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Councillor Jordan
(Sent via Email)

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Our Ref: ND/22.01.2015

Your Ref:

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Dear Cllr Jordan,

Following the Traffic Regulation Orders Committee hearing on the 15th January we have received a number of questions requesting clarity about the committee's recommendations and the County's financial position with regards to funding liabilities. As these questions are likely to be raised by Cheltenham Borough Councillors during your special full-council meeting on the 26th I thought it might be useful for me to clarify for you GCC's funding position.

The TRO Committee recommended the adoption of the all of the TROs associated with the Cheltenham Transportation Plan with the exception of the prohibition of driving restrictions that were proposed for Boots Corner. For this element of the scheme they recommended that an experimental TRO is adopted so that a 10 month trial of the restrictions can be put in place. Should CBC reaffirm its support for the scheme on the 26th then Nigel Riglar, Commissioning Director Communities and Infrastructure, will take the TRO Committee's recommendations to Cabinet on the 4th of February for approval. If approved we anticipate the following timeline for delivery:

- Final design, stage 2 safety audits and procurement of contractor – Spring/Summer 2015
- Construction of changes to inner-ring road – Autumn/Winter 2015
- Closure of Boots Corner for 10 month trial – Winter/Spring 2016
- Experimental order reviewed by Traffic Regulation Orders Committee – Summer/Autumn 2016

As you are aware the County with the support of CBC were successful in bidding for funding from the Local Sustainable Transport Fund and I can confirm that approximately £600k of funding is available to implement the scheme as well as approximately £100k of funding that has been set aside for mitigation measures and changes to the scheme post implementation. This along with the £50k promised from CBC means there is a total fund of £150k available for further adjustments to the scheme.

Gloucestershire County Council as the Highway Authority and the Traffic Authority ultimately carries all responsibilities for changes made to the road network. Should further mitigation or changes be required to the Cheltenham inner ring road or reversal in part or in full of the changes being made through the Cheltenham Transport Plan TROs be required then it will be the County's responsibility to find the funding for this. This liability is understood by my Cabinet Member as it was part of the inherent risks accepted when the decision was made to bid for the LSTF funding.

The County will also be required to find the funding to conduct a comprehensive before/after traffic study in order to provide the TRO Committee the evidence and data they will require to enable them to access the outcome of the Boots Corner Trial. Depending on the outcome of the trial, the committee will have to consider either abandoning the Boot Corner TRO, adopting it, amending it, or extending the trial period. Regardless of the outcome, any costs associated with their decision will remain the responsibility of the Highway Authority.

I hope this assists you in clarifying for your Members the current position

Yours sincerely,



Scott Tompkins
Lead Commissioner Highway Authority