

**COUNTY COUNCIL – 14 September 2022  
PUBLIC QUESTIONS**

<p><b>1. Questioner's name: Lesley Williams</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>Food prices are rising and all the indications are that there will be more increases. These increases will impact on the cost of school meals which in turn could affect portion sizes and whether a family can afford them. Not having a school meal could pose a real risk to children's health and their ability to learn. Does GCC have any plans to subsidise school meals?</p>	<p>GCC has worked proactively to reduce hunger levels for children and families in the county through the Holiday Activities and Food programme. 24,921 food boxes were distributed to families requesting additional food over the holiday period. This meant over 210,000 additional meals were provided across the county during the Easter, Summer, and Christmas holidays.</p> <p>GCC offer vouchers to all families eligible for Free School Meals at each of the holidays that HAF does not run and will continue until grant monies are exhausted. Household Support Fund applications can also be made for additional food support at any time of the year.</p> <p>GCC continues to work with our schools to identify young people entitled to Free School Meals and schools continue to subsidise meals through directly administered government funding. As and when there is a further national directive relating to free school meals GCC is well positioned to respond quickly and efficiently.</p>
<p><b>2. Questioner's name: Lesley Williams</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>Does GCC have a Food Equality Strategy?</p>	<p>GCC does not have its own Food Equality Strategy but is working alongside district colleagues with Feeding Gloucestershire, a network of organisations across the county working collectively to identify the issues causing, and develop solutions for, a better and fairer food system. The launch of this network will take place on 16<sup>th</sup> September</p>

	2022.
<b>3. Questioner's name: Lesley Williams</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
In the last term Council supported a motion to consider introducing the Rooney Rule. Has this been implemented?	The application of the Rooney Rule has been considered but rejected. It would be deemed positive discrimination and therefore unlawful in the UK, however, alternative positive action has been built into the Workforce Equality Action plan.
<b>4. Questioner's name: Lesley Williams</b>	<b>Respondent's name: Stephen Davies</b>
The Welsh Government is piloting giving care leavers a basic income of £1600 per month for 2 years. Have GCC considered doing this? And if not why not.	GCC keeps its local offer for care leavers under regular review to ensure it reflects and aligns with best practice elsewhere. We are aware of the pilot underway and will be keeping a close eye on how this develops over the coming months however, this is not part of our current planning.
<b>5. Questioner's name: Cath Hodsman</b>	<b>Respondent's name: Cllr Dom Morris</b>
I asked about the necessity of continuing to use pesticides in the County, despite the well-documented risks to biodiversity and public health. Cllr Vernon Smith said the Council was "continuing to investigate safe alternatives to chemicals". Has any progress been made on this?	Gloucestershire Highways have already switched from a Glyphosate based product for noxious weed treatment, to a safer chemical and will continue trialling alternate methods such as pulling and heat treatments. So far, a practical and effective solution to the complete cessation of chemical treatment for the very limited noxious weed treatment programme has not been found.
<b>6. Questioner's name: Cath Hodsman</b>	<b>Respondent's name: Cllr Dom Morris</b>
One of the injurious weeds highlighted by the Council for "control"	Gloucestershire Highways only undertake pulling (no chemicals are

<p>is Ragwort. Cllr Vernon Smith confirmed that the Council pulls up much Ragwort, but in cases when there are many plants, chemicals are still used. Why is Ragwort still universally pulled up, or sprayed, despite the (albeit very small) risk to grazing cattle and in areas where there are no cattle grazing? Surely the risk to biodiversity sustained as a result (in excess of 33 species of invertebrate rely on this important indigenous wildflower) is just as important an issue as the preservation of cattle? Is it time to re-classify this plant</p>	<p>used) of Ragwort on Highway verges where significant numbers of plants exist and are located adjacent to land used by livestock. All other Highway verge locations where Ragwort is present, remain untouched.</p> <p>The Ragwort Control Act introduced in 2003, states that ragwort doesn't need to be eradicated entirely, but that strategic control is recommended where ragwort levels threaten the health and welfare of grazing animals and their forage.</p> <p>Any reclassification to remove it from the list of weeds in the Weeds Act 1959, would need to be done at Government level.</p>
<p><b>7. Questioner's name: Cath Hodsman</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>In the name of the preservation of biodiversity and public health and like so many enlightened Councils across the country, are there any plans to stop using pesticides?</p>	<p>Pesticides are only used on the Highway to execute our legal duty to treat noxious and invasive weeds. We continue to undertake research to determine alternative methods, but practical and effective methods for large scale treatment of these type of weeds are yet to be proven. We no longer undertake use of chemical treatment for any cyclical routine weed maintenance.</p>
<p><b>8. Questioner's name: Cath Hodsman</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>On a similar note, there has been much publicity about the unique natural habitat value of road verges and roundabouts. Despite this, are you able to tell me why every verge and roundabout next to the Royal Ag. University (Cirencester) and up to Dobbie's garden centre, and beyond has been mowed? I do not accept that they have been mowed for driver visibility, as the roundabouts mowed include those where it is not possible to see over them anyway, due to the presence of trees and herbage.</p>	<p>Although driver visibility is a key factor in undertaking grass cutting it is not the only reason. Cutting is also undertaken to prevent traffic signs and bollards being obscured, to control brushwood and scrub, to prevent the loss of width of paved surfaces, prevent the spread of noxious weeds and to lessen the risk of fire.</p> <p>The protection and enhancement of biodiversity is important and it is recognised that verges are important sites for rare flora and fauna, we therefore maintain a register of verges that have been identified as 'of</p>

	<p>special interest' and they receive special treatments.</p> <p>The Council's approach is consistent with the Natural Environment and Rural Communities Act 2006 (NERC) which sets out the statutory duty of the County Council to conserve biodiversity whilst carrying out its functions, including those of maintaining the highway verge.</p>
<b>9. Questioner's name: Cath Hodsman</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Finally, in times of increasing climate temperatures, it has been proven that preserving greenery (particularly in built-up areas) keeps temps cooler and the air and soil moist, whereas unnecessary mowing increases temps. With fire risks more prevalent, surely policy needs changing? It would be good to have your views and any future plans you have on this important issue.</p>	<p>Gloucestershire Highways do not undertake any unnecessary mowing and only cut for the reasons covered in the previous question. The taller and drier the grass the more intensely it will burn.</p> <p>The County Council actually undertake very little cutting in built up areas and we continue to monitor our mowing schedules to determine if reductions can be made without adversely affecting the safety of the travelling public.</p>
<b>10. Questioner's name: Dr Caroline Copps</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>My question applies to the portion of Farm Lane between Meadowsweet Road and the junction with Leckhampton Lane/Church Road.</p> <p>This is a narrow single-track road and in a poor state of repair. Visibility at the junction of Leckhampton Lane/Church Road is limited.</p> <p>The lane is now getting increasing volume of traffic due the new Redrow development. This will increase further when High School Leckhampton opens and from ongoing housing developments. The Lane is used frequently by pedestrians, cyclists and horse riders, and now school children. The traffic often speeds along the lane with little regard for</p>	<p>We are aware and appreciate that the condition of Farm Lane has deteriorated due to the construction traffic of both the development and the school.</p> <p>The local County Councillor has committed to work with the Highways Team as well as the local community to undertake a safety review once the construction of the school and housing development is completed.</p> <p>In the meantime we will continue to monitor this location for any immediate safety defects.</p> <p>As has been already indicated by the Highways teams there are no current plans to change the layout of Farm Lane or close it off to</p>

<p>pedestrian safety, and larger vehicles need to reverse when they meet at the narrow pinch points along the lane. The lane was never intended to take the level of traffic it receives now and although there is an alternative route from Leckhampton Lane through the wider, safer Meadowsweet Road, Farm Lane is used as rat run.</p> <p>The original plans from Redrow included a turning circle at the top of Farm Lane to allow the lane to be closed. We have approached the Highways Department, but their reply is that there are no plans for this part of Farm Lane. Given the extensive alterations to Kidnappers Lane and the stretch of Farm Lane adjacent to the High School, I wonder if consideration could be given to the final stretch of Farm Lane to improve safety for pedestrians and children?</p>	<p>through traffic.</p>
<p><b>11. Questioner's name: Jan Mallett</b> ( on behalf of Teddington &amp; Alstone A46 Advisory Group)</p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Will Council take into account the report submitted and endorsed by TTC, on the 29th November, based on the feedback to Vernon's Tewkesbury 2030 event and the use of the A435?</p>	<p>Yes. The aforementioned report will be considered by GCC transport consultants in developing the scheme options.</p>
<p><b>12. Questioner's name: Jan Mallett</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>How will the Council make the route proposals take account of pollution created building each route and the ongoing pollution post build including that from car tyres, which produce vastly more particle pollution than exhausts? Source <a href="https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show">https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show</a></p>	<p>This will be taken account of in the Air Quality assessments undertaken as part of options appraisal and is consistent with national guidance. This uses emissions factors provided by the DEFRA's Emissions Factors Toolkit which includes tyre and brake wear as well as exhaust emissions.</p>

