

**Cheltenham Borough Council**  
**Cabinet**  
**10 November 2015**  
**Scrutiny Task Group Review – Cycling and Walking**  
**Covering Report**

<b>Accountable member</b>	Councillor Tim Harman, Chairman of Overview and Scrutiny Committee
<b>Accountable officer</b>	Rosalind Reeves, Democratic Services Manager.
<b>Executive summary</b>	<p>The Cycling &amp; Walking Scrutiny Task Group was initiated in September 2015 in order to identify opportunities for improving provision for cycling and walking in Cheltenham and to make recommendations which would facilitate these improvements.</p> <p>The scope of this topic is wide and the task group considered a range of evidence. They met with a variety of officers from the borough and county, as well as seeking advice from experts. They undertook a field trip to Bristol to see what could be achieved through implementing a cycling and walking strategy supported by a team of dedicated cycling officers at Bristol City Council.</p> <p>The group have made a number of recommendations to Cabinet which they believe will improve provision for cycling and walking across the borough. They acknowledge that the majority of the recommendations could only be implemented through partnership working so at this stage they would be looking for Cabinet's support in taking the recommendations to the next stage.</p> <p>The findings and recommendations of that Group are set out in detail in the attached Scrutiny Task Group Report and these recommendations were approved by the Overview and Scrutiny Committee at their meeting on the 26 October 2015. Some members however, did raise concerns in relation to some of the recommendations, but agreed that they be forwarded to Cabinet unchanged, for consideration.</p>
<b>Recommendations</b>	<b>To endorse the recommendations set out in Appendix 2.</b>

<b>Financial implications</b>	<p>No direct financial implications at this stage but a full assessment on the impact of 'car free' days in parts of the town centre will need to be undertaken.</p> <p><b>Contact officer: Paul Jones, Head of Finance</b>  <a href="mailto:paul.jones@cheltenham.gov.uk">paul.jones@cheltenham.gov.uk</a>, 01242 775154</p>
<b>Legal implications</b>	<p><b>Contact officer: Shirin Wotherspoon, Head of Law (Commercial)</b></p> <p><a href="mailto:shirin.wotherspoon@tewkesbury.gov.uk">shirin.wotherspoon@tewkesbury.gov.uk</a> 01684 272017</p>

<b>HR implications (including learning and organisational development)</b>	<p>No direct HR implications as a result of this report. Consideration should be given to whether training or development of staff may be helpful to ensure that collaboration and transport hierarchy are fully understood and actioned.</p> <p><b>Contact officer: Richard Hall, HR Business Partner</b>  <a href="mailto:richard.hall@cheltenham.gov.uk">richard.hall@cheltenham.gov.uk</a> 01242 77 4972</p>
<b>Key risks</b>	
<b>Corporate and Community Plan implications</b>	<ul style="list-style-type: none"> <li>• Cheltenham's environmental quality and heritage is protected, maintained and enhanced;</li> <li>• People live in strong, safe and healthy communities.</li> <li>• We will work to promote healthy lifestyles across all communities in Cheltenham.</li> </ul>
<b>Environmental and climate change implications</b>	<p>Encouraging a shift from short car journeys to cycling and walking delivers benefits for the environment and climate change by cutting off the carbon emissions that would otherwise have been produced by those cars and reducing air pollution, thereby improving local air quality. This, in turn, promotes a more pleasant environment encouraging more people to switch.</p> <p>As the task group has highlighted, in order to maximise this shift it is important to consider walking and cycling as different forms of travel to ensure that provision for cyclists does not impact on provision for pedestrians. It is also important for the hierarchy of transport modes to be applied at an early stage in policy and planning decisions to ensure integrated provision and to maximise the opportunities for people to walk and cycle.</p> <p><b>Contact officer: Gill Morris, Client Officer</b>  <a href="mailto:Gill.morris@cheltenham.gov.uk">Gill.morris@cheltenham.gov.uk</a> 01242 26 4229</p>
<b>Property/Asset Implications</b>	<p>none</p>

## 1. Background

1.1 As set out in the report

## 2. Reasons for recommendations

2.1 The scrutiny task group was initiated following a request from a member of the committee and their rationale is set out in the report.

## 3. Alternative options considered

## 4. Consultation and feedback

## 5. Performance management—monitoring and review

**5.1** The O&S Committee will schedule a follow up to determine the progress on implementing any recommendations agreed by Cabinet.

<b>Report author</b>	<b>Contact officer: Tess Beck, Democracy Assistant</b> <b>Tess.beck@cheltenham.gov.uk,</b> <b>01242 26 4130</b>
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Risk Assessment</li><li>2. Task Group Recommendations</li><li>3. Task Group Report</li></ol>
<b>Background information</b>	None

The risk				Original risk score (impact x likelihood)			Managing risk				
Risk ref.	Risk description	Risk Owner	Date raised	Impact 1-5	Likelihood 1-6	Score	Control	Action	Deadline	Responsible officer	Transferred to risk register
	If policies for walking and cycling are not included in the Cheltenham Plan, this will be a missed opportunity to influence future planning decisions		21/09/2015	3	3	9	Reduce				
	If more people are not encouraged to walk or cycle rather than use the car, congestion levels are likely to increase, alongside air quality problems.		21/09/2015	3	3	9	Reduce				

**Explanatory notes**

**Impact** – an assessment of the impact if the risk occurs on a scale of 1-5 (1 being least impact and 5 being major or critical)

