

## COUNTY COUNCIL –November 2022

### Members' Questions

<b>1. Questioner's name: Cllr Chris McFarling</b>	<b>Respondent's name: Cllr Dave Norman</b>
<p>Roads in the statutory Royal Forest of Dean are driven at unsafe speeds causing wholly unacceptable casualties and deaths. The national speed limit applies for many roads.</p> <p>HM Verderers, and others, would like the Council to explore the potential of reducing the limit to 40mph in the statutory forest, similar to speed limits in the New Forest.</p> <p>In 1990 a uniform 40 mph speed limit was put in place on all New Forest roads, apart from the fenced major A-roads. This had the most significant effect in reducing animal deaths, with annual accident statistics being slashed compared to pre-40 mph limit years.</p> <p>Would the Council please help get together representatives of the Road Safety partnership and the Gloucestershire Constabulary, and their relevant counterparts in the New Forest to meet to explore the potential of reducing current speed limits so as to develop a culture of respect for the statutory Forest whose roads are largely unfenced and whose woodlands are inhabited by many large wild animals, mountain bikers and tourists that cause unacceptable numbers of collision casualties as evidenced in the annual accident statistics?</p>	<p>Our current draft Road Safety Policy is due to go to Cabinet on 23<sup>rd</sup> November 2022. In developing this we have given careful consideration to rural roads, especially those with a national speed limit, and to vulnerable road users, as well as options to reduce risk at hot spots and locations where there is collision data to support this.</p> <p>Given the finite resources available our focus on tackling deaths and injuries on our roads will prioritise those roads where we can reduce casualties most. I am aware that some of these are in the Forest and so I will ask officers to bear in mind your suggestion as they develop a rolling road safety work programme for the county.</p> <p>On a wider issue I have also asked that officers work closely with the Roads Policing Unit to understand options for a lower speed limit where accidents statistics might support this but where the Police currently feel that the road layout and average traffic speed would make a lower limit difficult to impose.</p>
<b>2. Questioner's name: Cllr Tim Harman</b>	<b>Respondent's name: Cllr Phil Robinson</b>
<p>Molly Russell took her own life at the age of 14. The coroner found that unsafe online content contributed “in more than a minimal way “ to her death.</p> <p>Sadly we are becoming increasingly aware of the dangers of social media .</p> <p>What can the County Council do to advise our young people in schools of these dangers and to help those who may face such</p>	<p>There is no doubt that social media and other online platforms pose a risk to children and young people. Ofcourse this is impossible for anyone other than the platforms to police, so we aim to ensure that children and young people, parents and schools have access to the best advice and guidance possible. The council provides this through Gloucestershire Healthy Living and Learning, which has a range of <a href="#">information, advice</a></p>

pressures “

[and guidance for parents and schools](#) on how to approach online safety and security. The site provides access to a range of tools and guidance from national organisations including the NSPCC. Schools provide their own advice and guidance to parents on how to manage online security/safety and the schools policies on use of technology in school.

Schools also, as part of the ICT curriculum and their approach to managing behaviour and online bullying, advise pupils directly on the need for online safety and security. [The government recognises this and has set in train the Online Safety Bill.](#)

The Bill introduces new rules for firms which host user-generated content, i.e. those which allow users to post their own content online or interact with each other, and for search engines, which will have tailored duties focussed on minimising the presentation of harmful search results to users.

For children, these new laws will mean that all in-scope companies must assess risks and take action to tackle illegal activity that threatens the safety of children.

In addition, platforms likely to be accessed by children will need to:

- prevent access to material that is harmful for children, such as pornography.
- ensure there are strong protections from activity which is harmful to children, which we expect will include harms such as bullying.

If a child does encounter harmful content or activity, parents and children will be able to report it easily. Platforms will be required to take appropriate action in response.

Platforms will also have a duty to report any child sexual exploitation and abuse content that they encounter to the National Crime Agency, to assist with law enforcement efforts to stamp out this appalling crime.

The Department for Education has provided [guidance to schools on e-safety](#) to schools to support them in teaching children. These areas are inspected by Ofsted as a routine part of inspection.

	<p>At a local level, we provide guidance and support to Designated Safeguarding leads on e-safety as part of their fortnightly update meetings.</p>
<p><b>3. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>In order to quantify the implications of the United Nations Paris agreement for Gloucestershire would the Council please clarify how the council's carbon budget will be spent in order to meet our reducing carbon emissions targets?</p>	<p>The national carbon budget targets are not replicated at local authority level. Whilst there is no legal requirement to do so, the council's climate change strategy was developed in line with the UN Paris agreement following this Council's declaration of a climate emergency in 2019. This strategy sets out our agreed targets, ambitions and annual reporting regime. It does not include carbon budgeting. Large parts are hard to measure (particularly the council's scope 3 emissions), and work is ongoing to improve our understanding of these areas. The 3rd annual report and action plan is scheduled to be considered by cabinet in December 2022.</p>
<p><b>4. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Would the Council please clarify its carbon pathway projections for achieving <b>zero, or near zero</b> carbon emissions by 2045 acknowledging that aviation and shipping emissions remain within the national UK carbon budget and are not scaled down to sub-national budgets?</p>	<p>The council is working with public sector partners through Climate Leadership Gloucestershire to develop these pathways for the county. The council is leading on the transport theme to develop the decarbonisation pathway, in accordance with the targets in the Local Transport Plan. There will need to be a rapid reduction in transport emissions in the next 5, 10 and 20 years to reduce them in line with the county's and district authorities' decarbonisation commitments. The emerging indicative ambitions were published in GCC Environment Scrutiny Committee papers in May 2022 and also presented at a Decarbonising Transport Forum 'Journey to Net Zero' event in July 2022. The published forum presentations set out our journey to net zero and the next steps for ongoing engagement, the assembly of interventions packages and impact analysis leading to a Carbon Reduction Pathway. Subject to awaited Department for Transport guidance, we will aim to have a draft plan in early 2023 setting out detailed steps and the phasing required to reduce Gloucestershire's transport emissions</p>

	<p>The council's climate change strategy, adopted in December 2019, sets out our overall decarbonisation targets for both the council and the county. The 3rd annual strategy report and action plan is scheduled to be considered by Cabinet in December 2022. Whilst this will need to be led and driven by the council and its public sector partners through Climate Leadership Gloucestershire, it will also require ownership by the private sector and by all the citizens of Gloucestershire through their own personal choices and behaviour.</p>
<p><b>5. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Will the Council please also provide carbon sequestration projections for Land Use, Land Use Change and Forestry (LULUCF) and non-CO2 emissions to meet our <b>net zero</b> ambitions?</p>	<p>LULUCF projections are published at a national level and are not available at local authority level. The council is working with public sector partners as a member of Climate Leadership Gloucestershire to develop pathways to net zero for the county. It is also a member of the Gloucestershire Local Nature Partnership, supporting a number of projects that provide carbon sequestration opportunities within Gloucestershire, such as the Gloucestershire Tree Strategy, the Nature Recovery Network and the Gloucestershire Nature &amp; Carbon Fund.</p>
<p><b>6. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Our Local Transport Plan aspires to cycling growth of 50% in the years 2015-2031. I wholeheartedly support this aspiration (and wish it went further), but we need to work harder to make the road network safe for cyclists.</p> <p>A pothole that does not meet the criteria of a 'safety defect' can still represent a very real danger for a cyclist. Earlier this year, after the death of a woman catapulted from her bike by a pothole, East Sussex County Council were told by the coroner to review their categorisation of and response to potholes. I am particularly concerned about rural roads, which account for the majority of cycling injuries and in particular deaths (64% nationally, in 2020). In Gloucestershire, the rural highway network has been greatly neglected in recent years in favour of urban roads, leaving our cyclists at heightened risk. I have</p>	<p>The purpose of the Highway Safety Inspection regime is to identify defects likely to cause danger, conflict or serious inconvenience to all users of the network or the wider community. The risk of danger is assessed on site and any identified defect is allocated an appropriate priority response. Our Highway inspectors are trained to accredited standards and as part of their assessment on site will be looking at factors that might be specific to a particular location or might cause a particular issue to cyclists, for example, due to the location of the defect within the road or its proximity to a key cycle route.</p> <p>The Highways Safety Inspection regime is regularly reviewed to ensure it is fluid and fit for purpose and is aligned with national policy and best practice.</p>

