



CHELTENHAM

BOROUGH COUNCIL

Notice of a meeting of Council

Monday, 16 December 2019
5.00 pm
Council Chamber - Municipal Offices

Membership	
Councillors:	Roger Whyborn (Chair), Sandra Holliday (Vice-Chair), Victoria Atherstone, Matt Babbage, Paul Baker, Garth Barnes, Dilys Barrell, Angie Boyes, Nigel Britter, Jonny Brownsteen, Flo Clucas, Chris Coleman, Mike Collins, Stephen Cooke, Iain Dobie, Bernard Fisher, Wendy Flynn, Tim Harman, Steve Harvey, Rowena Hay, Alex Hegenbarth, Karl Hopley, Martin Horwood, Peter Jeffries, Steve Jordan, Chris Mason, Paul McCloskey, Andrew McKinlay, Tony Oliver, Dennis Parsons, John Payne, Louis Savage, Diggory Seacome, Malcolm Stennett, Jo Stafford, Klara Sudbury, Simon Wheeler, Max Wilkinson, Suzanne Williams and David Willingham

A Moment of Reflection

(to be led by the Mayor's Chaplain- Rev Luke Goodway)

This will be of an inclusive nature and held in the Cambray Room at 14:15. All Members are welcome to participate but need not do so.

Agenda

7.	PUBLIC QUESTIONS These must be received no later than 12 noon on Tuesday 10th December.	(Pages 3 - 6)
8.	MEMBER QUESTIONS These must be received no later than 12 noon on Tuesday 10 th December.	(Pages 7 - 10)

Contact Officer: Bev Thomas, Democratic Services Team Leader, 01242 264246
Email: democratic.services@cheltenham.gov.uk

Tim Atkins
Managing Director Place and Growth
(Deputy Chief Executive)

WEBCASTING, FILMING AND RECORDING OF COUNCIL MEETINGS

Webcasting

This meeting may be filmed by the council for live and/or subsequent broadcast online at www.cheltenham.gov.uk and www.youtube.com/user/cheltenhamborough. At the start of the meeting the Chair will confirm if all or part of the meeting will be filmed. The footage will be on the website and on the YouTube channel for a period of six months. A record of it will also be retained for four years in accordance with the council's data retention procedures. The images and sound recording may be used for training purposes within the council.

If you make a representation to the meeting you will be deemed to have consented to be filmed. By entering the Chamber you are also consenting to be filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

More information can be found in [Appendix K](#) of the Council Constitution.

Further questions and contact details

If you have any questions on the issue of filming/recording of meetings please contact Democratic Services on 01242 264246 or email democratic.services@cheltenham.gov.uk

16 December 2019

Public Questions (1 total)

1.	<p>Question from Amber Astron Christo to the Cabinet Member, Development & Safety Councillor Andrew McKinlay</p> <p>Re BOOTS CORNER.</p> <p>Over £20,000 of tax payers money has been spent. It is now proposed that it is all re-designed at a cost of over £100,000?</p> <p>The scheme has been badly thought out and has simply removed the polluting transport away from the shopping area, into residential streets. My additional concerns are as follows:</p> <ul style="list-style-type: none"> • A backlog of traffic builds up on Bath Road, Old Bath Road, College Road, Sandford Rd., Thirlestaine Rd., Suffolk Rd., Hales Rd., Hewlett Rd., and many others. Rush hour traffic results in commuters sitting in a backlog, idling and polluting the air. You have simply moved the problem from one area to another. • The particles from diesel are still pouring out at Boots corner, from buses and cabs, and you have encouraged people to sit and breath that pollution in, with new seating provided. • The real problem is that the way transport is moved around Cheltenham is badly thought out, with a lack of signage or sensibility. • Many businesses claim the scheme has negatively impacted their takings/footfall. <p>What exactly are you going to do about these issues?</p>
	<p>Response from Cabinet Member</p> <p>The works at Boots Corner were a temporary measure to coincide with the experimental traffic order introduced by colleagues at GCC. The works could not be permanent as it could be deemed to predetermine the outcome of the trial.</p> <p>That trial will be considered by the GCC Traffic Regulation Order committee on 16th December and by GCC cabinet on 20th December 2019, for a final determination. All of the points that you raise were considered by CBC cabinet on 5th November 2019 and the full papers can be found here https://democracy.cheltenham.gov.uk/documents/g2980/Public%20reports%20pack%2005th-Nov-2019%2018.00%20Cabinet.pdf?T=10</p> <p>Interestingly the traffic flow data from GCC appended to the above report does not support your assertion. In fact GCC states:</p> <ul style="list-style-type: none"> • The traffic data collected during March 2019 suggests the closure of Clarence Street as part of the Cheltenham Transport Plan Experimental Traffic Regulation Order is having only a limited effect on the wider traffic network; • Traffic volumes across Cheltenham between 2008 and 2015 decreased by approximately 13% and are continuing to fall; • In 2018, traffic volumes across Cheltenham were approximately 20% lower

