

## Cabinet

**Tuesday, 22nd January, 2019**  
**6.00 - 6.30 pm**

<b>Attendees</b>	
<b>Councillors:</b>	Steve Jordan (Leader of the Council), Chris Coleman (Cabinet Member Clean and Green Environment), Rowena Hay (Cabinet Member Finance), Alex Hegenbarth (Cabinet Member Corporate Services), Peter Jeffries (Cabinet Member Housing) and Andrew McKinlay (Cabinet Member Development and Safety)
<b>Also in attendance:</b>	Councillor Matt Babbage

## Minutes

### 1. APOLOGIES

Apologies were received from Councillor Clucas.

### 2. DECLARATIONS OF INTEREST

Councillor Coleman expressed an interest as a Gloucestershire County Councillor.

### 3. MINUTES OF THE LAST MEETING

The minutes of the meetings held on 4 and 18 December 2018 were approved and signed as a correct record.

### 4. PUBLIC AND MEMBER QUESTIONS AND PETITIONS

<b>1.</b>	<b>Question from Hannah Wright to the Cabinet Member Clean and Green Environment, Councillor Chris Coleman</b>
	Many people encountered technical difficulties responding to the consultation into waste collection and facilities in Cheltenham, which was run over the Christmas period. Has any consideration been taken into extending the consultation or adapting the questionnaire to minimise glitches in light of this?
	<b>Response from Cabinet Member</b>
	Approximately 4,294 consultation responses were received, mainly on-line, but with some paper surveys returned, which is more than the previous consultation for the launch of the new recycling service, conducted in 2016 over a longer time period. The good response suggests that the timing did not impact adversely on the number of responses received.  This initial consultation will be followed by a further consultation later in the year over a longer time period with the aim of capturing views from as many residents as possible. In addition, we will be arranging focus groups to help shape both future consultation and service delivery.  Regarding the technical difficulties some members of the public experienced (24 residents contacted the council about this) when completing the survey, the website team have investigated and concluded that this was in part due to user

error. There was one question on the form (the first question of Part 3) where users were asked to rank items in order of importance from 1 to 4. To do this, users needed to tick one box per row and only one box per column. If a user assigns more than one item, for example two “1 – most important”, the survey shows an error with explanatory text (please see screenshot below).



If the question isn't completed as per the instructions, the error will remain meaning a user would not be able to submit the form.

The problem may be due, to some extent, to the fact that when viewed on a smart phone, all four columns may not be immediately visible. Users may need to scroll across to view the fourth column. This could also occur with the second question in Part 1.

This issue could be mitigated by adding help text to relevant questions, instructing users to scroll across if they can't see all X number of columns. And/or we could use a statement telling users to view the survey in landscape on mobile devices. Alternatively, we could look to avoid this type of question in this format in future.

<b>2.</b>	<b>Question from James Clayton to the Cabinet Member Development and Safety, Councillor Andrew McKinlay</b>
	I understand that one of the core principles of the Cheltenham Transport Plan was to put people before traffic; however the closure of the key route appears to be causing more congestion, pollution and making Cheltenham a less appealing place to visit. Will the council listen to the strength of feeling and volume of feedback from residents and bring about an end to the trial at the earliest opportunity.
	<b>Response from Cabinet Member</b>
	It is not yet known if levels of pollution in the Borough have exceeded the national nitrogen-dioxide pollutant annual mean in 2018, but results will be available within the next couple of months.  In addition, the Council has commissioned a 'Detailed Assessment of Air Quality' which will help inform the assessment of outcomes relating to the Cheltenham

	Transport Plan, although it will not be possible to ascertain the specific contribution that the Boots' Corner restriction has, or has not had, on local air quality.
<b>3.</b>	<b>Question from Helen Little to the Cabinet Member Development and Safety, Councillor Andrew McKinlay</b>
	I note that one of the key objectives for the Boots Corner closure trial is that of 'modal shift' to reduce greenhouse gas emissions. Can anyone explain to me how diverting vehicles around the closed road, which increases the distance travelled, time for journey and results in more traffic jams achieves this goal? Specifically, I am very worried about the new inner ring road which has developed from Bayshill around St James's Street and the now very hazardous and polluted double roundabout junction at Clarence Street – Knapp Road – Ambrose Street adjacent to St Gregory's church and school as cars try to access the St George's Street – Swindon Road T-junction heading North.
	<b>Response from Cabinet Member</b>
	<p>We have been implementing an additional air quality monitoring point near St Gregory's Church, in response to perceptions about increased pollution in this area. However, this location is not currently giving any indication that statutory limits would be breached. Results are available each month on our website at: <a href="https://www.cheltenham.gov.uk/downloads/download/1645/air_quality_briefing_notes">https://www.cheltenham.gov.uk/downloads/download/1645/air_quality_briefing_notes</a></p> <p>In a supplementary question Dr Little asked how stationary or slow moving traffic created less pollution in narrow streets.</p> <p>In response Councillor McKinlay explained that the more confined the area the more pollution would be created. He referred to St James Square which was more open and pollutants were able to escape quickly. Monitoring had been undertaken on Ambrose Street and St James Square over the last 3 months and data for this was available on the council's website. With regard to St George's Street/Swindon Road there had not been adequate baseline monitoring to date as this had been highlighted as an area of concern only recently. The Cabinet Member explained that there appeared to be some confusion with regard to breaching DEFRA guidelines. The car based pollutant nitrogen dioxide limit was 40 µg/m<sup>3</sup> as an annual mean and 200 µg/m<sup>3</sup> not to be exceeded more than 18 times a year. The additional air quality monitoring near St Gregory's Church had not yet gathered 12 months of data. The increase in traffic was assessed to be 20-30% but was not regarded by GCC as a significant issue and to date there were no signs of issues of air pollution along that route.</p>