<p>come off my own bike locally due to poor road surface, thankfully without injury, though I'm aware of others who have not been so lucky.</p> <p>Is the safety inspection regime for potholes in Gloucestershire being reviewed to reflect the existing and hopefully increasing numbers of cyclists on our roads, to ensure that accidents relating to road defects can be reduced and eventually eliminated?</p>	<p>Gloucestershire County Council also operates a public enquiry service which enables customers to report any concerns that they find while travelling around the county. <a href="http://www.gloucestershire.gov.uk/reportit">www.gloucestershire.gov.uk/reportit</a></p>
<p><b>7. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>How is the Brunel Pension Partnership doing in relation to its methodology for net zero and its targets for weighted average carbon intensity (50% by 2050)? I understand that the Partnership's commitment is to a 7% on average per annum emissions reduction, in line with the decarbonisation trajectory from the IPCC's 1.5°C scenario (with no or limited overshoot) – is this being monitored by the Pensions Committee or Board? I understand that Brunel has committed to be net zero in its operational (scope 1 and 2) emissions and to have made considerable progress in measuring and reducing its scope 3 emissions by 2030 – is progress on these commitments being monitored by the Pensions Committee or Board? What work are the Pensions Committee/Board doing to monitor Brunel's commitments on biodiversity and other ethical aspects such as taxation and human rights?</p>	<p>The performance of Brunel in all aspects of required delivery is monitored continuously and the reviewed at all quarterly Pensions Committee and Board Meetings.</p> <p>The performance of Brunel in respect of the targets set within the partnerships Responsible Investment policy are reviewed and reported annually in the Responsible Investment and Stewardship Outcomes report. A link to the 2022 report, which is published on the Gloucestershire Pension Fund website can be found at: <a href="http://brunel-responsible-investment-outcomes-report-2021.pdf">brunel-responsible-investment-outcomes-report-2021.pdf</a> (<a href="http://gloucestershire.gov.uk">gloucestershire.gov.uk</a>).</p> <p>The Brunel Aggregate Portfolio is currently 35.5% less carbon intensive on a Weighted Average Carbon Intensity (WACI) basis than the baseline set in 2019. Pages 55 to 59 of the report provide more detailed analysis.</p> <p>The partnerships RI principles are wide ranging in its ambitions, and the partnerships annual report also contains information in relation to the work of the partnership in the areas of Tax and Costs, Transparency and Fairness, Cyber, Circular Economy &amp; Supply Chain Management.</p>
<p><b>8. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Residents of Minchinhampton and adjoining parishes, as well as those further afield and organisations such as the</p>	<p>As you can probably imagine, in a large county with over 3,500 miles of</p>

Minchinhampton and Rodborough Commons Advisory Committee and the National Trust, are increasingly concerned about the impact on the commons (which are of international importance in their ecology, being a Site of Special Scientific Interest in the case of Minchinhampton Common, and an even more highly valued Special Area of Conservation in the case of Rodborough Common) of unchecked traffic flows and speeding. The importance of the commons for nature, conservation grazing by cattle, and leisure by residents of the district is increasingly threatened by their status as a scenic rat-run.

After years of fruitless meetings, despite the best efforts of our excellent Area Highways Manager, we seem to have reached an impasse between Highways, who are unwilling to pay for engineering solutions on the cross-commons roads and won't put in place any low-touch solution that the police won't enforce, and the police, who are unwilling to support any Highways solution that would require additional enforcement. As you'll be aware, it is an offence for a public body to fail to minimise damage done to an SSSI or - if damage occurs - to fail to restore an SSSI to its former state. As such we have a duty to protect these important nature reserves, and I would therefore greatly value the Cabinet member's support in persuading Highways officers that action is needed to limit and slow traffic across the commons.

roads, Gloucestershire County Council receives many requests for highway safety improvements each year, and whilst we do consider each request, we cannot action every one of them. To help us consistently prioritise requests we consider factors including traffic speed and volumes and the difficulty faced by pedestrians crossing the road; the number and nature of personal injury accidents particularly those involving pedestrians; site conditions such as road layout, visibility and other site-specific constraints; and available resources.

For this road, thankfully there have been very few accidents involving road users or cows over recent years and this is over a wide area. The road is well used with approximately 8,000 vehicle movement per day, but this also depicts a road with a 'very low' overall accident record and it is very difficult to justify further road safety measures. The small number of accidents is partly due to the fact the area of the commons is bounded by two strategic roads (A419 Stroud-Cirencester road and A46 Stroud-Bath road) that carry the majority of non-local village/town generated traffic, and that the commons traffic is used by local people or regular users of the roads who are very well aware of the road layout and potential hazard.

The Council appreciates the efforts made by all stakeholders and has met regularly to discuss ideas – through this dialogue the Council has previously implemented a 7.5T environmental weight limit (lorry ban) across the commons; traffic calming along Cirencester Road, Minchinhampton; a 40mph speed limit across the commons; cow warning signs and road markings; quiet lanes in Rodborough; and there is regular work with the police and media to highlight safe driving practices and enforcement particularly when cattle grazing commences.

As is often the case, after years of investing in highway safety improvements, many of today's accidents are due to driver error and engineering solutions will not eradicate the chance of them happening.

In summary, with the above in mind, I cannot support requests for new measures at this time but will continue to monitor the situation and discuss new concerns and new initiatives with the County Councillor and

	<p>local parish councils who are actively working with my Officers.</p> <p>In addition you may also be aware of the Councils' Community Speed Watch initiative, a £600,000 fund that we have created to further support communities with their Road Safety concerns. Details can be found at <a href="https://www.gloucestershire.gov.uk/your-community/the-community-speedwatch-fund/">https://www.gloucestershire.gov.uk/your-community/the-community-speedwatch-fund/</a></p>
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**9. Questioner's name: Cllr Chloe Turner**

**Respondent's name: Cllr Phil Robinson**

The Ministry of Eco (<https://www.ministryofeco.org/>) is a fantastic collaboration of teachers working together to place sustainability at the heart of education. This Gloucestershire-born programme, free to schools, has already been implemented at more than 100 schools across the country, with Minchinhampton Academy one of the pioneers. The Year 1 Impact Report for Minchinhampton shows just how impressive the results. [https://www.minchacademy.net/wp-content/uploads/2022/10/Year-1-Impact-Report-\\_-Ministry-of-Eco-Education.pdf](https://www.minchacademy.net/wp-content/uploads/2022/10/Year-1-Impact-Report-_-Ministry-of-Eco-Education.pdf) Could our primary schools across the county be encouraged to consider adopting this programme?

Thank you for highlighting the work of The Ministry of Eco to the Education team. [Gloucestershire Healthy Living and Learning](#) (GHLL) is a highly regarded part of the Education Service, working across the spheres of schools and health to promote healthy outcomes for our students. Most schools in Gloucestershire, whether maintained or academy, access these resources when selecting which programmes to use.

It is clear that this resource could be particularly helpful if schools are considering their Eco Schools Award. Some Gloucestershire schools have achieved [Eco-School Status](#) already. GHLL also encourages schools to do environmental interventions towards their Healthy Schools and Colleges Award. This includes developing the following areas of environmental impact:

- Increasing in the number of children/young people who are actively involved in a school recycling project
- Increasing in the number of children/young people who are taking part in composting activities in school
- Increasing in the number of children/young people who are participating in growing activities
- Increasing in the number of children/young people who are participating in grow it, cook it, eat it activities
- Increasing in the number of children/young people who are actively

