

**Cheltenham Borough Council**  
**Council – 26 January, 2015**  
**Cheltenham Transport Plan**  
**Consideration of the recommendations of the GCC Traffic**  
**Regulation Order Committee**

<b>Accountable member</b>	<b>Councillor Andrew McKinlay, Cabinet Member Development and Safety</b>
<b>Accountable officer</b>	<b>Mike Redman, Director of Environmental and Regulatory Services</b>
<b>Ward(s) affected</b>	<b>All</b>
<b>Significant Decision</b>	<b>Yes</b>
<b>Executive summary</b>	<p>In November 2013, Cheltenham Borough Council (CBC) committed to further consider the Cheltenham Transport Plan (CTP) once the recommendations of Gloucestershire County Council's (GCC's) Traffic Regulation Order (TRO) Committee had been received. The TRO Committee met on 15 January 2015.</p> <p>As this matter relates to an executive function at CBC, Council is being asked to consider the TRO recommendations and provide its view on them to the Leader. The Leader can then decide how the onward recommendation to GCC (the TRO making authority) will be made (i.e. by himself, Cabinet or an officer e.g. the Chief Executive).</p>
<b>Recommendations</b>	<p><b>That Council:</b></p> <ul style="list-style-type: none"> <li><b>i) considers the GCC TRO Committee recommendations relating to the Cheltenham Transport Plan; and</b></li> <li><b>ii) provides a view to the Leader regarding implementation of the Cheltenham Transport Plan, to inform the onward recommendation to GCC (the TRO making authority) as to whether or not the recommendations of its TRO committee are supported by CBC.</b></li> </ul>

<b>Financial implications</b>	<p>At the Council meeting in November 2013 a financial commitment was made for £50,000, as a contribution towards additional mitigation measures over and above those budgeted for by GCC, should these be required. This sum is identified in the Council's budget for 2014-15.</p> <p>In addition, there is an informal commitment for the Council to make a substantial contribution of up to £2 million towards the cost of public realm improvements at Boots' corner, should the Cheltenham Transport Plan proceed to implementation.</p> <p>Whilst the traffic management outcomes of the CTP are not directly dependent on such public realm investment/enhancement at Boots' corner, the scheme will not achieve its full potential or publicised intent if this does not take place.</p> <p><b>Contact officer: Mark Sheldon, Director of Resources mark.sheldon@cheltenham.gov.uk, 01242</b></p>
<b>Legal implications</b>	<p>GCC has the legal powers and responsibilities for introduction and implementation of the TROs to enable the CTP to be progressed. In order to assist it in making a final decision on the TROs, GCC is seeking the formal view of CBC as to whether or not it supports the making of the traffic system changes recommended by the GCC TRO Committee.</p> <p><b>Contact officer: Peter Lewis, Head of Legal Services, One Legal peter.lewis@tewkesbury.gov.uk, 01242</b></p>
<b>HR implications (including learning and organisational development)</b>	<p>None arising directly from this report.</p>
<b>Key risks</b>	<p>These are set out at Appendix A.</p>
<b>Corporate and community plan Implications</b>	<p>The Cheltenham Transport Plan is central to the delivery of the Council's aspirations for improvements to Cheltenham town centre. The implementation of proposed traffic changes will help to support the delivery of key development projects aimed at consolidating the long term economic performance of the town.</p>

<p><b>Environmental and climate change implications</b></p>	<p>Cheltenham has been designated as an Air Quality Management Area (AQMA) and the action plan associated with the Council's proposals to improve air quality, link to the wish to reduce the volume of through traffic accessing the town centre and to a Local Sustainable Transport Funding (LSTF) initiative, aimed at encouraging modal shift from cars to more sustainable travel modes.</p> <p>Cheltenham has elevated levels of the pollutant nitrogen dioxide at several locations in the town centre. The main source of this pollutant is from vehicle emissions. Cheltenham has developed an Air Quality Action Plan which contains a number of measures that could help deliver improvements to air quality by reducing the overall volume of vehicles using the network and improving vehicle flow at key locations.</p> <p>One of the measures in the Action Plan is the highways improvement work contained within the Cheltenham Transport Plan. This has identified the need to allow 2-way traffic at certain junctions in town to break the stranglehold of the ring-road and allow easier access to car parks at point of entry to the town. This should cause an overall improvement in air quality across the town centre through reducing vehicle use and freeing up the ring-road. There will be a period of air monitoring to assess the impact of this measure.</p> <p>Other measures include promotion of greener vehicles through installation of electric charge points, promotion of Park &amp; Ride and improving planning controls with regards to potential air quality impacts.</p>
<p><b>Property/Asset Implications</b></p>	<p>There may be a minor boundary alignment issue for CBC property at Rodney Road and possibly elsewhere, to facilitate junction re-alignment.</p> <p><b>Contact officer: David Roberts@cheltenham.gov.uk</b></p>