## **5. CHELTENHAM TRANSPORT PLAN-UPDATE REPORT**

The Cabinet Member Development and Safety introduced the report and referred to the decision made by Council on 21 January by 26 votes to 8 to recommend to Cabinet that the CTP trial be extended.

The Cabinet Member wished to put on record his thanks to both county council officers and CBC officers for their significant contributions and also paid tribute to Rupert Cox from Stagecoach for his input at the Council meeting.

### **RESOLVED THAT**

- 1. The decisions of Council set out in 1(a), (b) and (c) of the report be noted.**

**2. The extension of the CTP trial be agreed.**

**3. The Managing Director Place and Growth, in consultation with the Cabinet Member Development and Safety be authorised to work with GCC to facilitate the extension of the CTP trial.**

**6. HOUSING REVENUE ACCOUNT NEW BUILD AT MONKSCROFT VILLAS**

The Cabinet Member Housing introduced the report which sought approval in principle to the construction of 29 new units on a brownfield site at Monkscroft Villas, Princess Elizabeth Way and to go out to tender to seek bids from potential contractors to build the development. The housing tenure mix was outlined in the scheme details at paragraph 2 of the report and there would potentially be the introduction of a private element. He reported that pre-planning application discussions had taken place and a further report would be brought to Cabinet and Council for approval once the contractors had been appointed, planning permission approved and details finalised.

The Leader added that this was the first key site to be redeveloped since the Council decision to invest £100 million in housing across the borough. He welcomed the addition of 29 new homes to the benefit of the town.

**RESOLVED THAT**

- 1. The construction of 29 new units at Monkscroft Villas, Princess Elizabeth Way as set out in the report be approved in principle.**
- 2. Bids from potential contractors be sought to build the new housing for the Authority.**
- 3. It be noted that a further report be brought back to Cabinet and Council to seek approval to the Authority undertaking the development and to approve the award of the contract to the successful contractor.**

**7. ABANDONED TROLLEYS**

The Cabinet Member Development and Safety introduced the report and explained that in October 2017 a report was brought to Cabinet detailing the Council's proposed approach to dealing with abandoned shopping trolleys. This report contained a full description of the legal powers available to the Council in respect of abandoned trolleys and the associated procedures and consultation required to enable the council to use them. The current report detailed the outcome of the consultation and proposed charging regime. It recommended the adoption of Schedule 4 on the specified date, but it was also the intention to request that retailers signed up to a voluntary protocol in the period before implementation as detailed in appendix 3. Following on from the consultation there was a requirement to make a resolution stating the date on which the Schedule 4 controls would come into force, being not less than three months from the date on which the resolution is passed.

**RESOLVED THAT**

1. **Section 99 Schedule 4 of the Environmental Protection Act 1990 (as amended by the Clean Neighbourhoods and Environment Act 2005) be adopted with an implementation date of 1st May 2019 and that notice of this resolution be published as required.**
2. **the abandoned trolley policy and associated protocol, as contained in Appendix 3 be agreed and that this policy, with the associated charging regime, be reviewed and updated from time to time by the Enforcement Manager in consultation with the Cabinet Member for Development and Safety.**

**8. BRIEFING FROM CABINET MEMBERS**

The Cabinet Member Clean and Green Environment reported that more than 4000 responses had been received to the waste and recycling consultation which was an astonishing result. He wished to thank officers, the communications team and the public for their input. The team was currently examining the survey results but on the whole residents were satisfied with the service and supported the recommendation for more recycling. In addition a significant number of respondents agreed the need for a local household recycling centre.

The Cabinet Member Clean and Green Environment also referred to the cemetery and crematorium project which was being delivered on time and on budget. The operation would be open for services on 4 March and there would be a public open day on 2 March to give stakeholders and the public an opportunity to look around the buildings.

The Cabinet Member Corporate Services was pleased to report that Sochi, as Cheltenham's twin town, had been back in contact and he would be discussing this with the twinning committee on what form any future engagement could take.

The Leader informed Cabinet that a cross party meeting of south west councils had written to James Brokenshire, Secretary of State, with regard to the lack of coherent information being provided to local authorities with regard to Brexit.

**Chairman**