	<p>involved in reducing water wastage in the school</p> <ul style="list-style-type: none"> <li>• Increasing in the number of children/young people who are bringing less unnecessary packaging in their packed lunch</li> <li>• Increasing in the number of children/young people who are actively involved in reducing food wastage</li> <li>• Increasing in the number of children/young people who are involved in an energy conservation programme in school e.g. lighting</li> <li>• Increasing the number of children and young people who participate in a litter pick in school</li> <li>• Increasing in the number of children/young people who participate in a litter pick in the local community</li> </ul> <p>As a next step, GHLL will liaise with the school you have highlighted with a view to actively promoting and supporting this initiative.</p>
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<b>10. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
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<p>Thank you for the new Cost-of-Living pages on the Council's website, a useful compendium of local and national resources. Will the Council be establishing an officer or officer/member taskgroup to coordinate and lead on cost-of-living work across the county, mirroring the set up during the height of the pandemic?</p>	<p>The County Council has launched the Support Hub, which brings together a wealth of information into one place about what support is being provided by the public sector and voluntary and community organisations. This is currently based online, but hardcopy alternatives will be available very soon.</p> <p>Our libraries are also providing warm and welcome spaces, where residents can keep warm; access the Internet and Wi-Fi; charge their devices; have hot drinks; take part in free library activities; and be signposted to further support and advice, as well as everything else you'd expect in a library.</p> <p>A monthly multi-agency meeting has been established, chaired by Sarah Scott (Executive Director of Adult Social Care and Public Health) to share information across partner agencies within Gloucestershire and</p>
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	<p>coordinate our support and response. County council, district council, NHS, and VCS representation is invited to attend this meeting, with the first meeting being held in October 2022.</p> <p>Within the county council, cost-of-living work is strategically led by GCC Gold and coordinated by GCC Silver, to ensure that all support provided by the county council is coordinated, and any gaps in provision identified.</p>
<p><b>11. Questioner's name: Cllr Cate Cody</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Ref my questions on A46 / M5 redirection posed at September's meeting.</p> <p>Councillor Gray says 'This scheme is being brought forward to ensure that the local network can cope with future traffic levels' what is his opinion on the fact that more roads only equal more cars, therefore building more roads does not ensure local networks can cope, it just brings induced demand?</p>	<p>GCC recognises the need for demand management to reduce future traffic levels and is committed to encouraging greater active travel and public transport use. However, as driving is likely to remain a prominent mode of transport for the foreseeable future, the Council also has a responsibility to ensure that the local road network is future proofed. Gloucestershire is facing rapidly growing housing and employment needs and the correct transport infrastructure must be provided to support this future growth. We also know that the switch to more electric vehicles on our roads will continue through this growth period and the new developments will be better equipped to support EV's also. This scheme is being brought forward to ensure that the local network can cope with future traffic levels and best serve Gloucestershire's growing population. The scheme will re-route traffic away from the existing A46 through Ashchurch onto the proposed new road, supporting a shift to more sustainable transport modes. The scheme will also support sustainable local growth plans in Gloucestershire, including the emerging Tewkesbury Garden Town proposal. We are very early in the development process for a major local transport scheme. The next stage will include a non-statutory consultation in 2023, which will invite views, opinions and commentary from all stakeholders that wish to do so. This consultation will take place alongside further technical activities such as traffic modelling, engineering and environmental assessment, and consideration of how active travel and public transport schemes could be integrated into the scheme. The methods of evaluation used are fully in line with the Department for Transport's webTAG development process, which clearly includes a Benefit Cost Ratio</p>

	output, which will show the value for money projections for the scheme as a whole.
<b>12. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>What are the revised time scales for each stage?</p> <p>There is no cost/benefit calculation that can be used to justify this 'upfront' spending, (several million to date?). The spend is 'at risk' which means there is no guarantee that GCC will ever get these costs back; even if the scheme gets the go ahead, (this term 'at risk' has been used in Colin Chick's reports when he is asking for more funds). There has clearly already been a huge cost to the council.</p>	<p>Whilst the non-statutory public consultation will now take place in 2023, the wider project programme currently remains unchanged, with the scheme scheduled to be completed and open for traffic in 2031.</p>
<b>13. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>The Route Options were ready for publication on the 27<sup>th</sup> September 2022, but then postponed for a minimum of a further nine months, does this suggest they were not fit for purpose and money has been wasted?</p>	<p>No. The work done to date and the further assessment work which we will now undertake before the non-statutory consultation is all required, we have simply postponed the point at which we will consult on the options from 2022 to 2023.</p>
<b>14. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Did Atkins fulfil the terms of reference provided to them by GCC, if not, why not?</p>	<p>Yes. GCC agree the scope for each financial year with Atkins; any change to this scope within the f/year is agreed in advance, and this scope is completed.</p>
<b>15. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Can the Council please provide a full breakdown of the cost incurred to date, to whom and for what?</p>	<p>As outlined in our June 2022 Cabinet paper, GCC gained approval to spend £8m on the project in June 2020. This funding was spent on work by our transport consultants Atkins on various aspects of the project, such as project management, technical approval, environmental analyses, stakeholder engagement, Development Consent Order processes, transport modelling, business case development and</p>

	<p>technical appraisal. Advice from our legal consultants Bevan Brittan was also sought.</p> <p>In June 2022, GCC Cabinet approval was gained for the remaining £6.108m of spend for 2022 onwards.</p> <p>A sum of approximately £6.108 million is required for the development of the M5 Junction 9 and A46 (Ashchurch) Transport Scheme Strategic Outline Case and Outline Business Case for this financial year (2022/23), which is currently work in progress.</p>
<b>16. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>With the delay to route options, there is obviously going to be further work required. What are these additional costs?</p>	<p>The work done to date and the further assessment work which we will now undertake before the non-statutory consultation is all required, we have just postponed the point at which we will consult on the options. By undertaking additional analyses to further review and shortlist scheme options now, we will reduce the amount of work needed (and therefore reduce the risk of increased future scheme costs), whilst also reducing the likelihood of delay to the project programme.</p>
<b>17. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>If the scheme does not get the go ahead, what loans will have to be repaid and how much will the council have lost financially?</p>	<p>The Cabinet-approved GCC expenditure is provided in an earlier answer.</p> <p>Funding has been received from external parties including from Homes England. None of the monies would need to be repaid if the scheme does not get the go ahead.</p>
<b>18. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Stephen Davies</b>
<p>As a corporate parent, I would like to have an assurance that every eligible 17 year old that we are corporate parents for has been added to the electoral register with the relevant electoral registration authority, and if the registration rate is not 100%</p>	<p>The majority of children in our care live with fostering families and are registered when the time comes as part of that household. However, we also have young people who will live in supported accommodation and in children's homes who will be reliant on their support providers,</p>

<p>could the cabinet member explain why the Council has failed to comply with the legal duty, who would be liable for prosecution for the failure to register, and what is being done to get to 100% registration?</p>	<p>residential carers and Gloucestershire social worker or personal adviser to encourage and support them to register.</p> <p>Young people understanding and being able to exercise their democratic rights are obviously an important part of growing up. We are reliant on young people's workers and carers to promote that right and ensure that young people are supported to join the electoral register however, current systems have no way of reporting the percentage who are registered. To consider this and propose how we may improve promotion and monitoring of sign up to the electoral register, a small working group will be established with relevant professionals and young people.</p> <p>I have asked that the group report its next steps to the corporate parenting panel in January.</p>
<p><b>19. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Phil Robinson</b></p>
<p>The failure of this authority's Conservative administration to secure funding from its failed Bus Service Improvement Plan bid, followed by the failure to protect bus services across our County suggests that the Conservative administration is asleep at the wheel. Does the Cabinet Member have a plan to deliver fit-for-purpose bus services across the County, and if so, could I please be provided with the details of the plan for services in Cheltenham?</p>	<p>Gloucestershire is in the 70% of councils which did not get funding from the DfT following their BSIP submission. We are naturally disappointed by this however we remain committed to supporting communities in meeting their essential transport needs and won't let this diminish our efforts.</p> <p>We have asked for detailed feedback from DfT to strengthen our BSIP and officers are working on a number of studies and projects to put us in a much stronger position next time funding becomes available.</p> <p>As you are no doubt aware, the factors that have reduced bus services in this county lie outside of our direct control: the national shortage of bus drivers, decisions by commercial bus operators who have near-monopolies in local areas, fuel price inflation and a 30-40% reduction in bus travel since 2019 – a legacy of social distancing, home working and internet shopping.</p> <p>These impacts are a reflection of national issues as exactly the same issues are playing out across the country in communities from Devon to</p>

	Kent and from Cambridge to Yorkshire.
<b>20. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Phil Robinson</b>
What is the current waiting time for child referrals via the SEND team for an autism assessment?	<p>GCC is not responsible for autism assessment. The ICB and commissioned provider services are responsible for autism assessments. Information for the question has been provided by the health commissioner.</p> <p>A new NHS Social Communication and Autism Assessment Service (SCAAS) has been introduced to assess children under the age of 11 years old for autism. Despite being a new service, SCAAS has inherited a significant waiting list and demand for assessments continues to increase. The current wait for an assessment for children under 11 is around one year.</p> <p>Children and young people aged 11 to 18 years old are assessed for autism by the NHS CAMHS Neurodiversity Team. Due to sustained pressure on children's mental health services and a high level of demand for autism assessments, there is currently a wait of around 86 weeks for an autism assessment for children aged between 11 and 18 years.</p> <p>Work is being undertaken to reduce these waiting times and investment has already been made to increase capacity and improve the experience for children and young people accessing the service and their families.</p> <p>A child does not need a formal diagnosis of autism before requesting and receiving support in school. Support should be put in place in a child's education setting via the Graduated Pathway (MyPlan, My Plan Plus, EHCP) based on the child's needs.</p>
<b>21. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr Dom Morris</b>
The cabinet member's support, albeit cautious, for 20mph schemes is welcome. How many streets have been changed from 30mph to 20mph since the 2021 elections, and can he list	There have been no 20mph introduced since 2021.

