

Public Questions (1 total)

<p>1.</p>	<p>Question from Roger Whyborn to the Cabinet Member Cyber, Commercial Income and Regeneration, Councillor Mike Collins</p>
	<p>I note from the motion unanimously passed by this Council on 25th March 2019 that it was recommended that CBC officers and the Cabinet Member work with all the relevant agencies to study and determine the appropriate size, scope, and location of a properly equipped transport hub for Cheltenham, and how good connectivity can be delivered, and that they also work with the LEP and others to explore (other) funding streams to provide financing where appropriate.</p> <p>In the light of that motion, and now that a measure of normality has returned to the transport scene post-pandemic, can the cabinet member please advise us what steps are being taken towards achieving the goal of a having a functioning effective transport hub which:</p> <p>A) addresses the increased need for even more focus on the subject due to climate emergency,</p> <p>B) contributes to a public transport network with much better interchanges</p> <p>and C) hence increases the proportion of local journeys made by public transport, and reduces congestion and pollution on town centre roads?</p>
	<p>Response from Cabinet Member</p>
	<p>I would like to thank Mr Whyborn for his question and good to see he retains his keen interest in transport and the well-being of Cheltenham. Whilst he is correct in that the pandemic has led to disruption, this has not limited our engagement with key partners.</p> <p>In regards to a central transport hub, as recognised in the council motion of 2019, CBC is neither a transport operator nor a transport authority; our role therefore is within the wider place shaping of the town. Below I have outlined the strategic schemes we have been supporting. Collectively these will have an impact on modal shift and understanding this will be key to investigating future options for a transport hub.</p> <p>Mr Whyborn was very much a part of the work of the Connecting Cheltenham Strategy https://www.cheltenham.gov.uk/info/61/climate_and_sustainability/1649/connecting_cheltenham . This strategy informed the council’s response to the review of the Gloucestershire Local Transport Plan and includes recommendations around interchange facilities. We will continue to work with partners on identifying the right solutions for this. However, understanding the evidence is key and we will need the wider context of modal shift from the strategic schemes to help better understand the whole town picture of movement.</p> <p>Mr Whyborn is right to recognise the continuing importance of the work between CBC and GCC on managing strategic projects across the Central Severn Vale and crucially the planned developments in west and north-west Cheltenham. These projects include all elements of the Housing Infrastructure Fund which is funding the M5J10 Scheme, incorporating the proposals for the Arle Court Transport Hub.</p>

Considerable progress has been achieved on this project element since the contract with Homes England was signed in October 2020. Since then, and with the backdrop of extraordinarily challenging times, the development of the outline design has taken place with input from key stakeholders, including CBC. The focus of which was a series of workshops held with a range of stakeholders in attendance including bus operators, GCC and CBC officers, local employers, Cheltenham BID and GFirst LEP. The purpose of the workshops was to present outline plans and provide opportunity for comments and suggestions. Successful outcomes include the decision to incorporate coach parking within the facility to provide greater flexibility of use and help attract additional tourist coaches to the town. Conversations have also taken place to investigate possible additional funding streams for this element of the works. A key theme from the discussions was a focus on the quality of the hub and the services on offer, to ensure the best opportunity for increased number of users transferring to more sustainable modes of transport. For example, understanding from operators the requirements for long distance coaches as well as local services to future proof the facility and provide improved access and interchange from one service to another. Elements such as the importance of changing places standing of toilet facilities has also been captured

In addition to the workshops, written engagement in the form of email briefings took place with the MP, elected members, business, environment and disability groups. Liaison also took place with the CBC planning team through a series of meetings and who provided input and comment to the communications strategy. This included the suggestion to increase the number of residents engaged with locally and submission of the scheme to the Cheltenham architects panel to provide feedback, both of which were completed prior to planning submission. A more detailed summary of the stakeholder input on the scheme can be found in the planning document 'statement of community involvement' available on the planning portal GCC Planning Application Associated Documents (gloucestershire.gov.uk)

One of the key objectives of the scheme is to promote sustainable modes of transport and remove unnecessary car journeys from the network. The aim is to appeal to the maximum number of users as possible and provide a range of options to switch to bus, coach, e scooter or active travel modes. The project also includes allocated electric vehicle charging points and photo-voltaic cells to generate energy on site. We will continue to develop the detail of these proposals through detailed design.