than they were in 2008;

- This pattern is likely to continue given the rise in home working and modal shift.

So we actually have declining vehicle movements within the town.

In terms of air pollution, again I refer to the appendix to the report. This notes:

- A slow decline of NOx over the last 10 years; and
- A 7.5% decline since 2014, reflecting a reduction in traffic volumes and improvements in emissions.

So we have an improving air quality position within the town.

The way people move around the town has changed dramatically, as shown by this data from Stagecoach:

- An extra 270,000 bus passenger journeys made across Cheltenham in the first year of the trial;
- That's about 5,200 a week or 4.3% growth (compared to a national decline of around 2%);
- Additionally, buses have seen an improvement in their punctuality, which is up from 92.5% to 93.1% (based on all routes which cover about 2.6 million annual miles).

Additionally, at Boots Corner itself, the following data has been independently recorded:

- 124% increase in pedestrian movements;
- 185% increase in the number of cycle movements.

This is evidence of changing patterns of movement away from the private vehicle, and is supporting the challenges associated with mitigating emissions which are contributing to global heating.

Whilst some businesses have claimed declining footfall, this is not entirely borne out by the facts. In respect of day and stay-over visitors over last year

- Day visitors to Cheltenham grew to 1.9 million – a 7% increase;
- Staying visitors rose to just under 1.1 million – a 6% increase;
- Cheltenham has significantly outperformed the national trend.

Source :The South West Research Company.

Town centres are complex entities and we are fully aware of the challenges being faced by the retail sector, which is exactly why we have encouraged both new players into the centre e.g. John Lewis & partners, but also diversification including:

- Leisure at the Brewery Quarter;
- New food & beverage offers;
- New office space – Formal House, Honeybourne Place and at the Brewery Quarter;;
- New housing – Regency Place.

The trial at Boots Corner has clearly not 'frightened' investors, as in addition we have major

improvement works in progress at The Quadrangle, St George's hotel and 111-117 High Street.

Our plan is to continue to support the wide range of businesses within the town centre, whilst equally responding to the challenges of climate change by seeking long term reductions in carbon emissions.

The recent Cheltenham residents' survey 2019 had promoting walking, cycling and public transport within the top 3 priorities for the Borough and the Council will aim to respond to that prioritisation by pursuing policies that further support sustainable transport options for the town.

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16 December 2019

Member Questions (5 total)

1.	Question from Councillor Willingham to the Cabinet Member Development & Safety, Councillor Andrew McKinlay
	Given the frequent operation of the Alstone Lane Level Crossing, and the long queues of traffic which form when the barriers are lowered during peak hours, could I please enquire what air quality monitoring is performed in the vicinity of the Alstone Lane Level Crossing?
	Response from Cabinet Member
	The nearest monitoring point to the Alstone Lane Level Crossing is our NOx monitoring tube situated at 264, Gloucester Road. The 2018 annual average level of NO ₂ recorded at 264 Gloucester Rd was 31.59ug/m ³ which is within the legal limit of 40ug/m ³ . Air pollution levels have not been specifically monitored in Alstone Lane.
2.	Question from Councillor Willingham to the Cabinet Member Development & Safety, Councillor Andrew McKinlay
	Could I please enquire what would be required, both in terms of evidence and legislation, to get an enforceable no-idling zone on Alstone Lane in the vicinity of the Level Crossing, and if it is possible, how the responsibility for enacting and enforcing this would likely be divided between the Borough and County Councils?
	Response from Cabinet Member
	<p>I would urge all drivers to consider how they can contribute to local air quality by turning off their engines when stationary, particularly when there is likely to be a foreseeable delay, such as at a level crossing.</p> <p>My understanding is that legislation exists (The Road Traffic Vehicle Emissions (Fixed Penalty) (England) Regulations 2002) to allow councils to enforce. However, the legislation is limited in its scope and widely considered to be almost completely ineffective.</p> <p>We have the power to adopt anti-idling legislation on application to the Secretary of State, but only in an Air Quality Management Area (AQMA). CBC is about to revise the Cheltenham AQMA which currently covers the whole borough, following which most of the town will no longer be covered by an AQMA. This proposed revision was supported by the Department for Environment, Food and Rural Affairs (DEFRA) in its Annual Status Report for Cheltenham in November 2018.</p> <p>The legislation requires that anyone allowing their car to idle (whilst stopped at the kerb, but not when stationary in a traffic queue) has to be challenged and invited to stop idling. If they don't they can be issued with a fine. The fine is set at £20. These powers have only been adopted by a handful of councils across the country, who have found they spend a lot of officer time (and money) trying to enforce it and issuing very few fines (of the order of less than double figures in a year).</p>

