate Change Strategy</p> <p>In the strategy it states "As the lead highways authority (with connections to public transport) we will help to improve air quality in the six districts, encouraging a significant shift in travel behaviour, reducing car emissions in the county."</p> <p>Why does the strategy only refer to tackling car emissions and not other types of vehicle which are as bad if not worse at contributing to carbon emissions?</p>	<p>You are quite correct – the county council is committed to reducing all carbon emissions – no matter what the source.</p>
<p>Question 5: Jan Mallett (as Chairman/on behalf of The Teddington & Alstone A46 Advisory Group (TAAG))</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 8: Climate Change Strategy</p> <p>Item 8 of the Action Plan states "Review the Local Transport Plan (LTP) in view of the climate change emergency and consult on the revised LTP in January 2020 (including policies for all transport modes: public & community transport; cycle; freight; highways; rail; walk"</p> <p>a) Will this be a public consultation?</p> <p>b) How can we (TAAG) be included in the consultation process?</p>	<p>Yes, the planned consultation on the revised Local Transport Plan (LTP) in January 2020 will be public.</p> <p>Subject to Cabinet approval on 20th December 2019, we will publicly consult on the revised LTP between 16th January and 26th March 2020. You will then be able to find the revised LTP as well as other consultation materials and a questionnaire on the LTP consultation section of Gloucestershire County Council's website.</p> <p>We will also hold engagement events open to the public in Tewkesbury Borough and across Gloucestershire where members of the public and interest groups will be able to speak to GCC officers in person about the revised LTP. The dates of these events will be published on the County Council's website following GCC Cabinet approval to go out to consultation.</p>

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<p>Question 6: Jan Mallett (as Chairman/on behalf of The Teddington & Alstone A46 Advisory Group (TAAG))</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 8: Climate Change Strategy</p> <p>Given your commitment to become carbon neutral by 2050, would the council agree that it is not a good idea to agree, in principle, road building schemes that would generate more traffic and CO2 emissions in our county?"</p>	<p>We need to ensure that all transport transitions to low and no carbon emissions. There will still be a need for roads in future.</p>
<p>Question 7: David Collins</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 5: Cheltenham Transport Plan Phase 4</p> <p>I do believe a trial was also to be conducted with Boots corner being open during the busy morning and evening periods and closed at other times. I believe this trial should be conducted as it would provide the best of both worlds.</p> <p>Why is this worthy trial not being conducted?</p>	<p>The county council has supported Cheltenham Borough council to trial their transport proposals for Cheltenham. This was not part of their proposals.</p>