Highway works have now begun on site at Arle Court, and detailed design - a product of the above engagement process - is being finalised for the main works. The aim remains to deliver high quality, sustainable infrastructure, to support the transition and acceleration of modal shift to public and active transport.

Mr Whyborn may have recently seen local media where I recently joined GCC in recognising the completion of the West Cheltenham Transport Improvement Scheme - a £26.3M investment designed to accelerate the initial phases of development of the 45 hectares of employment land allocated within the West Cheltenham area. For the present, the funding has delivered a comprehensive suite of improvements to the transport network along the A40 corridor between M5 Junction 11 and the Benhall

Roundabout, with cycling and walking infrastructure improvements linking all the way to Lansdown Rail Bridge.

Mr Whyborn may also be aware that the Mass Transit project has recently completed pre-feasibility and feasibility studies, which have concluded that there is benefit in progressing the scheme to the next stage of development. This means a move into the Options Appraisal phase, whereby the location of a mass interchange such as Arle Court, will be a key consideration in making a routing decision. The Mass Transit project will be a key action for supporting Gloucestershire's drive to decarbonisation.

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Member Questions (4 total)

1.	Question from Councillor Tim Harman to Cabinet Member Climate Emergency, Councillor Alisha Lewis
	Will the cabinet member work with officers to develop a performance indicator to monitor the Councils progress on delivering on its pledges and targets on its Climate Change agenda which could be reported to the Overview and Scrutiny Committee
	Response from Cabinet Member
	<p>I can confirm that we are developing our performance indicators for the climate priority to supplement the annual reporting of carbon emissions which is already happening. These indicators, as well as details of the key projects being delivered, are being recorded on our performance management system Clearview, which it is planned will be made available to members for 'view only' access. There is also extensive information on the council's web pages www.cheltenham.gov.uk via the A to Z under the heading 'Climate change'.</p> <p>We are being as transparent as we can be regarding reporting our climate pathway challenges and actions; the climate team recently updated the Overview and Scrutiny Committee on progress to date, as well as projects in the delivery pipeline.</p> <p>One of the key challenges we have, is reinforcing the fact that the borough target to reach carbon zero by 2030 will not be met without the necessary tools and financing from central government and the co-operation of other agencies, businesses and households. Regrettably, the cost of living crisis is going to make this task even harder, as in the short term for example, many households will not be able to invest in energy efficiency measures and moving away from fossil fuel use for heating.</p> <p>On a more positive note, we are participating in a range of innovative partnerships to deliver a step change in carbon reduction over the coming years, including leading on the planning theme for Climate Leadership Gloucestershire and supporting work to promote biodiversity net gain.</p>
2.	Question from Councillor Tim Harman to Cabinet Member Waste, Recycling and Street Services
	Will the cabinet member meet me with the appropriate officers to view the Rowena Cade play area to discuss how it can be upgraded
	Response from Cabinet Member
	Yes. I understand Cllr Tim Harman met with the Green Space Development Officer in December 2021 to discuss improvements to the play area, and funding opportunities. I would be happy to take part in any meetings at a future date to further support this process.
3.	Question from Councillor Diggory Seacome to Cabinet Member Economic Development, Culture, Tourism and Wellbeing, Councillor Max Wilkinson
	Yet again the ruling administration has demonstrated its Philistine attributes by relegating the annual art exhibition, traditionally held in Imperial Square in front of the Quadrangle building, to a series of small tents. This does not showcase the artworks to their best advantage, and restricts viewing to a few people at a time. Can the Cabinet

member assure me that next year greater thought will be given to the siting of this exhibition?

Response from

Thank you to Cllr Seacome for celebrating the work of the art exhibition.

Cllr Seacome will be aware that before the redevelopment of the Quadrangle, the art exhibition was presented on scaffolding and metal sheeting. This served a purpose for a number of years; it had a rather brutal appearance and did not stand up well to poorer weather.

When the Quadrangle was redeveloped, this council negotiated the small but attractive plaza on the gardens side of the building. This links the Gardens, the Garden Bar and The Quadrangle to the wider area and has been well received.