<b>13. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
Do the Council acknowledge the need to discourage car use to meet their carbon targets? What active traffic schemes will be put in place to discourage car use?	<p>The scheme objectives include facilitating increased use of sustainable travel and active travel modes through Ashchurch.</p> <p>Options appraisal will include an assessment of active travel opportunities which can be taken as part of the scheme. Stakeholders have been contacted for their aspirations as part of the work carried out to date.</p> <p>The Strategic Outline Business Case includes a commitment to examine the inclusion of active travel and bus infrastructure as part of options development.</p>
<b>14. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
If the A435 is used how will the scheme stop traffic using the quiet lanes through Teddington and Alstone as a rat run?	The emerging scheme aims to reduce congestion and provide a more effective and more reliable route for road users, and hence will provide a better option than 'rat running'. As our traffic modelling is developed further, it will enable us to identify if there are any changes to traffic flows on surrounding routes of concern and consider whether measures would be required to reduce these.
<b>15. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
Why is a dual carriageway being considered in preference to a single carriageway when a single lane bypass will double capacity anyway, it is not a local requirement and it will be joining with a single carriageway towards Evesham?	<p>A full range of scheme options is being considered to meet the scheme objectives.</p> <p>No decisions have been made at this early stage of the scheme development about the number of lanes required.</p>

<b>16. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
Will the routes assessment explicitly take account of the requirements of the 2019 DEFRA noise action legislation?	Options appraisal and selection will include an assessment of noise impacts.
<b>17. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
How will farmers safely move cattle between fields either side of the A435 and how will the council accommodate the need for farmers to use the A435 to access their land, using slow-moving agricultural vehicles, often with trailers?	Public consultation exercises will allow for all stakeholders to contribute their opinions and choices. We will be talking directly with all affected landowners.  Safety assessments will be carried out as part of the options appraisal and development work.
<b>18. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
Have GCC modelled forecast traffic volumes to show the split between local versus through traffic in the area? If so, can you share the figures with TAAG? If not, why not; how can GCC design routes without having this information?	As part of options appraisal, traffic modelling work is carried out. This is one of the types of analyses which contributes to the identification of viable scheme options. The modelling does consider local and strategic traffic. This work is in progress and will continue to be updated as part of options shortlisting and selection process.  Information will be published on traffic impacts as part of the future public consultation process.
<b>19. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
Deer and other wildlife live on Oxenton and Teddington Hill and, are sadly, frequently killed on A435. This is a safety issue. How	Safety and environmental assessments will be carried out as part of the options appraisal and selection work.

will route proposals stop this from happening if the A435 is used?	Members of the public will have the opportunity to raise concerns such as this at public consultation.
<b>20. Questioner's name: Chris White</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
<p>The past two years have seen construction material costs soar in the UK. Now the war in Ukraine and soaring inflation are adding even more pressure. The cost of raw materials in the UK is expected to more than treble in 2022, according to the Building Cost Information Service (BCIS) Materials Cost Index.</p> <p>Source  <a href="https://www.investmentmonitor.ai/sectors/construction/rise-material-costs-uk-construction-industry">https://www.investmentmonitor.ai/sectors/construction/rise-material-costs-uk-construction-industry</a></p> <p>This will inevitable lead to higher costs for road building and repairs.</p> <p>How will GCC fund these cost increases, and will residents expect even higher council tax bills when many are already finding it hard to cope?</p>	<p>Our highways contracts include industry standard mechanisms for calculating and applying inflation on plant, materials and labour. Like many areas inflation will impact on the cost of running services and carrying out works. We are seeing significant pressures on items which are energy and/or oil related. However, we will be working within the available budget.</p> <p>No decision has been made about future Council Tax levels. The Council Tax level for 2023/24 will be approved by Council in February 2023 following a period of consultation after a full consideration of service priorities, budgetary pressures and affordability.</p>
<b>21. Questioner's name: Chris White</b>	<b>Respondent's name: Cllr David Gray</b>
<p>It has long been recognised that road infrastructure investment increases traffic, exacerbating congestion and air pollution, resulting in higher levels of operational and embedded carbon. Electric vehicles are not the answer as take up will not be fast enough.</p> <p>With Scotland looking to reduce car miles travelled by 20% and Wales by 10% by 2030, surely it is time for GCC to look again at its Local Transport Plan (LPT) and concentrate solely on alternative forms of transport. Will GCC and Western Gateway</p>	<p>Gloucestershire County Council (GCC) held a 'Journey to Net Zero' forum on Tuesday 19 July 2022 to discuss how to decarbonise transport by working together with groups across the county. At this event, GCC officers presented slides clearly outlining the extent of the transport decarbonisation challenge facing the county. GCC also committed to producing a Carbon Reduction Pathway for Gloucestershire in 2023, showing the steps to reducing the county's carbon emissions from transport. It is anticipated that this Carbon Reduction Pathway will feed into a review of Gloucestershire's recently</p>



<p>commit to an immediate review of the LTP and if so by when?</p>	<p>adopted Local Transport Plan, though the timescales for this review are not yet set.</p> <p>That said our Local Transport Plan remains a robust and current document which already supports our climate aspirations and contains a range of policy tools that will continue to help with our journey towards net zero.</p>
<p><b>22. Questioner's name: Chris White</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>The Government recently lost a High Court Ruling in that its 'Net Zero Strategy' failed to factor in the emissions that will result from its own policies, including those for road building. With GCC announcing their own Climate Emergency, surely it is time for the council to announce its own targets in terms of road building etc. along with precise timescales per year, not just 2030 2045?</p>	<p>As outlined above, GCC is committed to producing a Carbon Reduction Pathway for Gloucestershire in 2023, showcasing the steps to reducing the county's carbon emissions from transport.</p>
<p><b>23. Questioner's name: Graham Ayre</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>Gloucestershire County Council have stated that "the young peoples Outcome Star is used to measure the needs and success of people at Trevone House". Please provide the Outcome Stars and Reviews (anonymised) which show evidence of the progress for all of the present and past residents of Trevone House.</p>	<p>The Outcome Star is a recognised tool to track and measure change and progress for children and young people based on their needs, risks and circumstances. The Outcome Star, when completed is bespoke to each child and reviewed on a regular basis. Taking account of this and the small number of the cohort of young people involved, it would not be appropriate to share such information, even on an anonymised basis, as it involves the risk of identifying individuals.</p>
<p><b>24. Questioner's name: Michael Gallagher</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>G.C.C. cite as a measure of success that 63% of care leavers at Trevone House are in education, employment or training. Omitting ' Re-engagement' data, what percentage are in full time education, employment or training from March 2021 until August 2022? (minimum 16 hours).</p>	<p>Engagement in education, employment and training is a key success measure for Trevone House as it supports young people in their journey towards independent living. This is a dynamic cohort and as such the performance data will inevitably fluctuate depending on the cohort size, their circumstance and the academic cycle. It will have</p>

	<p>moved from the 63% reported in the Southfield Cabinet. We are just about to commence the new term in higher and further education and will provide a more up to date snapshot in due course, as the situation of young people taking up their education offers becomes clearer.</p>
<p><b>25. Questioner's name: Michael Gallagher</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>G.C.C. cite as a measure of success a reduction of 73% in missing episodes at Trevone House.  Given that 'curfew' has been replaced by 'phone contact' care leavers can now be off site until early hours without being reported as missing. (police information.)  Is this good corporate parenting and good safe guarding practice for these vulnerable young people, particularly for 16 – 18 year olds ?  How can this arrangement enable these young people to be fit for work or training?</p>	<p>As semi-independent provision Trevone House is open access for young people with each young person, their worker and the care provider working together to formulate an agreement around access that promotes independence whilst managing risk. Each agreed arrangement will reflect the needs, risk and circumstances of the young person. Telephone contact will play a key role, with agreed boundaries and actions including reporting a young person as missing if those boundaries are breached.</p>
<p><b>26. Questioner's name: Paul Aldridge</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>Has the County Council agreed/made any additional payments to Homes2Inspire Ltd or the Shaw Trust group in respect of Trevone House, 22 Denmark road since it opened in March 2021, that was not part of the approved contract? If yes, can you confirm the amounts, the purpose of the payment and who gave approval?</p>	<p>In common with any such provision there will be times when adjustments are needed reflecting the evolving needs of residents and the associated need to reconfigure the staffing team for example.</p> <p>Set out below are costs incurred in this context which were authorised by the Assistant Director of Commissioning in consultation with the Executive Director of Children and Young People's Services.</p> <p>The additional payments are set out below.</p> <p><b>2021/22</b>  · Agency Cover: £2,261</p>

