

Cheltenham Development task Force Board Meeting

Friday 25th June 2010 - 2.00pm – 5:20 pm
Pittville Room, Municipal offices, Cheltenham

Open Minutes of meeting

Present: Graham Garbutt (Independent Chair)
Tony Bray
Stephen Clarke
Robert Duncan
Chas Fellows
Tim Cooper
John Morris
Andrew North
David Oldham
Michael Ratcliffe
Nigel Riglar
Diane Savory
Bernice Thomson

Other: Steve Jordan – CBC Leader of Council
Amanda Lawson-Smith – GCC Principal Transport Planning Officer
Nick Croft – GCC Regeneration
David Owen – Chief Executive, Gloucestershire First
Mark Sheldon – CBC Chief Finance Officer
Wilf Tomaney – CBC Urban Design Manager (for item 42/10)
Jeremy Williamson (Managing Director)

No.	Item	Action
	GG opened the meeting by noting that several attendees had joined him and Jeremy on a useful walking tour of key sites.	
33/10	Apologies: Antonia Noble, Chris Smith, Richard Hardy, Sarah Irvine and Daniella Tilbury.	All
34/10	Declarations of Interest – none declared.	All
35/10	To note revised representation from Gloucestershire County Council GG welcomed Chas Fellows and Nigel Riglar who would now replace Mark Hawthorne and Duncan Jordan respectively.	
36/10	Minutes of previous meeting - accuracy Members approved the minutes as a true record.	
37/10	Action Matrix and Matters Arising It was noted from the minutes previously circulated that almost all actions had either been completed or were on the agenda for further consideration. The items requiring attention were (i) 22/10 register of members interests – members were reminded to complete forms - to be circulated. (ii) 31/10 Communications group inaugural meet.	JW SI/JW
38/10	Confirmation of Confidentiality of Items Unanimously agreed	GG
39/10	The Gloucestershire Economy and the role Cheltenham plays GG introduced David Owen – Chief Executive of Gloucestershire First who had been invited to address the question raised by members at the previous meeting concerning the role of Cheltenham and critically whether the evidence supported the assertion that Cheltenham was becoming a	

	<p>dormitory town. David Owen provided a presentation covering the following key themes of this topic:</p> <ul style="list-style-type: none"> • demise of SWRDA / potential for local enterprise partnerships; • employment in relation to ageing demographic; • live/work travel distances; • productivity statistics; • industrial structure; • business enterprise; • skills and qualifications; • Cheltenham's local economy – post recession. <p>The picture presented overall was that Cheltenham scored highly in relation to many demographic and economic indicators and as such Cheltenham's position in relation to the rest of the County was considered good. The data clearly demonstrated that Cheltenham was not a dormitory town with the majority of the working population living and working in and around Cheltenham and the wider urban area.</p> <p>One indicator that showed below average performance was that of new business creation, which needs to be addressed by actively promoting (and possibly incentivising) new businesses as well as seeking inward investment.</p> <p>The advice being given to promote Cheltenham was to think in terms of buying a lifestyle experience and celebrate the fact that Cheltenham is both urban and rural. The aim being to put Cheltenham on the national map and global radar screen for investment. A key message was the need for 'partnership' as the way forward to growing the economy of Gloucestershire and Cheltenham in turn.</p> <p>This presentation was followed by a lively debate – with the following key points being raised by members:</p> <ul style="list-style-type: none"> • drivers for attracting large business opportunities; • positive influence of Cheltenham Festivals and Racecourse; • understanding the impact of the Airport and Festivals to the local economy – potentially a piece of work for Glos University; • filling knowledge gaps of the RDA and Gloucestershire First; • broadband black-spots. <p>Agreed – Gloucestershire First to fill knowledge gaps identified, for further discussion at future meeting. Meanwhile, to share statistical information as requested by Robert Duncan.</p>	
<p>40/10</p>	<p>Local Transport Plan 3</p> <p>Amanda Lawson-Smith made a presentation on this topic with the following key points:</p> <ul style="list-style-type: none"> • LTP3 - encompasses 5 national transport goals, (from DaSTS): <ul style="list-style-type: none"> ▪ tackle climate change; ▪ support economic growth; ▪ promote equality of opportunity; ▪ contribute to better safety, security and health; ▪ improve quality of life. <p><i>(those highlighted being treated as top priorities)</i></p> 	

	<ul style="list-style-type: none"> • 4 local priorities: <ul style="list-style-type: none"> ▪ a greener, healthier Gloucestershire; ▪ sustainable Economic Growth; ▪ a safer secure transport system; ▪ good access to services. • Local Challenges: <ul style="list-style-type: none"> ▪ funding – risk of major capital scheme bids being affected; ▪ economic regeneration; ▪ currently a congested network at peak times; ▪ carbon management & climate change (network resilience); ▪ delivering good access to services with limited budgets; ▪ meet demands of development through new planning system. <i>(also needs to cover, Strategic Environmental Assessment, Health Impact Assessment and Equalities Impact Assessment)</i> • Consultation – discussions currently being held with County Members/Cabinet. During summer 2010 full public consultation on the draft document will take place in readiness for the adoption process taking place in April 2011. Feedback would help inform priorities should funding cuts take place in autumn 2010. • Consultation responses – 40% of businesses felt congestion had impacted on their businesses and 79% were concerned about future increases of congestion. Other issues related to improving road maintenance , bus and rail services (and access of), road safety, traffic impact from new development and changing travel habits to reduce CO2. <p>JM wanted to know if S106 funding would influence prioritisation of the Uckington Park & Ride scheme. AL-S would review if required, but stressed that highway maintenance and road safety schemes would take first priority for funding.</p> <p>BT asked how many people drove to work, and what more could be done to promote other modes of transport. DO confirmed that the 2001 Census provided that data and that a European funding pot was available, but alternative modes of transport needed to be made more attractive.</p> <p>AL-S stressed that limits on European funding meant it would have to be fought for. A list of prioritised schemes would hopefully be confirmed in January 2011, so the October meeting would be a good opportunity to feedback comments. Agreed - AL-S to provided further update at next meeting.</p>	AL-S
	The public part of the meeting concluded at this point.	