<p>those districts' and parishes' requests for 20mph limits currently waiting evaluation - or introduction?</p>	<p>There are currently 7 requests for 20mph in the current TRO programme, with 1 of them dependent on feasibility studies and the remaining 6 at varying stages of the Traffic Order process. There are a number of others where investigations have been carried out and a 20mph limit was not found to be an appropriate solution or those where initial requests have only recently been received:</p> <p>Please see list and status below;</p> <ol style="list-style-type: none"> <li>1. Minchinhampton, Stroud – On hold at the parishes request (design stage)</li> <li>2. Fairford, Cotswold – Design</li> <li>3. Hatherley, Cheltenham – Design</li> <li>4. Castleford Hill, FOD – Consultation complete</li> <li>5. Gotherington, Tewkesbury – Readvertising due to developer missing 2 year legal deadline</li> <li>6. Nailsworth, Stroud – Consultation complete</li> <li>7. Chalford, Stroud – Requested, feasibility due following Road Safety Policy cabinet paper in November</li> <li>8. May Hill, FOD – 20mph declined, 30mph agreed</li> <li>9. Slimbridge, Stroud - Requested, feasibility due following Road Safety Policy cabinet paper in November</li> <li>10. Upper Rissington, Cotswolds - Requested, feasibility due following Road Safety Policy cabinet paper in November</li> <li>11. Rodborough, Stroud – 20mph declined, feasibility due following Road Safety Policy cabinet paper in November</li> <li>12. St Briavells, FOD - Requested, feasibility due following Road Safety Policy cabinet paper in November</li> <li>13. Arlingham, Stroud – Awaiting full funding to be secured.</li> </ol>
<p><b>22. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>It is noteworthy that the Conservative controlled administration in Cornwall has introduced 700 20mph streets in the last 6 months, at a cost of £300,000, and plans to roll out 20mph street schemes to all parishes which have requested them over the next few years at a cost of £4m. Similarly, Oxfordshire has approved an £8m plan to introduce a default 20mph limit (with</p>	<p>We have recently finished consultation on a draft Road Safety Policy which includes policy on the use of 20mph schemes. This will be going to Cabinet on 23<sup>rd</sup> November and will clarify our approach to such schemes within the context of improving road safety in the county.</p>

<p>appropriate exceptions) across their county. Against that background, does the cabinet member agree that GCC's piecemeal approach to the subject has been an abject failure in progressing the introduction of 20 mph streets where vehicles and vulnerable road users mix, and when will he produce a costed plan for introducing 20mph in all appropriate locations across the county?</p>	
<p><b>23. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>It continues to appal most thinking people that we must wait for collisions and injuries before road safety measures are introduced. GCC have effectively stated that despite there having been four serious incidents involving injury since 2017, all involving school children near schools in Warden Hill Road, there needs to be at least one more incident for this location as a 'hotspot'. Given Cheltenham Bournside is the largest school in the County, with the highest numbers of serious collisions, will the cabinet member NOW order serious resources to be deployed to the safety of students crossing Warden Hill Road, in place of the manifestly unfit-for-purpose scheme introduced in 2017, plus further 'mickey-mouse' tinkering introduced in August 2022?</p>	<p>I am pleased that improvements have been made to this site over recent months. I thank the local councillor Emma Nelson for her championing of and engagement with the whole community to promote behaviour change and awareness around the school.</p> <p>The County Council carries out prioritisation across the whole of the county's road network each year to assess objectively (using data) where resources should be targeted. The criteria for this hot spot analysis is five collisions on a defined length or four at a junction in 3 years. This approach is applied across the full network in the county and in the last analysis Warden Hill Road was not flagged up on the hotspot list for further investigation ahead of those sites which did meet this criteria.</p> <p>Tackling road safety challenges and preventing killed and seriously injured casualties across our network is very complex and solutions can often be multifaceted. We have some very dedicated teams and as a council we have strong support for the approach and policy that we follow.</p> <p>Regrettably we have sites across the County (our hotspot sites) where statistics show that people are being injured on a regular basis at a level that is unfortunately more significant than elsewhere within the County. Whilst we will continue to work closely with the police, fire service and other partners on wider approaches to improve road safety across the County as a whole; driver education; driver behaviour; vulnerable groups; enforcement; safety messaging etc. it is entirely appropriate that</p>

	we prioritise our hotspot list for investigation and intervention.
<b>24. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr Phil Robinson</b>
<p>The withdrawal by Stagecoach from subsidised and some commercial bus services is extremely regrettable and will seriously impact rural bus services in the Forest of Dean as well as services in Cirencester and Cheltenham, leaving GCC's flagship Park &amp; Ride at Arle Court almost unserved. Given that this was being trailed as early as the summer, and followed on the unsuccessful BSIP funding application by the Council, as well as the notice by the Government to end Covid subsidies to commercial bus operators, does the cabinet member agree that GCC was insufficiently prepared for this inevitable situation? And given the situation as it is, what action is being taken to replace those services which Stagecoach have given notice that they're withdrawing from.</p>	<p>Stagecoach's decision to withdraw a number of services was not due to the planned ending of Government Covid support from 1 April 2023, nor was it due to the unsuccessful bid for BSIP phase 1 funding. All funding in the BSIP bid was intended to expand bus services and invest in infrastructure, it was not aimed at funding existing services.</p> <p>Stagecoach took the decision to end these services due to a shortage of drivers. I believe they could have put more effort into recruitment. Instead they have taken the easy option of redeploying drivers from mainly rural services to urban ones. It is a decision we fundamentally disagree with and have made several attempts to dissuade them from it, however these service withdrawals will be implemented later in November.</p> <p>I can also confirm that GCC Officers were as fully prepared for this situation as possible, lots of work had already been undertaken by the teams before any changes were formally declared by Stagecoach and a procurement process for potential replacement services proceeded as soon as possible once full registrations were submitted to the Traffic Commissioner.</p> <p>Officers have been dealing with a very difficult situation caused by the Stagecoach's approach and their subsequent decisions. To such an extent that I felt it important to formally raise their approach with the Office of the Traffic Commissioner, a step that we have not taken lightly.</p> <p>At this stage it is also important to emphasise that this is a very tricky market in which to procure services as the driver shortage affects all operators, however Officers will do everything possible to secure replacements.</p>
<b>25. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr Phil Robinson</b>
The present system for bus provision and regulation was	



<p>introduced by the Thatcher government in the 1980s, and essentially relies on for-profit operators such as Stagecoach, supplemented by some very limited subsidised routes sponsored by County Councils: Does the cabinet member agree that this deregulated bus provision system is broken in Gloucestershire, and will the County Council lobby central Government - through all available means - for a holistic framework for public transport suited to the 21<sup>st</sup> century imperatives of providing access to transport for all, and to increase bus use as an important tool in decarbonising transport.</p>	<p>The challenge that we are facing fundamentally relates to how locally and nationally we can increase the attractiveness of bus services for the general public, get more people out of their cars and onto buses and thereby increase the patronage and longer-term sustainability of the bus network.</p> <p>Changes to the regulatory provision do not in themselves create demand or patronage within the market. Hence, whilst I and the team will continue to work with and lobby Central Government for changes and improvements in this sector, I do not necessarily agree that the legislative requirements are necessarily the only or the highest priority issues to be tackled.</p>
<p><b>26. Questioner's name: Cllr Linda Cohen</b></p>	<p><b>Respondent's name: Cllr Phil Robinson</b></p>
<p>How many vacancies are there currently in the County for Teaching Assistant posts, and what percentage does this represent of all such posts? How many staff leave their posts as teaching assistants each year, and what proportion of the total workforce does this represent?</p>	<p>The Local Authority is not able to capture recruitment data from all schools in the county. Recruitment is a delegated responsibility for schools and academies to oversee and manage, and as such they are not obliged to share recruitment data with the LA.</p> <p>The LA, however, does provide a school staff vacancies/recruitment site, upon which there are currently 30 vacancies for teaching assistants.</p> <p>In terms of the overall number of teaching assistants employed in the county, the most recent census collection (Nov 2021), shows 4,550 teaching assistants employed by the 300 schools, with a full-time equivalent of 2,606.</p>
<p><b>27. Questioner's name: Cllr Linda Cohen</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>What does the Cabinet Member have to say to residents in my Division who have suffered falls and injuries as a result of poor quality pavements and roads, and why is it that they are told when they ask the Council about this there is no funding for improvements, whilst at the same time funds were available for improvements in other areas as part of the Council's Sponsorship of the Tour of Britain?</p>	<p>In the 2022/23 Capital Programme there is a total of £29m allocated to carriageway and footway structural maintenance across the county's 3,300 miles of roads. This includes a footway maintenance programme. Councillors should liaise with their Local Highways Manager to put forward footway maintenance schemes which are a local priority and can also allocate their Highways Local funding to progress footway schemes.</p>