## 1. Background

- 1.1 The Cheltenham Transport Plan was considered at a Council meeting on 18<sup>th</sup> November 2013. The full minutes of that meeting can be found here <https://democracy.cheltenham.gov.uk/documents/q2207/Printed%20minutes%2018th-Nov-2013%2018.00%20Council.pdf?T=1>
- 1.2 The key item was that Council resolved that (ii) Cabinet be recommended, after consultation with Council, and subject to the outcome of the TRO process, to request GCC to either (a) progress the delivery of the Cheltenham Transport Plan, and monitor it for an evaluation period of several months, with a view to identifying any appropriate mitigation measures, using the £100,000 LSTF monies specifically allocated for this purpose (and an additional £50,000 if required from CBC); or (b) reconsider the options for delivering or otherwise the Cheltenham Transport Plan in liaison with CBC and the Cheltenham Development Task Force.
- 1.3 The purpose of the Council meeting is for Cabinet to consult with Council, now that the outcome of the TRO process is known.

## 2. TRO Committee recommendations

- 2.1 The TRO committee met on 15<sup>th</sup> January, 2015. The papers considered by the TRO

Committee and its recommendations (once formally published) will be available at <http://www.gloucestershire.gov.uk/article/118351/TRO-Committee-documents>

- 2.2** TRO Committee recommendations - in summary, the TRO committee has recommended that Traffic Regulation Orders relating to the Cheltenham Transport Plan should be fully implemented, with the exception of the one relating to Boots' corner (the intersection of the High Street with North Place) which they have advised should be implemented on an experimental basis for an initial 10 month period.

### **3. Reasons for recommendations in this report**

- 3.1** To address the wishes of Council as determined at the meeting of 18<sup>th</sup> November, 2013.

### **4. Alternative options considered**

- 4.1** None that would satisfy the requirements of the Council resolution.

### **5. Consultation and feedback**

- 5.1** The Cheltenham Transport Plan has been subject to significant consultation in both informal forums (through the Civic Pride and Task Force consultations) and through the formal statutory TRO process. Further details on the consultation can be found in the TRO Committee Report (referred to in 2.1 above)

### **6. Performance management – monitoring and review**

- 6.1** The outcome of the meeting will be considered by the Leader of the Council who will make a recommendation to GCC in line with 1.2 above.

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<b>Appendices</b>	1. Risk Assessment 2. TRO Committee recommendation(s) – to follow.  A link to the details of the TRO Committee recommendation will be found here once published and will be circulated separately to all CBC members:  <a href="http://www.gloucestershire.gov.uk/article/118351/TRO-Committee-documents">http://www.gloucestershire.gov.uk/article/118351/TRO-Committee-documents</a>

**Background information**

1. Report to Council on 18<sup>th</sup> November, 2013, entitled 'Cheltenham Transport Plan – Consultation Report'. The link to the minutes of that CBC meeting can be found here:  
<https://democracy.cheltenham.gov.uk/documents/g2207/Printed%20minutes%2018th-Nov-2013%2018.00%20Council.pdf?T=1>
2. Report to Council on 18<sup>th</sup> November, 2013, entitled 'Cheltenham Transport Plan – Petition'.
3. The GCC TRO Committee (which convened on 15<sup>th</sup> January, 2015) has a suite of supporting documentation which is available on the GCC website. The first document listed on the website is the committee report which includes the GCC officer recommendation to the committee. Links to all the documents can be found here:  
<http://www.gloucestershire.gov.uk/article/118351/TRO-Committee-documents>