
Overview and Scrutiny Committee on 26 November 2018

Update/discussion Cycling and Walking Advisory Group

This note contains the information to keep Members informed of matters relating to the work of the Committee, but where no decisions from Members are needed

1 Why has this come to scrutiny?

A cycling and walking scrutiny task group was initiated in September 2014 to identify opportunities for improving provision for cycling and walking in Cheltenham. In January 2016 Cabinet made a series of resolutions based recommendations from the Cycling and Walking Scrutiny Task Group. This is an update on the work of the Cycling and Walking Advisory Group.

2 Update

The Cycling and Walking Advisory group met in July and discussed various issues which were of concern to members of the group. Those items included:

2.1 Refurbishment proposals for Cheltenham Spa railway station.

Concerns were raised about the proposals received from Network Rail. As a result a workshop was organised to discuss concerns about the effects these would have on cycling and walking. The workshop was held and feedback given on two occasions. We are currently awaiting the final proposals although preliminary site clearance including tree felling has started.

2.2 The, about to be launched, connectivity and modal shift strategy entitled – Connecting Cheltenham.

Systra have now been commissioned to carry out this work and will engage with the group as early intervention in the project was advised. A meeting is currently being arranged.

2.3 Cycle warning signage.

Notification was received from GCC Highways that they wanted to add cycle warning signage in the area of the Montpellier roundabout at the junction of Lansdown Road and Montpellier Walk. The group concluded that the signage would not be useful and would add to unnecessary street clutter. Conservation and Heritage also did not support it. The group advised GCC Highways accordingly.

2.3 Boots corner traffic restrictions and refurbishment update.

Since the meeting update the scheme has been mostly completed apart from some public art features. Feedback from the group indicates the new seating and cycle parking is being well used and the artificial lawn area is also proving very popular. The scheme will be reviewed towards the end of the year and is likely to continue a further twelve months. The removal of the pedestrian guard rails was in line with the walking and cycling group's aims.

2.4 Infrastructure funding

Cabinet previously endorsed the scrutiny group's ambitions to secure funding for cycling and walking infrastructure. This included the removal of unnecessary and unattractive guard rails, installation of new benches, and the realisation of the Cheltenham and Tewkesbury Cycling Campaign's wish list. The group was told that Community Infrastructure Levy was the most likely route to achieve this. We have been informed that a Community Infrastructure Levy board would set priorities. However, despite asking the question on several occasions, we have not yet received a clear answer on the process that might be followed. Clarification on this matter is requested.

Councillor Max Wilkinson and
Rhonda Tauman, Transport Projects Officer

November 2018