	<ul style="list-style-type: none"> <li>· Security: £18,540</li> <li>· Reimburse Furniture: £8,995</li> <li>· Transport costs: £664</li> </ul> <p><b>Total Additional costs: £30,460</b></p> <p><b>2022/23 (Year to date)</b></p> <ul style="list-style-type: none"> <li>· Security: £77,316</li> <li>· Hotel booking: £175</li> <li>· Clean Assessment suite: £267</li> <li>· Emergency Food: £18</li> </ul> <p><b>Total Additional costs: £77,776</b></p>
<p><b>27. Questioner's name: Paul Aldridge</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>Sustained, supported relationships with staff are vital to achieving outcomes for care leavers. Why is Homes2Inspire not able to retain appropriately qualified/experienced staff at Trevone house including the Well-being suite?</p>	<p>Like many areas of the public sector, the workforce situation for Trevone House is challenging in relation to recruitment, retention and turnover of staffing, however there are no significant issues arising from contract management highlighting particular concerns about Trevone House for which a solution has not been found.</p>
<p><b>28. Questioner's name: Lindsey Green</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>We have seen recently that a GCC subsidised bus service suddenly ceased operation due to the operators going under, leaving GCC with only days to try and sort something out. The work that has been done to get a service in place in just days, so that there has been minimum disruption, has been nothing short of amazing.</p> <p>Do GCC have contingency plans in place for if bus services in</p>	<p>Thank you for the kind comment praising the team's ability to react. Service 62, like most rural bus services, is subsidised by the council. In this specific case our Integrated Transport Unit worked extremely hard to organise a replacement service within 2 working days of being told that the provider was ceasing trading.</p> <p>In terms of future scenarios, it would not be efficient use of public</p>

<p>rural areas, that may be the only form of transportation for many, are suddenly stopped due to operators going under?</p>	<p>money to maintain a standby transport fleet so our focus is upstream on preventative measures to reduce the risk of sudden failure and to mitigate the impact should it happen.</p> <p>We do this by maintaining regular dialogue with all operators of council transport contracts. We have supported them throughout the pandemic and initial recovery with government funding and by continuing to pay concessionary fares reimbursement at pre-Covid passenger levels. This summer we also awarded an 8% contract payment uplift to help offset high fuel costs.</p> <p>Hence whilst we appreciate the challenges in the bus market, we have taken considerable steps to support our bus operators and help prevent situations like this where they leave our rural communities in difficult situations with very little notice.</p>
<p><b>29. Questioner's name: Lindsey Green</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>When a service is put together so quickly such as a replacement for the number 62 Dursley-Berkeley-Bristol that was operated by Bristol Community Transport, would it not be better to put a temporary service in place, but then go to tender for a permanent service, making sure that the services provided are what's needed for the communities that they serve?</p>	<p>This is what we have done.</p> <p>With only 48 hours' notice our priority was to ensure service continuity for the main passenger flows.</p> <p>For reasons of governance and transparency we could not award a long term, high value, contract in the time available.</p> <p>We will be going on to procure a longer-term contract using feedback and data to create a service that meets the needs of most users and is also financially sustainable.</p>
<p><b>30. Questioner's name: Peter Humphries</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>There is a nocturnal culture at Trevone House which is not preparing young care leavers for adulthood/work/training. How</p>	<p>Trevone House has been developed as semi-independent provision to</p>

<p>does this meet GCC's objective for teaching independent living skills?</p>	<p>support young people on their journey to independent living. Key metrics to assess progress include stability, engagement in employment, education and training, health and wellbeing and missing episodes which are tracked through the use of the Outcome Star and reflected in the plan for each young person. A new Director has recently been appointed to Trevone House and has set out her expectations around more usual day/night arrangements for young people, which will involve more of the practical help and assistance being provided in mornings rather than afternoons. It is acknowledged this will take some time to achieve and embed this cultural change for all young people.</p>
<p><b>31. Questioner's name: Peter Humphries</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>Gloucestershire County Council state that at Trevone House the well-being provision 'is not a therapeutic or specialist mental health facility'. This is an extremely dangerous approach to the care of some of society's most vulnerable young people, care leavers. Why is there no in-house therapeutic support within GCC's model?</p>	<p>While Trevone House is in the majority comprised of semi-independent provision it also offers a step-down provision for young people as part of their discharge and treatment pathway from a health setting. The wellbeing suite of Trevone House is registered with CQC for that purpose and has recently to been subject to inspection with a judgement of requires improvement but with "Good" features. The practice approach for Trevone House overall is trauma informed with staff appropriately trained to deliver this. There is a range of therapeutic support available for young people provided by Community Health partners. As such it does not need its own therapeutic team as it is able to develop a bespoke therapeutic offer for each young person as necessary via the community team. A member of the management team is a senior Registered Mental Health professional who has responsibility for the Well-being service, there is also a registered mental nurse available 24 hours a day to support residents.</p>
<p><b>32. Questioner's name: Flo Clucas</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Question re Limber Hill Cheltenham</p>	

Many months ago a request was made for the public footpaths on Limber Hill to be reinstated as they had deteriorated markedly, with significant trip hazards for older people.  
To date, nothing appears to have been done and with winter approaching, residents are fearful that when leaving their homes they will be at greater risk. Can the Cabinet Member say when restorative work will be done, please?

I have asked the Local Highway Manager to visit the site, review the condition of the footways and take appropriate action. A Safety Inspection will also be undertaken to pick up any immediate safety defects which are of concern to ensure the footways are in a safe condition for the coming winter.

**COUNTY COUNCIL –September 2022  
Members’ Questions**

<p><b>1. Questioner’s name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent’s name: Cllr Nick Housden</b></p>
<p>How many cases of monkey pox have been recorded so far amongst Gloucestershire residents? What is the public health plan to follow the London example in rolling out vaccinations for monkey pox to those deemed most at risk from the illness?</p>	<p>There has been a total of 8 confirmed cases in Gloucestershire. The majority of cases (70%) in England have been London residents.</p> <p>A smallpox (Modified Vaccinia Ankara (MVA)) vaccination is being offered to people who are most at risk right now to help protect them against monkeypox. Initially, one dose is being offered to those at highest risk first. To date in Gloucestershire, the vaccine doses have been administered through the Specialist Sexual Health service. Additional supplies are expected soon and those next in line will be offered the vaccine as soon as soon as it becomes available.</p>
<p><b>2. Questioner’s name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent’s name: Cllr David Gray</b></p>
<p>What is the total cost to the taxpayer of this Council sponsoring the cycling Tour of Britain?</p>	<p>Final total costs of the sponsorship of the Tour of Britain are currently being assessed and discussed with our procurement and legal teams following the cancellation of the event by Sweetspot the Tour of Britain Organisers.</p> <p>As members will appreciate the unprecedented circumstances that we’ve faced in the lead up to the cancellation, as well as the late cancellation of the event, at 21:00 the night before the race was due to take place in Gloucestershire are creating a number of complex issues that need to be resolved.</p> <p>Once more details are available, I am happy to share information with members.</p>
<p><b>3. Questioner’s name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent’s name: Cllr Dom Morris</b></p>
<p>Money has been found to resurface roads in my division and parts of the Cotswold district which are hosting the Tour of Britain. Can you please confirm the total cost of resurfacing those roads, where that money has come from and whether</p>	<p>Setting aside the very difficult circumstances associated with the cancellation of the event.</p>