	<p>We continue to work hard on keeping our roads and pavements in a safe and usable condition and alongside our capital repair programme, we continue to ensure that they are inspected and repaired in line with our published safety inspection policy.</p> <p><a href="https://www.gloucestershire.gov.uk/media/2155/highway_safety_inspection_policy-60408.pdf">https://www.gloucestershire.gov.uk/media/2155/highway_safety_inspection_policy-60408.pdf</a></p>
<p><b>28. Questioner's name: Cllr Linda Cohen</b></p>	<p><b>Respondent's name: Cllr Phil Robinson</b></p>
<p>Why were the bus stops in Kingswood suspended on October 26th, without notice, resulting in residents missing vital appointments and having no means of leaving the village and accessing amenities? Who was responsible - the County Council or the bus operators? What is the plan to get a grip of this situation which is devastating for all communities but in particular for those who live in rural areas and have only ever had a sparse service. How many people need to lose their jobs, miss exams or vital hospital appointments for the County Council to make this a priority?</p>	<p>National Grid are working in Kingswood to install a new electricity supply, this work was scheduled from 26 October to 4 November. Unfortunately, they implemented a temporary suspension of the bus stops as the installation work left them unusable, but they did not provide an alternative stop location. We understand that this issue was raised by the Parish Council to the GCC Highways department, who then sent an inspector to the site on 2 November. The inspector informed the contractors that any suspension of a bus stop must be mitigated with the installation on a temporary stop at an appropriate location, unfortunately this did not occur in this instance.</p> <p>We have provided robust feedback to National Grid regarding their poor performance here and the problems that they have caused the community. We will continue to monitor and inspect their works across the county and where necessary use the legislation to bring appropriate enforcement against them.</p>
<p><b>29. Questioner's name: Cllr Jeremy Hilton</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>On the 24th October the council issued a press release announcing the £1.5 million Levelling Up Together community grant scheme.</p> <p>It is being targeted at ten wards across the county, including Kingsholm &amp; Wotton. The deadline for applications is the 27th November. I welcome this scheme.</p>	<p>The standard timescale for grant programmes is usually a minimum of 6 weeks for applications to be submitted. The Levelling Up Together Team based the timescales on current practice within the funding sector.</p> <p>The launch of the Levelling Up Together Grant Scheme was delayed due to the death of her majesty Queen Elizabeth II; however, the Levelling Up Together Team adjusted the time frames to allow 6 weeks</p>

However, I wonder does the cabinet member accept that 35 days may not be long enough for some voluntary organisations to prepare a successful bid for the use of public funds up to £150,000?	less one day for applicants to develop their bids. The application form has been designed as a flexible and light touch process with support from the team such as Drop-in sessions and Frequently asked questions to encourage applicants to apply.
<b>30. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Kathy Williams</b>
How many clients over the age 65 and 85 does the brokerage team deal with in a 12 month period for placement in a care home, a nursing home or care at home?	<p>Within the last 12 months, we have sourced care home placements for the following number of individuals:  Over 65's – 763  Over 85's – 807</p> <p>Within the last 12 months we have sourced care at home placements for the following number of individuals:    Over 65's – 1121  Over 85's -830</p>
<b>31. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Kathy Williams</b>
How long does it take from the time adult social care assessors have completed their care assessment to the time the care package becomes active?	The average length of time to procure/start a care package is 3.9 weeks.
<b>32. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Kathy Williams</b>
How many elderly persons care homes are there in Gloucestershire and how many of them meet modern day standards, in that all bedrooms have an on suite bathroom?	<p>There are currently 108 Care Homes in Gloucestershire that provide care and support for older people.</p> <p>Out of this number of care homes 72% (78) of them have either all or some en-suite facilities.</p>
<b>33. Questioner's name: Cllr Suzanne Williams</b>	<b>Respondent's name: Cllr Dom Morris</b>
Over the last few months, I have had several questions and complaints about street lights being out in many of the roads, and alleyways across the area. We also have City Fibre digging up many of the roads. Are these 2 issues related and if so, who	We are aware of several locations in your area that have streetlights that are not working due to underground cable faults. We have been in discussions with National Grid (formerly Western Power Distribution)

<p>is paying for the repairs? If it is GCC, how much is this costing?</p>	<p>and with the darker evenings upon us, we are working hard to have the programme of works for their repair accelerated. While we are not aware of any specific evidence confirming that these cable faults have been caused by excavations for the installation of City Fibre, we do know that this has proven to be the case in other areas in the past. National Grid do pursue utility companies for reimbursement of costs where it can be proven that they are responsible for damage to the network. We can confirm that GCC are not responsible for any costs associated with underground cable repairs to street lighting cable faults and that these costs are all the responsibility of National Grid.</p>
<p><b>34. Questioner's name: Cllr Suzanne Williams</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>A number of constituents have raised concerns about the staggered junction of Princess Elizabeth Way with Grevil Road and Kingsmead Road. The queue of vehicles waiting to turn onto PE Way at peak times are problematic, and the accident history suggests there is an issue at this location. There is a long-standing request that instead of a pedestrian crossing, the whole junction is signalised. The cost of junction signalisation clearly exceeds the funding available from Highways Local. Could the Cabinet Member please advise what the Council intends to do to improve safety and traffic flows at this junction?</p>	<p>The Local Highway Manager is happy to meet and discuss the issues at this location. However there are currently no plans to signalise the junction. The junction does not appear on the Gloucestershire Road Safety Hotspot List and as such this would indicate that there are other sites across the county that would be considered a higher priority for investigation or remedial works.</p>
<p><b>35. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Can the Cabinet Member clarify the procedure GCC is adopting for the introduction of EV charging points, in particular:</p> <ol style="list-style-type: none"> <li>1. The process for deciding where they are to be located</li> <li>2. What date will consultation begin with ward councillors across both authorities?</li> <li>3. What public consultation has been done, where can that be viewed and what were the response rates?</li> <li>4. How has the current shortlist been arrived at and where can it be accessed?</li> </ol>	<p>GCC are working with the supplier to identify a pipeline of locations for EVCP installations. The supplier uses tools to identify areas with a high density of residents that rely on on-street parking and hence not able to charge their EVs at their home. The tools take into account other demographic factors and grid connections. A link has been published to allow residents to express interest and this information as well as feedback from councillors, districts and internal knowledge from officers including the highways team is also used as an additional input. The first set of locations have been identified and are about to go out to county councillors for them to review. This will be followed by district and parish level reviews, before going out for residential consultation.</p>

<p>5. What are the rounds? How many chargers per round?</p> <p>6. Has a decision been made on how many charging points are to be allocated to each authority?</p>	<p>The first phase is targeting over 100 EVCP sockets and a pipeline of locations are in the process of being identified and reviewed internally. There will be a phased deployment of EVCP sockets rather than a set number of chargers in fixed rounds. All districts will be targeted for EVCPs driven by local need. There has been no fixed number set per district.</p>
<p><b>36. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>I have noticed in Cheltenham the impact of temporary traffic lights on traffic congestion particularly at peak times. Living on the inner ring I see at first hand standstill traffic and the impact this inevitably has on air quality, our climate emergency, travel to work times and bus services.</p> <p>My question is what consideration is given to the granting of temporary lights? On Hewlett Road three way lights were in place for 5 days before Severn Trent started work - 5 days of unnecessary delays and pollution. On Bath Road temporary lights appear to have the same phasing in all directions when clearly the traffic volumes vary considerably- surely they should be properly phased? These are but two examples of what is happening across our county everyday.</p> <p>Is the Cabinet Member happy with the current protocols which are clearly not working and will he investigate the two examples I have described and see if any lessons can be learned?</p>	<p>Our Streetworks Team have had a number of issues with Severn Trent (and its temporary traffic management provider) placing lights on the network without the required permission, we have also had situations where Severn Trent are not aware of the lights being placed on the network as well. We are working closely with Severn Trent to prevent this from happening again and if necessary will use the legislation to carry out enforcement. Regarding Bath Road, a condition of the permit was manual control of the signals at peak times, we have had some situations of this condition not being adhered too, in these cases we fine the company for failure to comply, in line with national guidance.</p>
<p><b>37. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Phil Robinson</b></p>
<p>Data from the National Association of Head Teachers shows that 50% of heads say their school will be in deficit this year, with almost all expecting to be in the red by next September, when their reserves run out. Can the Cabinet Member advise the current financial status of schools in Gloucestershire this year and what expectations there are for September 2023? And furthermore what the impact of the financial crisis will be on teachers, pupils and the fabric of our school buildings, many of which, such as Naunton Park in my division, are no longer fit for</p>	<p><b>School Funding</b></p> <p>The Council only have visibility of the financial performance of maintained schools, which is overseen and scrutinised at the Schools' Forum. At the June 2022 meeting, the Officers reported on the current financial position of maintained schools. The full report can be found <a href="#">here</a> pages 58-60. In summary the revenue surplus of maintained schools was £24.3m, with 110 schools increasing their surplus and 64 decreasing. There were 19 schools in deficit.</p>

purpose with leaking roofs, collapsing ceilings, outdated electrical installations, inadequate damp proof courses, asbestos and falling plasterwork?