	<p>A better approach is probably to seek to educate and influence public opinion, such that this behaviour becomes socially unacceptable. There are many more examples where collective action is going to be required in pursuit of the climate change agenda, akin to adopting the use of seatbelts and not smoking in public.</p> <p>If the problem of idling persists, tighter and more punitive legislative controls may be appropriate at a national level.</p>
3.	Question from Councillor Willingham to the Cabinet Member Development & Safety, Councillor Andrew McKinlay
	<p>Could the Cabinet Member please advise whether CBC have any enforcement powers to deal with air pollution from diesel trains left idling and visibly, odourously, and in some cases gustably, spewing black diesel smoke when they are using the sidings and other reversing facilities close to Cheltenham Spa station and the Alstone Lane Level Crossing in St Peter's ward?</p>
	Response from Cabinet Member
	<p>We have no power to take action against smoke from diesel railway engines. In air quality terms, the amount of pollution caused in Cheltenham from railway engines is tiny compared with that produced by road traffic. Similarly, in terms of impact per passenger mile, pollution from rail transport is considerably less than that generated from the use of private vehicles.</p>
4.	Question from Councillor Harman to Cabinet Member Development and Safety, Councillor Andrew McKinlay
	<p>In relation to two Planning enforcement issues in Park Ward recently there has been a standard response that the matters might not be capable of being examined for up to twenty days.</p> <p>Whereas I am grateful to the very professional response from the appropriate officers when it came, will the Cabinet Member examine whether it is possible to provide a more rapid response especially when there may be serious breaches of consent or works being undertaken without consent.</p>
	Response from Cabinet Member
	<p>All Planning enforcement cases are dealt with in relation to their assessed priority as established by the adopted 'Local Enforcement Plan' approved by members following consultation. It is planned to review this document, to ensure that it continues to reflect current member priorities, in terms of the range of cases being dealt with by the planning enforcement team.</p> <p>Officers did endeavour to deal with matters recently raised in the Park ward area within the timeframes specified in the Enforcement Plan, but in one particular case, there was some delay due to access problems beyond the control of the officer dealing with the case.</p> <p>The ability of the Planning Enforcement team to respond to all referred cases within the time frames specified in the Plan, has been raised. Accordingly, a new post has been approved to help deal with this workload. The post was advertised without success in attracting a suitable candidate, but is due to be re-advertised shortly, probably at a higher grade.</p>
5.	Question from Councillor Harman to Cabinet Member Healthy Lifestyles, Councillor Clucas

	<p>I understand that the organisers of the Cheltenham Film Festival are seeking financial assistance with next years Festival.</p> <p>Will the Cabinet Member examine whether this is possible in some way either directly or in collaboration with partners and if she might be prepared to meet the organisers.</p>
	<p>Response from Cabinet Member</p>
	<p>The council provided a grant of £5,000 to support this year's Cheltenham Film Festival https://democracy.cheltenham.gov.uk/ieDecisionDetails.aspx?ID=1167</p> <p>The grant was awarded in the expectation that this would be a one-off grant to get the Film Festival up and running and not an annual grant.</p> <p>We have been approached by the organisers who are seeking financial support for the 2020 Festival. To date no decision has been made either way and I would welcome the opportunity to sit down with the organiser to discuss his plans for the 2020 festival and how these align with the council's priorities.</p>

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