<p>other road schemes have been delayed as a result?</p>	<p>Since the announcement of Gloucestershire’s hosting of the event and agreement of the route, the teams had been managing the overall resurfacing programme to ensure that identified schemes along the route could be brought forward into the current programme and be delivered in advance of the event.</p> <p>Whilst this affected the scheduling of some schemes elsewhere in the County, all schemes within the published 2-year capital programme will continue to be delivered within this timeframe. All the roads resurfaced were in a poor condition and the schemes were necessary within the short to medium term programmes. As such the costs are contained within the existing current and future year capital programme budgets. They therefore represent some positive investment in the network earlier than would otherwise have occurred.</p> <p>Costs are yet to be finalised as many schemes are still subject to final measures and completion of any minor outstanding issues. The capital programme out-turn costs will be finalised for 2023/2023 as part of the year end process and will be published at that time.</p>
<p><b>4. Questioner’s name: Cllr Linda Cohen</b></p>	<p><b>Respondent’s name: Cllr Stephen Davies</b></p>
<p>Can the lead member for Children’s Service’s outline how Trevone House has been a “success” - in relation to outcomes for young people involved?</p>	<p>Trevone House has been developed under Gloucestershire’s Sufficiency Strategy to ensure that it has the breadth of provision necessary to meet the diverse needs of its children and young people. The Outcomes Star is used with each young person as a means of identifying and tracking progress against their key challenges and areas for development. Key success measures include placement stability, missing episodes, engagement in education training and employment and physical and emotional wellbeing. As a provision which, in the main, aims to support the journey towards independent living, the cohort of residents is dynamic, however several recent successes include:</p> <ul style="list-style-type: none"> <li>• 4 young people gaining employment, 2 of whom have progressed to their own tenancy</li> <li>• 1 young person commencing college after many years in hospital;</li> <li>• All young people registered with a GP alongside the local GP</li> </ul>



	<p>service being actively involved with Trevone;</p> <ul style="list-style-type: none"> <li>• 1 young person returning home to live with their family – with no further episode of care after 8 months.</li> </ul>
<b>5. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
What metrics does GCC use to judge the success, or otherwise, of Trevone House?	Please see Q4 above.
<b>6. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
When Ofsted report that: "Not all care experienced young people feel safe where they are living when in unsuitable accommodation" - is this talking about young people who are housed in Trevone?	Ofsted did not refer any young person during the inspection from Trevone House nor did they refer any other young person they considered to be living in unsafe or unsuitable accommodation during the inspection. Inspectors visited Trevone House and met the young people living there, as part of the inspection and did not highlight any specific concerns. The inspector's comment was related to a conversation held with one young person who lived elsewhere at the time and was discussed with the DCS during the daily "Keeping in Touch" meetings
<b>7. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
When Ofsted report that areas for improvement include: "The suitability of accommodation for care leavers to meet their needs, including to feel safe." Are they discussing Trevone House?	No - as stated above Ofsted's comments relate to the overall quality and capacity of accommodation provision for care leavers. Ofsted noted that we had previously used bed and breakfast and other accommodation which did not always meet the needs of care leavers and ensure that they felt safe. Trevone House is part of the strategy to address those concerns.
<b>8. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
How does Trevone House fit into the McAlister review which states: "When finding a home for a child in care, our obsession must be putting relationships around them that are loving and lasting."?	Our Sufficiency Strategy envisages a range of provision including in-house foster care, independent foster care, semi-independent and residential provision. Within that, a key aim is to increase the proportion

	<p>of children in our care placed within in-house foster care and over the past 18 months, despite the challenges of Covid, we have increased the utilisation of in-house provision and continued with our recruitment work. Trevone House is in line with the aspirations of the McAlister report as an innovative model which brings a greater degree of wrap around support that would not be found within much of the semi-independent provision available nationally.</p>
<b>9. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
<p>How does Trevone House fit into the McAlister review which states: "There are many children living in children's homes today who would be better suited to living in a family environment with a foster carer if we had enough foster carers in the right places, with the right parenting skills to meet the varying and complex needs of children."?</p>	<p>Gloucestershire, like most localities across the country has experienced, a sustained growth in its children in care population. As stated previously, our Sufficiency Strategy envisages a range of accommodation solutions including growing our proportion of in house foster carers to ensure we can meet the needs, risks and circumstances of all our children and young people. Trevone has been developed recognising that for some young people a family placement may not be suitable due to their previous experiences, it also offers Staying Close arrangements to sustain trusted relationships for young people as they move to independence.</p>
<b>10. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
<p>As corporate parents, what time would you suggest is an acceptable time for a curfew for OUR 16 year old daughter?</p>	<p>Care planning for young people is developed through careful assessment and a dynamic conversation between the young person, their allocated worker and the care and support providers. It will reflect their needs, risks and circumstances and take account of their wider network of relationships including those that are protective or involve risk. 16 years is the youngest age for young people to reside at Trevone House and many of the young people are older. As such, there is a balance in preparing them for independent living, managing risk and taking responsibility for their actions and decision making.</p>
<b>11. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Stephen Davies</b>
<p>Have there been exit interviews with the staff who have left</p>	

<p>working in Trevone House? How would you characterise their feedback?</p>	<p>As the provider, Homes2Inspire maintain appropriate staff records for GDPR, safeguarding, employment and other purposes. Regular supervision reviews and exit interviews are held and staffing issues will be discussed with commissioners as part of the contract management arrangements. Like many areas of the public sector, the workforce situation is challenging in relation to recruitment, retention and turnover. Exit interviews are offered to all staff who leave through a central process. The main reason cited for staff leaving is shift patterns which relates to staff working days, evenings and through night-time hours. The shift patterns have now been changed following consultation with staff to a preferred rota – which is anticipated to have a positive impact on staff stability.</p>
<p><b>12. Questioner’s name: Cllr Linda Cohen</b></p>	<p><b>Respondent’s name: Cllr Stephen Davies</b></p>
<p>This is the second year in which GCC has coordinated events and activities with food provided in the county during the summer holidays, primarily for children on free school meals, using government “HAF” funding. Will the cabinet member please inform us what was the take up in numbers of families for the 2021 and 2022 summers, and what percentage is that of those eligible?</p>	<p>The take up in the number of families for Summer 2021 and Summer 2022 is as follows:</p> <ul style="list-style-type: none"> <li>• In the summer of 2021 12,984 children took up the opportunity which represented 57% of the cohort eligible for free school meals in the County.</li> <li>• In the summer 2022 14,999 children took up the offer which represents 58% of the children eligible for free school meals in the County.</li> </ul> <p>It is important to note that collation of the 2022 data is ongoing and that the above figure may vary slightly when the counting is completed.</p>
<p><b>13. Questioner’s name: Cllr Paul Baker</b></p>	<p><b>Respondent’s name Cllr Phil Robinson</b></p>
<p>The long awaited new Leckhampton High School opens imminently. What analysis and assessment has been done to encourage these students to walk or cycle to school along safe cycling and walking routes?</p>	<p>Consultation on the proposed new High School, Leckhampton (LHS) commenced in 2018/19 and details of the proposed S278 highways improvements were submitted in the original planning submission. Consultation took place with all relevant statutory bodies including the Leckhampton with Whaddon Parish Council, Cheltenham Borough Council and Gloucestershire Highways to ensure needs in the area were addressed.</p>

	<p>A detailed review of the impact of the school on local roads was undertaken by Cotswold Transport Planning (now Rappor) – ref: <i>SW Cheltenham Sustainable Transport Study dated Nov 2019</i> - prior to the planning application, through a traffic simulation model to make sure that the new school could be safely accommodated. This was considered at some length with the local Parish Council to ensure it met local needs. The overall cost of the S278 Highways works which includes new and improved footpaths and local cycle routes totalled over £3.8million.</p> <p>The school will serve a very local population; over 1.5km of footpaths and off-road cycle paths have been introduced or upgraded on key routes nearby, to allow for direct walking and cycling links to LHS and the surrounding area. The school has a number of entrances for pedestrians and cyclists, as well as plenty of covered secure bike parking, to make it as accessible as possible to walk or cycle and reduce the impact of cars on the local area.</p>
<p><b>14. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>The recent road safety policy proposals highlight the truly appalling record of the Conservative administration in tackling road safety. Gloucestershire is the 6th least effective area across Britain for dealing with road deaths and serious injuries, recording a 27% increase between 2009-2011 and 2017-2019. In 2021 there were 23 road deaths and 302 serious casualties. This is an appalling record of which this administration should be ashamed. I of course welcome any proposal to address this issue but am saddened that the report does not propose a 20mph default speed limit in our towns and villages even though it conceded that 'it is already understood that lower vehicle speeds reduce the risks to pedestrians.' Will the Cabinet member grab the bull by the horns, stop tinkering with the issue and consider introducing a 20mph default speed limit across Gloucestershire?</p>	<p>In July we published a draft Road Safety Policy setting out our ambition to reduce fatalities and injuries on our roads, halving them by 2032.</p> <p>Because collisions are caused by a wide range of factors, including ones outside of our control, no organisation can deliver this goal alone. That is why we are advocating the Safe Systems approach to road safety as used by several high performing authorities. This means following the evidence and working with our partners across a range of interventions, including but not limited to, the wider application of 20mph limits.</p> <p>The public consultation has now ended so I will be working with officers to consider all feedback received, including views on 20mph speeds, before asking Cabinet to support the final proposals in November.</p> <p>In the past year we have reconvened our Road Safety Partnership with GFRS, the Police and other partners to boost co-operation in key areas including education, enforcement, reviewing speed limits and data</p>