**Likelihood** – how likely is it that the risk will occur on a scale of 1-6

(1 being almost impossible, 2 is very low, 3 is low, 4 significant, 5 high and 6 a very high probability)

**Control** - Either: Reduce / Accept / Transfer to 3rd party / Close

OUTCOME	RECOMMENDATIONS	HOW THIS COULD BE IMPLEMENTED
Produce a strategy for cycling and walking	<ol style="list-style-type: none"> <li>1. Cheltenham Borough Council should endorse the Gloucestershire County Council Cycling Strategy (due to be adopted later this year) and seek to take on some of its recommendations.</li> <li>2. Produce a similar walking strategy for Cheltenham.</li> </ol>	<ul style="list-style-type: none"> <li>• Include in Cheltenham Plan</li> <li>• Create alongside Cheltenham Plan</li> </ul>
Improve cycle route permeability and cycle parking in areas both in and outside the town centre.	<ol style="list-style-type: none"> <li>3. Monitor the implementation of the Cheltenham Transport plan to ensure any barriers to cycling and walking in the town centre continue to be removed.</li> <li>4. Endorse Cheltenham &amp; Tewkesbury Cycling Campaign’s wish list for improvements to Cheltenham’s cycle network and assess the options for implementation.</li> </ol>	<ul style="list-style-type: none"> <li>• Future follow up from O&amp;S</li> <li>• Explore funding options within the council, GCC and external funding bids.</li> </ul>
Encourage more walking in the town by identifying and removing some of the barriers.	<ol style="list-style-type: none"> <li>5. Initiate a wish list for walkers in the borough similar to that produced for cyclists and review how it could be implemented.</li> <li>6. Undertake an assessment of benches along walking routes to ensure they are strategically positioned, well maintained and suitable for the elderly and disabled, and identify any opportunities for further provision.</li> <li>7. Undertake an assessment of guard rails and identify any that could be removed</li> </ol>	<ul style="list-style-type: none"> <li>• Commission local groups with assistance from Councillors working with their residents</li> <li>• In liaison with GCC</li> </ul>
Improve safety for walkers and cyclists	<ol style="list-style-type: none"> <li>8. Initiate a review to assess the appetite for a 20 mph across the town from residents, businesses and visitors and if need confirmed request GCC to conduct a more detailed feasibility study.</li> </ol>	<ul style="list-style-type: none"> <li>• Investigate funding opportunities from public health bodies to support the review and implementation</li> </ul>
Promote cycling and walking	<ol style="list-style-type: none"> <li>9. Produce guidelines for appropriate images of cycling and walking in Cheltenham Borough Council and Cheltenham Trust promotional material to ensure they are depicted as attractive and</li> </ol>	<ul style="list-style-type: none"> <li>• Work in partnership with Cheltenham Trust and GCC.</li> </ul>

	<p>normal activities for everybody</p> <p>10. Improve the Cheltenham.gov.uk page: Walking in Cheltenham</p> <p>11. Create a map of walking routes within the town and promote through website and Tourist Information Centre</p> <p>12. Appoint a cycling and walking champion Member Champion for CBC and seek an invitation from the GCC for them to join the GCC Cycle Forum.</p> <p>13. Cheltenham Borough Council should lead by example by devising and implementing its own green staff travel plan.</p> <p>14. Consider the introduction of Car Free Sundays. This would involve the shutting of defined town centre streets to traffic one Sunday per month to allow for community events, following the example of successful schemes elsewhere.</p>	<ul style="list-style-type: none"> <li>• Work with Cheltenham Trust</li> </ul>
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Consider the needs of walkers and cyclists before other road users when making policy and planning decisions

15. Incorporate the following in planning policy and guidelines

i. At the start of any major project when the equality impact statement is carried out, the needs of cyclists and walkers should be considered (as two separate categories).

ii. Cycling and walking are not the same mode and their needs

Hierarchy of Transport Modes	
Highest	<ol style="list-style-type: none"> <li>1. Pedestrians and people with mobility difficulties</li> <li>2. Cyclists</li> <li>3. Public transport and social/ community services</li> <li>4. Access by commercial vehicles</li> <li>5. Ultra-low emission vehicles</li> </ol>
Lowest	<ol style="list-style-type: none"> <li>6. Other motorised vehicles</li> </ol>

should be considered separately in all policies and plans. The planning hierarchy of transport modes adopted by the JCS should also be adopted by the Cheltenham Plan and applied to planning and policy decisions.

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	<p>points. Their needs should be considered in the design of all public space including car parks.</p> <p>v. Walking is a particularly important mode of transport for some groups of people such as those with visual impairment or other disabilities. The needs of these groups should be considered in planning and policy decisions.</p> <p>vi. The Cheltenham Plan will consider the inclusion of separate cycling and walking policies.</p>	<ul style="list-style-type: none"> <li>Cheltenham Borough Council should push for a more collaborative approach on street design, working across disciplines and departments and also across councils (County and Borough).</li> </ul>
<p>Improve street design for cyclists and walkers</p>	<p>16. Consider the needs of walkers and cyclists in street design</p> <p>17. A cycling and walking working group should be created to provide input into projects.</p> <p>18. Develop a collaborative approach on street design, working across disciplines and across the borough and county council.</p>	<ul style="list-style-type: none"> <li>This could operate in a similar way to the accessibility working group with Wilf Tomaney as the facilitator</li> </ul>