At the [September forum](#) officers reported that the overall increase in funding for 2023/24 was less than in previous years and that with rising cost pressures, mainstream schools would be facing real term cuts. As the Council does not have oversight of the funding for all schools, they are intending to launch a survey to schools before Christmas, in an attempt to assess the current financial stability of all schools in the county and the expected cuts they will have to make in the coming years, if real term cuts continue.

**School Buildings**

All schools have revenue maintenance funding allocated to them through their annual school budget share, which is for the Governing Body or Trust to determine how to use or prioritise. Local authorities (LA) receive annual capital maintenance funding to support the highest priority condition works in community and voluntary controlled schools. This information is reported and approved by Cabinet annually in the Schools’ Capital Programme. Academies have capital funding allocated to them directly by the DfE and they can bid for CIF funding. The LA is unable to comment on the fabric of school buildings and their maintenance as regards academies. Early in 2022 the LA was invited to identify/nominate schools in the worst condition to be considered for inclusion in the Schools Rebuilding Programme (SRP) funded with major investment projects being delivered by the DfE. An initial tranche of successful schemes was announced early in 2022, with no schools in Gloucestershire being successful. A further 239 schools across the country are expected to be announced in late 2022. Naunton Park is one of those schools nominated as a high priority. In the meantime, condition related work at Naunton Park is included in the approved capital maintenance programme and issues continue to be addressed.

**38. Questioner’s name: Cllr Paul Baker**

**Respondent’s name: Cllr Dom Morris**

The Planning Inspector considering the ‘Land at Oakley Farm, Cheltenham’ appeal APP/B1605/W/21/3273053 has granted the application overruling objections from CBC and GCC as the Highways Authority. Given that GCC, in my experience, rarely objects to planning

- 1. Will Gloucestershire Highways be challenging the decision as it relate to highways?  
  
Answer: No.

applications on highways grounds I assume they felt very strongly that this application merited an objection as the impact upon the highway network would be 'severe'. A vague planning term indeed which has yet to be defined.

In his ruling the inspector was fairly dismissive of the highways objection.

He commented variously 'The County Council has alleged a severe residual impact on the highway network based on an increase in queue lengths, and additional driver delays.'

However no specific case on highway safety has been advanced'. On air quality 'no formal putative reason for refusal relating to air quality and no substantive evidence has been adduced to support any unacceptable pollution affects.' There was also no objection from public transport bus providers to support the assertion that 'there would be implications for public transport.'

'Ultimately, it seems to me that any forecasts over an extended period can only be 'best guess' predictions of what may happen. Bizarrely the inspector says' I have no doubt that some additional observable delays may materialise at various junctions up to 2031 but many are already over capacity and the network is already congested at certain times' but he concludes 'I am not persuaded that any additional delays arising as a result of the appeal development would realistically constitute a residual cumulative severe impact on the road network.'

In the light of this decision will Gloucestershire Highways:

1. Be challenging the decision as it relate to highways?
2. Be reviewing its approach to future appeals to provide robust data and proper evidence based arguments?
3. What lessons can be learnt from this decision?

Could Gloucestershire Highways have put together a much more robust evidence based objection which would have better represented and articulated the concerns of local residents?

**39. Questioner's name: Cllr Ben Evans**

There are currently 3 sets of traffic lights between Churchdown

2. Will Gloucestershire Highways be reviewing its approach to future appeals to provide robust data and proper evidence based arguments?

Answer: The Council already provided extensive professional evidence in connection with GCC's recommended reasons for refusal, but we will continue to take any potential learning from Planning Inspector decisions.

3. What lessons can be learnt from this decision?

Answer:

There is a need to lobby government for a nationally recognised definition of "severe" as referenced in the National Planning Policy Framework.

The GCC evidence relied on the Temprow traffic forecasts for future growth to determine traffic impacts. This forecast growth was determined on a Cheltenham wide basis and consequently was open to challenge by the appellant. Future forecasts will use ward level data, rather than area wide growth data.

**Respondent's name: Cllr Dom Morris**

and Arle Court Roundabout. Can you explain the thinking behind starting new sections of the Cycle Path before finishing others?

The cycleway and footway improvements are vital in supporting carbon reductions and improving public health. Public support for the measures remains high from recent engagement undertaken.

The scheme funding deadlines are prompting works to be delivered in a closely sequenced manner, not doing so potentially would mean the funding is lost. In addition, if works were to be delivered one at a time this would result in a significantly extended programme over a period of years increasing the amount of time stakeholders are affected.

We recognise the cycleway scheme works are disruptive and we thank the travelling public for their patience whilst these works are being delivered, we are urging motorists to consider the timing of their journeys and leave extra time for their journeys where possible. And of course we are looking forward to the point at which the works are complete and a fantastic cycle scheme is delivered for the local area.

**40. Questioner's name: Cllr Ben Evans**

**Respondent's name: Cllr Dom Morris**

Can you explain how GCC Highways work with others – for example National Highways and utilities providers – to minimise the impact of major schemes such as the cycle path development?

County Council Officers are working closely with all affected works providers in a fully co-ordinated manner.

All works in this area are time critical with the National Highways works requiring immediate attention to maintain the integrity of Brookfield Road Bridge and Bamfurlong Lane Bridge, liaison has ensured that both road closures have been sequenced separately. Fortnightly communications meetings have been held and standing monthly co-ordination meetings have sought wherever possible to minimise disruption.

Officers have met directly affected utilities organisations, which has resulted in the reduction of temporary traffic lights being in close proximity causing conflict.

Officers in our streetworks team have also liaised closely with all works contractors and have sought to reduce conflict where possible but recognising that works along the corridor needs to be completed in an expedient manner.



	<p>In the past six weeks officers have undertaken a door knocking exercise with all residential and commercial properties fronting the B4063, this has been met positively.</p> <p>Careful thought has been placed on traffic management at peak times to minimise disruption, and alternative solutions to minimise disruption have been given careful consideration. We have also adjusted our works programme to traffic patterns to minimise impact on wider network.</p>
<p><b>41. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>At the last council meeting I asked you for the total costs to the taxpayer of your decision to sponsor the Tour of Britain. You stated that no figure was available – twice. Yet in the same week, Gloucestershire Live published an article in which a FOI request revealed that it had in fact cost £175,000. Why is it that a media request can lead to an answer but an elected councillor's request can't and can you also confirm that the Council has recouped the cost of sponsorship via insurance?</p>	<p>I am not aware of the Gloucestershire Live article, precisely what they have reported or how it was worded. The hosting fee for the Tour of Britain was agreed at a figure of £175,000.</p> <p>As we are all aware the event was cancelled by the organisers the night before the stage in Gloucestershire due to the sad death of Her Majesty Queen Elizabeth. This triggered contractual discussions with the Tour of Britain which are currently ongoing. Hence, I am unable to confirm what the total costs to the taxpayer are for the event as these contractual discussions are yet to be resolved.</p>
<p><b>42. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Preparations for the Tour of Britain in August led to large amounts of money being spent on resurfacing roads which the Tour was going to use. Some roads needed attention and others didn't whilst other roads in need of much more urgent repair (such as the Whiteway between North Cerney and Chedworth have been pushed back to next year and even then will not happen fully for some years. The scepticism amongst residents is palpable – some are saying that they should set up cycling races in order to get their road fixed. How can you explain this changed priority system for road repairs and assure residents that this won't happen again?</p>	<p>Repairs undertaken as part of the Tour of Britain were all schemes where a significant deterioration in the carriageway condition had been identified. The schemes were all either ones from within our current programme or ones where we had already identified that a repair scheme was required.</p> <p>A suggestion that we have resurfaced some roads that didn't need attention certainly does not correlate with our assessment nor with any of the feedback from communities where work was carried out. Indeed many of the roads along the route and within Cllr Hodgkinson's constituency that were repaired are some of the roads that communities</p>

	<p>and Parishes had previously raised with us, as in need of repair and were already known by our area highway teams.</p> <p>As we have previously stated, delivery of a major international sporting event within the County and the positive profile this was set to bring for Gloucestershire did require that we bring forward some of the work within our resurfacing programmes. However whilst this has required some adjustment in the overall timings for our published programme, there remains a commitment to deliver all of the schemes published in our 2 year programme within this current 2 year window.</p>
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**43. Questioner's name: Cllr Paul Hodgkinson**

**Respondent's name: Cllr Phil Robinson**

School children in Chedworth were told on the evening before this new school year that bus timings to the Cotswold School would change so that they would have to endure an extra 5 hours travel per week and early starts. Whilst the afternoon bus timings have now changed in response to my requests and those of parents and the School, we are still left with a very unsatisfactory situation in the mornings. Dark days are now here and safety on lanes without streetlights is a concern. Over the last 7 weeks I have had to constantly chase officers for responses and have asked if this is the way elected members are usually dealt with. Can you please confirm that this is not the standard of response you expect and that you are doing what you can to get this situation sorted?