	<p>sharing.</p> <p>In addition, we are investing £600k in a community road safety fund for communities to raise awareness of speeding and roll out Community Speedwatch cameras.</p> <p>By the end of August we had received applications from 109 communities from across the county.</p>
<b>15. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Will the Cabinet member confirm that the mass rapid bus transit proposal - to be feasibility studied - is for high-speed limited-stop guided busways, and repudiate the idea featured recently on local radio that it is simply the provision of a few dedicated, but otherwise conventional, bus lanes offering journey times the same as current off-peak journeys? times the same as current off-peak journeys?</p>	<p>The feasibility work has explored the constraints that could impact the suitability of various mass transit technologies and how they could integrate within a sustainable transport network for Gloucestershire. Mass transit refers to a public transport system which is often segregated and provides a high capacity 'turn up and go' service with a high-quality passenger experience. This includes bus rapid transit (BRT), light rapid transit (most commonly trams) and ultra/very light rail.</p> <p>The detailed appraisal, to establish what type of technology and what level of segregation is suitable, will be explored in the development of a Strategic Outline Case (SOC). The appraisal forms part of the work required by Government departments, to make the business case for investment. The business case will outline the objectives and benefits for mass transit alongside the impact on the network, and economic and commercial assessment.</p> <p>The purpose of any Mass Rapid Transit system is to shorten journey time and to improve service reliability. These are key components that will be assessed as part of the overall value for money assessment though the business case process. Only a sustainable scheme that provides clear value for money will be taken forward.</p>
<b>16. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>County Council carbon reduction pathways - explained in depth at the recent GCC Decarbonising transport forum - have</p>	<p>The BSIP agreed in 2021 was an ambitious document aimed at securing</p>

<p>demonstrated that we need to double public transport passenger numbers from the maximum pre-Covid usage in the county in order not to exceed our carbon budget, yet the Bus Service Improvement Plan only identifies a 10 per cent increase on the pre-Covid figures by 2025. Does the Cabinet Member accept that the BSIP is therefore wildly insufficient to meet our climate commitments, and why are Cabinet members giving out such mixed messages as to their ambitions, or lack thereof, for bus and local rail usage in Gloucestershire?</p>	<p>almost £50m in funding from the Department for Transport to improve the Gloucestershire transport network. Unfortunately the majority of the councils, including GCC, were unsuccessful in this.</p> <p>If we are to encourage growth in the use of public transport then the ambitious aims of the BSIP should be a starting point to be built upon and are of course complemented by a range of other measures that we have highlighted and are exploring as part of the align decarbonisation work.</p>
<p><b>17. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>In 2020, the Liberal Democrat group successfully secured £100,000 for initial school street trials. This was supplemented in 2021 with a further £100,000 to ensure every district could benefit from a school streets trial. But, over recent months, councillors have been informed that plans for school streets have been shelved, leaving just the initial two schemes still in place. Against the backdrop of needing to massively increase active travel across the county, can the Cabinet Member explain why these plans have effectively been killed off and importantly therefore provide a detailed audit trail to explain how such an enormous sum as £200,000 has been spent on just two trials, and if that total has not yet been spent, will he guarantee that this funding will remain in a reserve, and explain when, how, and on what he plans to spend this money?</p>	<p>The two school streets, one in Tewkesbury and one in Warden Hill, Cheltenham, were made permanent in May this year after an 18-month pilot.</p> <p>Due to the constraints of running these trials during multiple COVID lockdowns and under social distancing regulations it was recommended that further monitoring and evaluation be conducted before a decision is taken on whether to expand the approach more widely and / or how the approach might be tailored or improved.</p> <p>The total cost of the two pilots was under £50k however they have required considerable officer time and the marshalling of the trials places a significant demand on staff and parents at the schools. School streets are not feasible in many locations and there are also other proven ways of increasing walking, cycling and scooting to schools and making the school journey safer.</p> <p>I have asked officers to draw up a Safer Routes to School package of measures to work with schools, parents and pupils across the county over the next year. This includes support for the four schools which showed the most interest in joining the second round of school street trials. I expect this work to be ready by the end of the month and will share details with you then.</p>

<p><b>18. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>The revisiting of Road Safety Policy by GCC is to be much welcomed; and with it the move towards both a vision zero and a safe system approach; people note with alarm the deteriorating effectiveness of Road Safety efforts within the county over the last 10 – 12 years, in terms of the high numbers of people killed and seriously injured (KSI) in collisions. However, to ensure this is not to just another report which will just “gather dust”, I hope the cabinet member will agree that a clear and costed plan with timescales needs to follow showing what changes will be made to the road network and infrastructure, to achieve a safe road system based on the vision zero methodology envisaged. To that end, how much funding will be necessary, and when, and will it be provided?</p>	<p>Following the Road Safety Policy consultation I will be working with officers to review all comments and feedback before bringing the final policy back to Cabinet for approval in November. More details of funding available for road safety delivery will be included within the draft budget and MTFs that Cabinet will be consulting on later in the year.</p>
<p><b>19. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>It is not clear how the cabinet member intends provide sufficient officer resource to implement his road safety plans. How many TRO proposals are currently ‘work in progress’ with officers, and when will the cabinet member take steps to clear this backlog?</p>	<p>I am fully aware of the importance of delivering on our emerging Road Safety Policy and reducing collisions. Investment has been made in re-convening our Road Safety Partnership and we have brought in additional resource to support communities with our £600k Community Safety Fund advising on road safety schemes and traffic engineering initiatives.</p> <p>Many of the schemes in the current TRO programme require a form of consultation, and members will appreciate that TRO's can be complex to deliver and are subject challenge and therefore potential delay. In addition this is a challenging area to recruit into, in a challenging sector. However a third-party contractor team has been employed to work on this programme and additional engineers are being recruited.</p> <p>Subject to no adverse consultation challenges, over 40 TRO's are due to be completed before the end of December and I am hopefully that, with some helpful windows in the autumn weather, many of these schemes will be implemented and operational on the ground within this</p>

	<p>timeframe or shortly afterwards. Members are also aware that monthly updates are being provided to them.</p> <p>Work is underway to build a traffic engineering team which will design and propose schemes across the network to improve the highway and create safe space for all road users, including vulnerable road users and public transport whilst encouraging access to local facilities and achieving net zero ambitions. We currently have interim staff working on this and are looking at ways they can also support delivery of TRO schemes.</p>
<b>20. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr Dave Norman</b>
<p>The intent to introduce 20 mph speed limits “where vulnerable road users are” within the draft Road Safety Policy is welcome as far as it goes, as is the stated intent to review A’ road speed limits in Cheltenham and Gloucester. However, the draft policy makes no mention of speed limits on ‘A’ &amp; ‘B’ and other fast roads across the County. Given the number of recent serious collisions and fatalities, even this year, does the cabinet member recognise that this is a serious omission - and will he commit to an urgent review of speed limits on all major higher speed roads in the county which are under GCC’s control?</p>	<p>The Road Safety Policy and Community Speed Watch scheme aim to consider feasible solutions to reduce speeds countywide, on all roads. GCC are also supporting Gloucestershire’s Rural Communities Council with the update and review of the CARS toolkit (Community Approaches to Road Safety). Therefore, lowering speeds on our county’s roads remain a priority.</p> <p>A blanket lowering would not be supported by the police and is likely to be seen as disproportionate by road users leading to lack of compliance. This, in itself, has a negative knock-on effect on the compliance with existing speed limits.</p>
<b>21. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Nick Housden</b>
<p>In light of the Conservative Cost of living crisis, and rising numbers of people affected by fuel poverty, could the Cabinet Member please advise whether the council is planning to provide “warming centres” during the winter months, and if so, what public health measures such as improved and filtered ventilation, or mandated mask wearing, will be put in place to prevent them becoming super-spreader sites for transmissible illnesses such as Covid-19 or Monkeypox?</p>	<p>The national cost of living crisis brought about by the war in Ukraine is affecting people right across the country.</p> <p>Cold weather is a serious public health concern as exposure to cold weather can cause a variety of health problems. Nationally there will be a cold weather toolkit to assist with planning for the winter. Local voluntary and community sector agencies are developing plans with their communities and we are aware of how some areas may develop “warming centres”.</p>