In developing the plaza, there were long negotiations with the developer of the Quadrangle. This included numerous engagements with the organisers of Art in the Park to find the appropriate solution for maintaining their event in this location, given the changes to The Quadrangle and the introduction of the plaza. The tents now being used were the agreed solution and are used not only by Art in the Park for their annual event, but also by other groups and organisations in a 'pop up' environment.

The tents, whilst providing a different offer, have the advantage of providing shelter from rain and wind. I am aware that there were some issues with the tents last year regarding the tent seals, but this was rectified by the developer at their cost.

Finally, I would like to address Cllr Seacome's wider point: working with Cheltenham Culture Board, we are currently running Cheltenham's broadest ever consultation on the arts to inform this borough's culture strategy. This is happening at the same time as we prepare for the reopening of The Wilson art gallery and museum, which will include new community art spaces for local artists as part of a wider effort to support the arts in Cheltenham. Therefore, while I cannot claim to match Cllr Seacome's wealth of knowledge, experience of and expertise in the arts, I feel confident in contesting his broader accusation of philistinism.





<p>4.</p>	<p>Question from Councillor Tabi Joy to Cabinet Member Customer and Regulatory Services, Councillor Martin Horwood</p>
	<p>The council (and the public) should be aware that Cheltenham's Air Quality Action Plan expired in 2019. Questions chasing the preparation of the new AQAP have been asked at the January 2020 Cabinet; the February 2021 Council; the April 2021 Cabinet; and most recently at Cabinet in February 2022.</p> <p>At the Cabinet meeting on 15 February 2022, Cllr Max Wilkinson said that the long-delayed new Air Quality Action Plan would be published before the end of March 2022. I can't see any reference to it on the council website: When will the AQAP be published?</p>
	<p>Response from Cabinet Member</p>
	<p>I thank Cllr Joy for her question again as she highlights the issue of air quality in Cheltenham, which is a priority for me as it was for the previous cabinet portfolio holder, Cllr Wilkinson.</p> <p>In 2020 the council had examined data from 21 sites across Cheltenham, consulted with Defra and agreed to change the statutory Air Quality Management Area (AQMA) to rightly focus on the relatively small area where the Air Quality Objective of 40µg/m³ for NO₂ was being exceeded. Therefore, the earlier Cheltenham Air Quality Action Plan was made obsolete by changes to the Air Quality Management Area. The focus on smaller AQMAs follows common practice by other boroughs such as Sutton and Brighton.</p> <p>However, it did then require a new statutory Air Quality Action Plan focussed on that most polluted area in the vicinity of Swindon Road, Poole Way and the Lower High Street but at a time when all staff were under pressure during the pandemic.</p> <p>Clean Air Cheltenham have nevertheless lobbied for a town wide plan and we agree with them. Air quality affects us all and WHO have recently recommended much lower threshold levels not only for nitrous oxides but for particulate matter as well.</p> <p>So we are maintaining air quality monitoring beyond the statutory AQMA and Cllr Wilkinson told Clean Air Cheltenham in June last year that we would go beyond the statutory minimum, produce a town wide plan, engage with the county council highways authority to tackle the major cause of air pollution which is traffic, and also with other partners like the NHS and local business. But, he rightly pointed out that this path “would take a little longer” and this has indeed proved to be the case.</p> <p>Cllr Wilkinson did say in February 2022, that he anticipated both the statutory AQMA action plan and the wider strategy would be published together and that this might happen in March but this has not proved possible. A lot of work has been done for us by consultants but given portfolio changes at both officer and cabinet level, new WHO guidelines and possible changes in levels of pollution as we recover from the pandemic, I would now like to take the time to review this area and make sure that the town-wide plan is right rather than produce an earlier but more limited document. I'm sure I will have all colleagues' support in doing it right rather than too quickly.</p> <p>But in the meantime, Cllr Joy can be reassured that we continue to monitor air pollution levels across Cheltenham which are overwhelmingly within the Air Quality Objective</p>

<p>level, that we continue to engage with Gloucestershire County Council to pursue strategies such as the cleaner transport plans set out in the Connecting Cheltenham report and that we will do everything in our power and resources to make the air that we all breathe cleaner and safer.</p>
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