Under the current arrangement the morning pick-up in Chedworth is scheduled for 0735, this is not an excessively early time and many pick-ups throughout the county and the entire UK are at a similar time or earlier. We understand this is an earlier pick-up than in recent years however changes have to be made to accommodate all pupils.

A flexible departure arrangement for the afternoon bus to Chedworth has been successfully implemented to address the concerns of parents, however the same solution is not possible in the morning.

These changes to the school bus timetable are necessary to deliver transport to all pupils using the resources available. New services are extremely difficult to procure due to a national shortage of drivers, and in the rare instance they can be procured, they come at great cost due to the impact of inflation on fuel and driver salaries.

GCC Officers were in communication with you via email in early September, they also attended a meeting with you and the head teacher of The Costwold School, and actions agreed from this were followed up by Officers. There was then a delay of a further update to you until mid-October as Officers had to deal with a number of other issues across the transport network, which given the Chedworth issue has an appropriate solution in place, took priority.

	The Cotswold School situation is also being constantly monitored.
<b>44. Questioner's name: Cllr Rebecca Halifax</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Residents and businesses in Cirencester have expressed concern that elements of a current TRO, where consultation has not yet completed - are being enforced in the town centre. This includes changes to parking, traffic movement and business loading. Can the cabinet member answer why due legal process is being set aside in favour of GCC's Highways Department pushing through their own interpretation of 'the best interests of the town' instead of waiting for the full consultation period of a TRO to be completed and the results analysed? Does the Cabinet Member agree that this will mean residents lose faith in taking part in similar consultations in the future?</p>	<p>Gloucestershire County Council (GCC) proposed parking and traffic restriction amendments in Cirencester town centre, primarily focusing on Cricklade Street, Dyer Street, Market Place, West Way and Castle Street. Following public consultation earlier this year, a number of formal representations were received from the community, this included businesses in the area.</p> <p>Based on the number and complex nature of the feedback, we are still considering these comments before a way forward is recommended. To help allay some concerns, it is currently unlikely that the proposed scheme design will be progress in its substantive form at present in the Cricklade Street and West Way area of the town.</p> <p>In addition, since we consulted on this scheme the government has invited councils outside of London to apply for Moving Traffic Enforcement powers. This raises an option which may enable us to manage unauthorised access to Cricklade St without the need to physically close the street and open up access from West Way. Gloucestershire County Council are currently out to public consultation until 18<sup>th</sup> November 2022 to consider whether the county should apply for the powers to enforce moving traffic contraventions. If the County's application is successful then we expect the Department for Transport to approve the powers by spring 2023.</p> <p>We understand the frustrations that there seems to be a delay in this process but we are keen to put forward a recommendation that improves safety and access to the town whilst also ensuring the best solution for the wider community, including residents, businesses and visitors. This has very much been the ask of Local Councillors and the key reason for pausing the implementation of the scheme.</p> <p>Once we have a clear and feasible option to move forward then we will be sharing this with a group of stakeholders. We would be pleased if you</p>

	<p>would be part of that group so we can liaise with you, along with other local businesses. We will therefore remain in contact with you regarding this scheme and will aim to commence conversations by the end of the year.</p>
<p><b>45. Questioner's name: Cllr David Willingham</b></p> <p>In common with many other older streets across our county, a number of the streets I represent are terraces where the majority of residents do not benefit from off-street parking. These streets include Roman Road, Alstone Avenue, Millbrook Street, Great Western Terrace and Burton Street. A growing number of residents on these streets are moving, or have moved, to electric vehicles, but this council still does not seem to have any strategy for providing EV charging points in terraced streets.</p> <p>Could the Cabinet Member please advise what work is being done to develop an EV charging strategy for terraced streets, when it will be published for consultation, and most importantly for my constituents when residents on these terraced streets can finally expect to be able to access on-street EV charging points in their streets?</p>	<p><b>Respondent's name: Cllr David Gray</b></p> <p>GCC have published the <a href="#">GCC ULEV Strategy</a>. See the link on the GCC web site. The strategy is to provide 1,000 on-street EV Chargepoints (EVCPs) in the next 3 years to support those residents that do not have off-street parking which includes terraced roads. The first phase EVCP sites are in planning. To assist in prioritisation of locations residents can <a href="#">register interest</a> at the link on the GCC web site and I would ask that you encourage those roads that you have listed to provide some feedback so that their views can be taken into account and an assessment of need made.</p>
<p><b>46. Questioner's name: Cllr David Willingham</b></p> <p>Despite recent works to improve the drainage on Brooklyn Road, that I successfully worked with my Local Highways Manager to achieve, residents living at the bottom of the hill in proximity to the culverted water-course (which runs between 149/151 and 146/148) are still experiencing pluvial flooding. Noting that Brooklyn Road experiences speeding traffic, and that councillor Highways Local funding is insufficient to fund infrastructure works on this scale, could I get an assurance from the Cabinet Member for Highways and Flood that Brooklyn Road will be given strategic funding to deliver a combined traffic calming and sustainable urban drainage solution?</p>	<p><b>Respondent's name: Cllr Dom Morris</b></p> <p>After the recent rainfall on Sunday 22/10 a number of enquiries were received about flooding on Brooklyn Road. This road was inspected the following morning and there was no evidence of standing water. After heavy downpours we would expect standing water for a short period whilst it dissipates and we would expect some localised issues due to the combination of weather and leaf fall at this time of year. There are no plans for a larger flooding scheme to be delivered here.</p> <p>Of course at this time of year many areas are experiencing high rainfall, stormy conditions and lots of leaf fall / leaf litter on the road, which can restrict the effectiveness of gullies. This is an inevitable consequence of some of the beautiful street trees that we have across our county and in particular in Cheltenham. These are a great asset for our areas and a great benefit to environmental and climate challenges. Where</p>

	individuals or communities feel able to safely clear the gully tops this will help with clearing surface water.
<b>47. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Phil Awford</b>
Could the Cabinet Member please explain why the Commons and Rights of Way Committee scheduled for 1st December 2022 has been cancelled due to lack of business, when there is a well documented backlog of applications that need to be dealt with?	<p>Not all work carried out by the Highway Records DMMO team and Commons Registration team comes before the Committee; some matters are dealt with by Officers either directly or under delegated powers.</p> <p>The meeting has only been cancelled because there are currently no reports sufficiently nearing completion to commit to take to the December Committee. Although the meeting has been cancelled, work is still progressing on applications (including future applications for Committee, those under delegated authority, and those by way of other legal mechanisms).</p>
<b>48. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Dom Morris</b>
Could the Cabinet Member for Highways please confirm that if a licensed hackney carriage or licensed private hire vehicle, identifiable by the displayed plate, is photographed committing a moving vehicle offence by County Council enforcement cameras, that the relevant licensing authority will be informed of the offence and supplied with the necessary photographic evidence to allow officers and/or the relevant licensing committee to determine whether the offence is a matter of public safety and consequently whether the driver is fit and proper person to hold the license?	We do not have Moving Traffic Offence powers and are currently consulting on proposals to apply to the Department for Transport for such powers. Subject to the outcome of this consultation and the decision of the DfT we will consider your request at the appropriate time.
<b>49. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Dom Morris</b>
Noting that the costs to do this would far exceed the funds available via Highways Local, could the Cabinet Member please advise what will be done to ensure that the pavements in the Poets conservation area in St Mark's are maintained to a high standard commensurate with the area's designation as a conservation area?	Every effort is made to ensure that safety defects are dealt with in the correct manner according to the area. The Local Highway Manager would be happy to meet to walk the area to discuss any further issues here.