	<p>If warming centres are established, it will be important for such settings to consider undertaking a risk assessment which will take account of the most up to date levels of infection and national guidance; relevant actions can then be taken by staff, volunteers and employers to reduce the risk of spreading the infection to other people.</p> <p>Guidance on <i>Reducing the spread of respiratory infections, including COVID-19</i>, in the workplace highlights actions workplaces can take to help protect people from the spread of respiratory infections. This guidance can be applied to warming centres and covers the following:</p> <ul style="list-style-type: none"> <li>• Vaccinations</li> <li>• Ventilation</li> <li>• Maintaining a clean workplace</li> </ul> <p>Unlike COVID-19, Monkeypox does not spread easily between people, so it would be highly unlikely that it would spread in a warming centre environment.</p>
<p><b>22. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>In light of recent phishing emails pretending to be the Leader of the Council and the Chairman of the Council, could the appropriate Cabinet Member please whether anything is being done to enhance the council's cyber security posture?</p>	<p>The council continuously looks to improve its cyber security, learning from our own experiences, experts and incidents at other organisations, building a layered approach to security. We have a range of organisational and technical measures in place that help us manage the risks, including:</p> <ul style="list-style-type: none"> <li>- Regular communications to all staff, which includes messages around how to spot and deal with phishing, cold callers and spam.</li> <li>- Programme of monthly e-learning to GCC staff that includes phishing</li> <li>- E-learning covering cyber awareness available for Councillors</li> <li>- A robust information security and breach investigation process</li> <li>- A programme of phishing simulation campaigns to staff to help raise awareness</li> <li>- Block on email addresses, or email domains linked with malicious phishing campaigns</li> </ul>

	<ul style="list-style-type: none"> <li>- Technical controls at perimeter of GCC network to block phishing / spam emails using standard algorithms</li> <li>- Anti-virus software &amp; Firewall controls on council devices to block known malware and some malicious links</li> <li>- Email encryption software</li> </ul> <p>Improvements are ongoing, including looking at how we can harness the security controls provided by M365.</p>
<b>23. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Dave Norman</b>
Why were "Quiet Lanes" were consulted on in the Road Safety Policy, but "Home Zones" were not?	<p>GCC receive requests for Quiet Lanes from parishes but Home Zones are not as common on the highway network and have typically not been a key focus of much of the recent national policy and guidance.</p> <p>We have previously secured funding to develop feasibility work on a 'mini Holland' scheme that we submitted to DfT and are hopeful that funding will be awarded to take this forward as a pilot. Learning from 'mini-Holland' pilots are likely to be a key consideration in future DfT policy.</p> <p>Home Zones, Play Street or Living Streets are however still likely to require some consideration locally and are likely to require some formulation of approach or policy to integrate them with evolving government guidance.</p>
<b>24. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Dave Norman</b>
Does Gloucestershire County Council have policies around "Home Zones" and if so provide link to it?	There is currently no set policy for Home Zones but this will be reviewed and drafted shortly in line with relevant legislation, along with other street closures, such as Play Streets.
<b>25. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Dom Morris</b>
What progress has been made in taking up the powers to tackle moving vehicle offences, and when the residents of Alstone Croft can expect to have camera enforcement installed to deter the dangerous violation of the banned turn offence into that road from Alstone Lane?	A paper will be taken to cabinet on 21 <sup>st</sup> September to seek approval for GCC to apply for the powers to commence moving traffic enforcement. Should the application for powers be agreed and the powers approved, then a small number of sites have been selected for consideration in the

	first phase, Alstone Croft is included. Based on guidance from DfT, a six-week consultation will follow. At present the deadline for applying for powers is mid-November with GCC aiming to obtain the powers in Spring 2023 from the DfT. This will be followed by a period of comms and infrastructure mobilisation, so completion could be summer 2023.
<b>26. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Dom Morris</b>
When will I see draft designs for the School Safety TROs for Rowanfield school, and Christchurch Primary School, that were funded from my 21/22 Highways Local Budget?	Draft proposals for each school will be shared with you by end of September 2022. I am happy to arrange for a member of the team to contact you separately to discuss current progress.
<b>27. Questioner's name: Cllr Ben Evans</b>	<b>Respondent's name: Cllr Stephen Davies</b>
How many – and what percentage – of Social Workers who have left GCC in the past three years mentioned IT as a contributory factor in them leaving, in their leaving interview?	<p>A review of exit interviews from social workers over recent years confirms that our social workers value the same factors as others regionally and nationally. They value time to work with families, good support from management, positive team environment, proactive career development and fair pay. There are references to ICT within exit interviews in response to the question 'do you have the right tools for the jobs?' and many do raise ICT but as frustration rather than the main reason for leaving.</p> <p>Specifically for the period 2019/20 to 2022/23 year to date as at 6/9/2022, 122 exit interviews were undertaken with Social Workers. Of those 122 exit interviews, 30 (24%) mentioned that ICT had been a frustration and this may therefore have been a contributory factor.</p>
<b>28. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr David Gray</b>
Construction has begun on widening the Gloucester SW bypass outside Llanthony Secunda Priory. Many football spectators cross the road on foot at this place to attend matches at the Tigerturf Stadium and to support Gloucester City Football Club. What measures are being put in place to allow fans to cross the road safely on foot?	Once works are complete signal-controlled pedestrian/cyclist crossing points will be installed at both Sudmeadow Road and Spinnaker Road Junctions that will allow both pedestrians and cyclists to cross in a single phase. This will be supported by signal controlled/zebra crossing points at each of the side road junctions along the scheme. A temporary signalised pedestrian crossing facility is in operation near to Sudmeadow Road whilst the works are underway.

<b>29. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
What options are being considered for the future use of Bohanam House and its grounds?	In line with the policy for the disposal of property all land and buildings will firstly be assessed for reuse by another service, then shared with 'One Gloucestershire' public sector partners to determine if they have a requirement in this location. Once those avenues have been explored other options including sale or redevelopment will be considered.
<b>30. Questioner's name: Cllr Alex Hegenbarth</b>	<b>Respondent's name: Cllr Dom Morris</b>
Everyone was glad to see Stoke Road resurfaced just in time for the Tour of Britain to come through the Bishops Cleeve division, but many residents have been dismayed that it will immediately be dug up again for several weeks with a return to yet more queues and delays. Can the cabinet member confirm that more effort to coordinate when road works are carried out, to save the potential waste of taxpayers time and money, is a priority for GCC?	<p>Officers became aware that a developer connection is required at the Bishops Cleve end of the site. We did carry out considerable liaison to try to ensure that the works were done under our closure, but unfortunately it was not achievable ahead of the 9<sup>th</sup> September. This is a frustrating issue that they team continue to work hard on with developers and utility companies alike, particularly so when the team are happy and ready to accommodate 3<sup>rd</sup> party work within our existing traffic management and therefore streamline timescales and 3<sup>rd</sup> party costs.</p> <p>The connections involve two trenches crossing the road and therefore will only impact a very short section of road. We also explored the possibility of the developer 'moling' under the road, rather than using trenches so as to not disrupt the surface, but the number of different utility services under the road meant that this was not viable. Therefore, given the dimensions of the trenches versus the area that was in need of resurfacing, the decision was made to go ahead on this occasion.</p>
<b>31. Questioner's name: Cllr Wendy Thomas</b>	<b>Respondent's name: Cllr Philip Robinson</b>
Bristol Community Transport ceased operating all services on 2 September, including bus service 62 from Dursley to Berkeley and Bristol, a route that was highly praised by my constituents who relied on it to get to jobs in Berkeley and Bristol. GCC's Integrated Transport Unit has arranged a	The Integrated Transport Unit was informed of the operator's collapse on the morning of Wednesday 31 <sup>st</sup> August. A replacement service was agreed within 48hrs, on Friday 2 <sup>nd</sup> September, to start on Monday 5 <sup>th</sup> September.

<p>replacement service on short notice, but it is limited, requires a change to another bus in Thornbury, and the first bus from Dursley is at 9.38, rendering it useless for those needing to get to work.</p> <p>When did GCC know that Bristol Community Transport would cease operating and could GCC have arranged a replacement service earlier?</p>	<p>With only 48 hours' notice, our Integrated Transport Unit worked extremely hard to organise a replacement service within 2 working days of being told that the provider was ceasing trading and of course our priority was to ensure service continuity for the main passenger flows. And it has been pleasing to receive thanks for this from the local community. This is a good news story for the team rather than an issue that we should somehow have arranged sooner.</p> <p>We will be going on to procure a longer-term contract using feedback and data to create a service that meets the needs of most users and is also financially sustainable.</p>
<p><b>32. Questioner's name: Cllr Wendy Thomas</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>How and when will GCC restore the service to what it previously was?</p>	<p>As stated in my previous response, with only 48 hours' notice our priority was to ensure service continuity for the main passenger flows.</p> <p>We will be going on to procure a longer-term contract using feedback and data to create a service that meets the needs of most users and is also financially sustainable.</p>
<p><b>33. Questioner's name: Cllr Wendy Thomas</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>In the interim, could the bus from Cam and Dursley to Cam Railway station, which was cut last year, be restored? This would enable those needing to get to Bristol to have another option.</p>	<p>You are referring to a Stagecoach service that they decided to change. This was not a council decision.</p> <p>We will look at the options however I would emphasise that simply maintaining existing services is a challenge in the current climate given inflationary and workforce pressures.</p> <p>As members will be aware we maintain regular dialogue with all operators. We have supported them throughout the pandemic and initial recovery with government funding and by continuing to pay concessionary fares reimbursement at pre-Covid passenger levels. This summer we also awarded an 8% contract payment uplift to help offset high fuel costs.</p>

<b>34. Questioner's name: Cllr Wendy Thomas</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Lastly, what is GCC doing to prevent such sudden reductions in service in future?</p>	<p>Service 62, like most rural bus services, is subsidised by the council.</p> <p>It would not be efficient use of public money to maintain a standby transport fleet so our focus is upstream on preventative measures to reduce the risk of sudden failure and to mitigate the impact should it happen.</p> <p>We do this by maintaining regular dialogue with all operators of council transport contracts. We have supported them throughout the pandemic and recovery with government funding and by continuing to pay concessionary fares reimbursement at pre-Covid passenger levels. This summer we also awarded an 8% contract payment uplift to help offset high fuel costs.</p> <p>In this specific case our Integrated Transport Unit was able to organise a replacement service within 2 working days of being told that the provider was ceasing trading.</p> <p>Hence whilst we appreciate the challenges in the bus market, we have taken considerable steps to support our bus operators and help prevent situations like this where they leave our rural communities in difficult situations with very little notice.</p>
<b>35. Questioner's name: Cllr Wendy Thomas</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Drought, dry weather and water shortages have been serious issues across Gloucestershire and the country this summer. Many residents are keen to find ways to save water and would like to purchase water butts for their gardens, but they cost at least £35-36. GCC's website links to <a href="https://getcomposting.com/">https://getcomposting.com/</a> , which offers a 10% discount. <a href="https://savewatersavemoney.co.uk">Savewatersavemoney.co.uk</a> offers Severn Trent customers a nearly 20% discount. Given inflation and the rising cost of living, this still puts water butts out of reach for those on lower incomes. Could GCC increase its subsidies for these or</p>	<p>It is already a great help that our Waste Management Team has partnered with the 'GetComposting' scheme for the promotion of compost bins and water butts for many years. These can be purchased through our Gloucestershire Recycles website.</p> <p>Our promotions and projects budgets for 2022/23 are fully allocated, so no further discounts can be provided within budget for these products at this time. It would however be possible to promote the existing offers further within our engagement campaigns and we would be pleased to do so in the upcoming months.</p>

offer them for free?	
<b>36. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Regarding the forthcoming Options Consultation detailing changes to the A46, do the council accept:</p> <ul style="list-style-type: none"> <li>- Any changes will automatically increase traffic as highlighted by Midlands Connect?</li> <li>- That environmental pollution will increase throughout the build and following it, through exhaust, tyre wear, noise, light etc. to the detriment of all those in its vicinity and beyond?</li> <li>- With £8million being spent on planning the changes, along with a potential build cost in excess of £250 million, could this not be spent more wisely on public transport and active travel options?</li> <li>- Is the project value for money?</li> </ul>	<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.</p> <p>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.</p> <p>The scheme will re-route traffic away from the existing A46 through Ashchurch onto the 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.</p> <p>We are very early in the development process for a major local transport scheme. The next stage will include a non-statutory consultation, which invites 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 output, which will show the value for money projections for the</p>

	scheme as a whole.
<b>37. Questioner's name: Cllr Steve Robinson</b>	<b>Respondent's name: Cllr Dom Morris</b>
I am concerned about the amount of signs which are being obscured by overgrown hedges. There are even chevron signs on bends which are not able to be seen. How often are road signs inspected?	Our Safety Inspectors inspect the highway from visible boundary to boundary on their driven or walked inspections and these are undertaken in line with the hierarchy of the highway as stated in our Safety Inspection Manual. We have just completed our full grass cut and on this cut the visibility to the signs are included and a strimmer is used at the base of the signs. In some case where high signs are being obscured by trees then our specialist Tree Team are required and this work is programmed across the county. Our Safety Inspection Team have been re-briefed to ensure they are picking up these obscured signs. Please report any obscured sign issues you are aware of by using our "Report it" tool.
<b>38. Questioner's name: Cllr Steve Robinson</b>	<b>Respondent's name: Cllr Dom Morris</b>
In my Division I am increasingly concerned that road signs are so dirty that they cannot be easily seen. Is keeping the signs clean part of the current Ringway highways contract?	Sign cleaning is an operation that can be undertaken by Ringway and this programme is reactive. Many signs are cleaned by the local Community Maintenance gang when local concerns are raised by the County Councillor or Parish Council as well as by our Officers and Safety Inspectors.  Where the locations are appropriate, we would also be happy to explore how we can empower the parish to self-help on issues such as sign cleaning which are typically relatively straightforward locally, but harder to arrange as specific visits for our teams.  I'm happy to arrange for the Local Highways manager to discuss how we might support you and the parish in this.
<b>39. Questioner's name: Cllr Steve Robinson</b>	<b>Respondent's name: Cllr Dom Morris</b>
This year, hedges growing over the highway and pavements	Our Private Hedge letter process is well used by our Area Teams,



<p>from private residences seem worse than ever.</p> <p>What procedure does highways have to rectify this ?</p>	<p>Safety Inspectors and Customer Service Team. When a concern is raised then an inspection is undertaken and a letter is sent to the owner to cut back their hedge. Hedges are normally cut back from September onwards following any bird nesting, but action can be taken before this if checks are made first of any nests being present. Our hedge letters are also used directly by a number of Parish Councils as we have found that a local approach often has a more positive response. Please talk to your Local Area Team about any issues in your patch or report it via our website "Report it" tool.</p>
<p><b>40. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>In the recent re-procurement of its renewable energy supplier, did the council procure a dark green supplier (ie one that uses its profits to build sources of renewable energy, as well as selling it)?</p>	<p>The procurement exercise is ongoing, and a contract award has not yet been made by the council.</p> <p>In line with the Cabinet decision of December 2021, the contract award is expected to be made to a Central Purchasing Body, which will procure energy on behalf of the council.</p> <p>The council has specified that only renewable electricity will be purchased but has not stipulated a "dark green supplier."</p> <p>The form of renewable electricity purchased will depend on the products that can be sourced and offered by the Central Purchasing Body and the contract form that the council accepts.</p>
<p><b>41. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>Is there a plan in place for retrofitting the 77 GCC buildings that currently have DEC rating E-G (21 of them at G)? By when does the Cabinet member anticipate that they will be rating C or above?</p>	<p>Officers are currently assessing all council properties for decarbonisation opportunities to develop an improvement programme. This will be included in the revised action plan as part of the Climate Change Strategy annual report and action plan for Cabinet in December.</p> <p>GCC has already invested significantly in solar panels on a number of properties including Shire Hall and Quayside House, panels are provided on all new build projects where viable. We have also started to install air source heat pumps when the replacement of traditional boilers are required due to their age and performance. The first of these has been completed as a pilot project at Lighthouse Childrens Centre. A</p>