**50. Questioner's name: Cllr David Willingham**

A number of my constituents have tried to raise safeguarding and anti-social behaviour concerns about a young person who they believe has been placed by GCC. Their attempts to raise these concerns directly with the care provider have resulted in no response. Could the Cabinet Member for Children's Services please advise what requirements there are on placement providers to respond to concerns raised by neighbours, and what work will be done to ensure that any care provider commissioned by this authority responds to complaints from residents?

**Respondent's name: Cllr Stephen Davies**

Thank you very much for raising this question, I believe that it relates to a Provider that has been visited by the children's commissioning quality assurance team following your contact on behalf of local residents and about which, you met with Chris Spencer, Director of Children's Services this week.

We take concerns seriously and will always follow them up to consider the welfare of the child or young person and the conduct of any Provider. As part of our tender process we require Providers to operate a complaints procedure, demonstrating a clear process for the recording and resolution of complaints. Our Leaving Care contract further places an obligation on Providers to promote neighbourhood skills and community integration, whilst our Residential contracts requires Providers to make links with communities which support the integration of children into the world beyond school and care.

All Providers are asked to act as good neighbours, to liaise with local residents and to respond to any specific concerns raised by neighbours. When this does not happen and the local authority is alerted, we will work with the Provider and the child or young person. This will include undertaking a specific quality assurance visit to the Provider and the address of the home, agreeing with the provider any action necessary and monitoring compliance with those actions. Those people who know the child or young person best, will also work with child or young person and the Provider with the aim of reducing the behaviours that are resulting in the concerns.

As a result of this and a small number of other concerns raised about other providers, the commissioning team will write to all providers to remind them of their responsibilities in the communities in which they are located.

**51. Questioner's name: Cllr David Willingham**

The Cheltenham F bus service which links the most deprived part of Cheltenham to Cheltenham Hospital is being withdrawn

**Respondent's name: Cllr Phil Robinson**

Initial conversations with Stagecoach were held in the summer, however

by Stagecoach. Stagecoach have stated that they informed GCC of this intention in August, could the Cabinet Member please advise why local members were not informed of this potential issue by the council, and found out from the media?

registrations for service changes were not finalised and sent to the Traffic Commissioner until Friday 7 October. Only after this point were changes formalised, in the public domain and GCC able to send out communications.

GCC issued a media release on 12 October to inform everyone that these changes, that we fundamentally disagree with and do not support, are to be implemented by Stagecoach in late November. A very short timeline means it was not feasible to issue communications to Councillors first and delay public communications as a result, especially as there were already rumours of said changes in the public domain.

**52. Questioner's name: Cllr Wendy Thomas**

**Respondent's name: Cllr Phil Robinson**

In September, GCC arranged for local bus operator Applegates to provide a partial replacement service for the 62 bus service from Dursley to Berkeley and Bristol, which was previously run by Bristol Community Transport until they suddenly ceased operating. In October, after requests from councillors like myself and members of the public, the replacement service was slightly improved with the addition of a 6.50am bus from Dursley, which calls into Cam & Dursley Railway station. This restores passengers' ability to get to Bristol before midday.

The initial service 62 replacement was on an emergency basis due to the last-minute nature of the termination by the previous operator. The team did a fantastic job of organising the replacement at very short notice to continue to meet community need.

In recent weeks the roadside publicity has been updated and now that the full service has been registered with the Traffic Commissioner we are able to update online timetables.

However, this new route to and from Cam & Dursley Railway station is not promoted or advertised. GCC's website links to a PDF that does not mention the earlier bus, there is no mention of the earlier service on Traveline South West, and Applegate's website does not mention the 62 service at all. The only place the accurate timetable is available is on a month-old post on Applegate's Facebook page. This is a subsidized route; shouldn't GCC be communicating this improved service, to give it the best chance of success?

**53. Questioner's name: Cllr Wendy Thomas**

**Respondent's name: Cllr Phil Robinson**

How will GCC provide ongoing communication and promotion of the 'Robin', the new, on-demand bus service that is being piloted in the Forest of Dean and North Cotswolds, to make sure

A full promotional campaign has been designed and will be implemented over the entire length of the trial. This includes traditional marketing

<p>residents are aware of the service and give it the best chance of success? Has GCC reached out to community hubs, parish councils and local press in these areas? What is the communications plan over the course of the two-year pilot?</p>	<p>methods, press releases, targeted social media advertising, community events (such as the recent events held in Moreton, Bourton and Stow to build awareness of the service), and formal launch events coming in the next few weeks.</p> <p>Marketing was a key part of this project from the start, a significant budget has been set aside to promote the service, and most importantly the service will be promoted at regular intervals.</p> <p>I would be more than happy for the teams to link with you to help us understand how this could be enhanced by using the contacts and networks that Local Members have that might help us publicise this great work to the wider community.</p>
<p><b>54. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Phil Robinson</b></p>
<p>What plans has the County Council to extend the rural minibus pilot to other areas of the County and how will this be funded?</p>	<p>The current pilot is funded by the Department for Transport. We remain poised to bid for any further funding opportunities that should arise.</p>
<p><b>55. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>What plans are there to offer the Levelling Up Together grant to areas of need in the County beyond the ten areas so far eligible?</p>	<p>The Levelling Up Together grants scheme is intentionally a targeted programme. The programme will provide communities that have historically been left behind in Gloucestershire with an opportunity to bid for levelling up grants from a £1.5 million fund. This fund will be used by recipients to invest in projects and activities that contribute to communities and places that have historically been left behind and support the development of greater resilience in Gloucestershire's communities.</p>
<p><b>56. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Will the 'Warm and Welcome' offer in libraries apply to just County managed and staffed libraries or also is support being offered to make this available in libraries that are community run?</p>	<p>The library service is liaising with the eight community run libraries to support them with their Warm and Welcome offer and has shared what County run libraries will be providing. The community libraries are working through what they will be providing as part of their Warm and Welcome offer and this will be advertised through the GCC website.</p>



<b>57. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
What public consultation will the County Council undertake, and when, on the future use of the current library Stroud Library building?	Recommendations for the future use or disposal of the building will be made to Cabinet. There will be no public consultation on its future use. The main library building has been listed as an asset of community value by the district council so if the property is to be sold there would be a six-month moratorium for community organisations to develop proposals for its purchase.
<b>58. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr David Gray</b>
How does the submission of expressions of interest in Investment Zones without the support of the local planning authorities concerned, fit the eligibility criteria?	The County Council submitted the Investment Zones Expressions of Interest (EOIs) to the Government, including all of the letters of support that were received before the deadline. This included the letter of support received from the Leader of Tewkesbury Borough Council, as one of the relevant local planning authorities. The Government is currently assessing the EOIs submitted and we look forward to an update in due course.
<b>59. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Phil Robinson</b>
When will the Task and Finish Scrutiny Group on bus service improvements be set up as was called for at the July Council?	This is subject to discussion at the next meeting of Environment Scrutiny Committee on 22nd November.
<b>60. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Phil Robinson</b>
Will the Council provide bus shelters on King Street and Russell Street, Stroud for the benefit of passengers including those using the Stagecoach West 67 service (which runs from Bussage to Cashes Green via Stroud)?	I have asked the appropriate officer in the Integrated Transport Unit to assess this request and respond to you directly.
<b>61. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr David Gray</b>
Will the Cabinet Member meet with County Councillors concerned to agree a comprehensive management plan for the	A concept design is being prepared for the Gloucestershire Cycle Spine that extends the route from Gloucester through Stonehouse to Stroud,

<p>pedestrian/cycle trail which links Nailsworth, Stroud and Stonehouse?</p>	<p>the expectation is that this will be submitted as part of the next round of DfT Active Travel bidding. We are also awaiting a funding decision on the Stroud Levelling Up Fund bid which will provide a further extension of the spine along the Rodborough cycle link and into Stroud Town Centre.</p>
<p><b>62. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Will the forthcoming Road Safety Policy result in speed limit reductions, which are supported by local communities, being approved?</p>	<p>I cannot answer this as it depends on a number of factors including the decision to be taken by Cabinet on 23<sup>rd</sup> November, regarding the adoption of the draft policy.</p>
<p><b>63. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>Does the Leader of the Council support reiteration of the Council's opposition to fracking within Gloucestershire?</p>	<p>The current County Council policy is stated in the adopted Minerals Local Plan. There are no active or candidate licenced areas for either conventional or unconventional (such as fracking) oil and gas development in Gloucestershire.</p>