	pipe-line of future projects is being developed. We are also working with One Public Estate partners in Stroud to identify opportunities for retrofitting public sector buildings after securing funding for this project.
<b>42. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr David Gray</b>
What are the next steps to deliver at least one District Heating Network by 2025 (as per the Climate Strategy)? Does the Cabinet member expect to be able to deliver this on target?	We are currently exploring opportunities with Cheltenham Borough Council and Gloucester City Council. We are also exploring heat decarbonisation opportunities at the council's Traveller Sites. All projects are still at an early feasibility stage, but we hope to report further progress as part of the Climate Change Strategy annual report and action plan for Cabinet in December.
<b>43. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr David Gray</b>
a) What has been the progress on stress testing public assets & services for climate change, as per the Climate Strategy? b) Did the annual testing and evaluation commence this summer, as planned? c) What has been the progress on the council's adaptation action plan?	Business Continuity Management plans have been updated by services across the council; annual testing and evaluation started in Summer 2022, including climate change scenarios.  The council's adaptation strategy and action plan are scheduled to be developed in 2022/23. In the meantime, we remain members of the Department for Environment, Food & Rural Affairs' (Defra) Local Adaptation Advisory Panel, which shares best practice and advice on climate change adaptation.
<b>44. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr David Gray</b>
How many officers have now received carbon literacy training? As a total and as a percentage.	Training was focused on senior officers & Cabinet members. 55 senior officers attended the Carbon Literacy training pilot held earlier this year. This is around 1.6% of council staff (excluding the Fire and Rescue Service).
<b>45. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr David Gray</b>
How many members have now received carbon literacy training? As a total and as a percentage.	11 members attended the Carbon Literacy training pilot held earlier this year. With 53 members of the council this is around 21%.

<p><b>46. Questioner's name: Cllr Chloe Turner</b></p> <p>Earlier in the summer I asked for a breakdown of the way the funding received to support the Ukrainians arriving under the Homes for Ukraine scheme had been spent by the council (up to £10,500 per refugee) - I was given a list of types of expenditure, which was a helpful start. However, I understand that the council is being compensated by government for its expenditure on the Homes for Ukraine scheme based on actual costs, so is it now possible to have a breakdown of the figures against these types of expenditure?</p>	<p><b>Respondent's name: Cllr Kathy Williams</b></p> <p>The Council submits quarterly returns which consolidate the numbers DLUHC can see on the national Foundry database. A payment of £10,500 is made per guest.</p> <p>The number of guests as at 08/09/22 is 1127 which equates to an income of £11,833,500. The first tranche of £6,751,500 has been received and we are about to submit our second delta return to DLUHC which will trigger the second payment of the HFU Grant.</p> <p>The £350 thank you payment to sponsors is a separate income stream and is paid for up to 12 months. We currently have 497 registered hosts with the earliest matches occurring at the beginning of April and new matches still ongoing.</p> <p>Our first grant monies for education (children based on visa data up to the end of May) are expected imminently with tariffs for: Early years (ages 2 to 4) - £3,000; Primary (ages 5 -11) - £6,580; Secondary (ages 11-18) - £8,755. Education will be holding and distributing this part of the grant.</p> <p>The funding has to last for the lifetime of the programme. We are still receiving new guests on a weekly basis and therefore both final income and total costs are unknown. Known costs include £150 per GP registration; £150 per property check; £200 per welcome payment; contract variation for GARAS (£228,000); staff costs (£200,000 to date); £94 per 50 trip travel card per guest; £35,000 for mental health support. As well as costs for all the mandated checks, general support and wellbeing, we are also anticipating support being needed for housing and emergency accommodation.</p>
<p><b>47. Questioner's name: Cllr Chloe Turner</b></p> <p>As GCC receives all the funding from government relating to the HFU scheme in the first instance, will the council be compensating the district councils for the additional staff costs</p>	<p><b>Respondent's name: Cllr Kathy Williams</b></p> <p>The County Council work extremely closely with our District colleagues in relation to the Homes for Ukraine Scheme and are in close dialogue</p>

<p>which continue to be incurred in completing home inspections in the evening and at weekends?</p>	<p>about the best use of funding. District Councils are receiving £150 per property check to cover the costs of staff time and administration and funding has been agreed for dedicated posts to support HFU. There is an agreed principle that additional work could be compensated.</p>
<p><b>48. Questioner's name: Cllr Cate Cody</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>There are two footbridges in Tewkesbury that connect Prior's Park to the town centre. They were temporarily closed on 3rd April 2020, but BOTH still remain shut. I appreciate that there have been lots of issues including Covid, flooding, wildlife (fish spawning season etc), but other projects seem to be carrying on elsewhere and the people of Prior's Park feel angry, frustrated and ignored. Many of the residents are older and some have had their independence taken away. The listed bridge (Iron Bridge) is supposed to be repaired in September, please can I have assurance that this is going to happen and is there any progress with funding for the Legion Bridge? When it floods, residents can still get into town using this bridge, so naturally they would like both replaced.</p>	<p>Legion Footbridge was closed to protect public safety due to its deteriorating condition. Since its closure pedestrians have been diverted over the Link Road bridge and onto Howells Road. Unfortunately the nature of the defects affecting the structure meant that Legion footbridge could not be repaired and the structure has been removed. The County are assessing the overall cost to the community, but no funding has been identified to replace this bridge to date.</p> <p>Work was completed earlier this year to adapt and improve part of the diversion route, this included a new section of footway, to the rear of the skate park on Howells Road, and new safe crossing point for pedestrians near the hospital site and close to the old bridge.</p> <p>Works to Swilgate Footbridge will proceed this month (following a successful ecological check) and are set to continue through the autumn.</p>
<p><b>49. Questioner's name: Cllr Cate Cody</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Thank you for the invitation to the Safety Day for UKRS Refugees which Cllr Hoyland and I took up in August. It was another informative day at Skillzone / Gloucester South Station. It did occur to us however that there appear to be very few BAME employee role models. What are the percentages and is enough being done to employ people from the wider community?</p>	<p>As at the end of July there are 13 GFRS staff from minority ethnic groups, 2.88% of the total workforce of GFRS.</p> <p>We advertise all jobs on the Asian Fire Service association website and social media to encourage underrepresented groups to apply.</p> <p>We are:</p> <ul style="list-style-type: none"> <li>Continuing to develop and improve community links and engagement with underrepresented communities</li> </ul>

	<ul style="list-style-type: none"> <li>• Working to improve positive action to encourage underrepresented groups into the workforce.</li> <li>• Currently offering support for underrepresented groups on specially targeted events and training to help them develop.</li> <li>• Developing a Talent Management policy which will aim to monitor and improve diversity in the organisation at all levels.</li> </ul>
<b>50. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr Dave Norman</b>
<p>Whilst Gloucestershire Fire Service does employ more women than any other in the country, the percentage is still quite low, is there work being done to address this?</p>	<p>As at the end of July there are 122 female staff (452 total staff), 26.99% of the total workforce of GFRS. This is made up of:</p> <ul style="list-style-type: none"> <li>• 75% Control Room Staff</li> <li>• 14.67% On Call staff</li> <li>• 51.85% Support staff and</li> <li>• 26.80% wholetime operational staff</li> </ul> <p>We advertise all jobs on Women in The Fire Service website and social media to encourage underrepresented groups to apply.</p> <p>We are:</p> <ul style="list-style-type: none"> <li>• Working to improve positive action to encourage underrepresented groups into the workforce.</li> <li>• We currently offer support for underrepresented groups on specially targeted events and training to help them develop.</li> <li>• Developing a Talent Management policy which will aim to monitor and improve diversity in the organisation at all levels.</li> <li>•</li> </ul>
<b>51: Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr Dave Norman</b>
<p>What percentage of the highest paid roles do women have in Gloucestershire's Fire Service?</p>	<p>We currently have:</p>

	<ul style="list-style-type: none"> <li>• 1 female Principal Officer, ACFO (out of 3)</li> <li>• 3 female Group Managers (Support staff) out of 4</li> <li>• 5 female Station Managers (Operational/Control) out of 21</li> <li>• 2 female Support Managers at Station Manager level</li> <li>• 1 female Watch Manager out of 28 (Operational)</li> <li>• 3 female Crew Managers out of 23 (Operational)</li> </ul>
<b>52: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
The County Council initially invited proposals from interested parties in leasing the former Stonehouse library building by 17 March 2022. What decision have now been made regarding the temporary use to which it will be put and who will take on the lease for that purpose?	A decision has been made to lease the property to the only organisation that expressed an interest in occupying it for a fixed period up until 31 <sup>st</sup> March 2025. Stonehouse Market Community Interest Company (a voluntary, not for profit social enterprise) will take the lease once they have completed pre-occupation works to the building, as per their bid.
<b>53: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr David Norman</b>
Having determined to move Stroud Library to the Five Valleys Centre, can the Cabinet Member confirm that agreement has been reached to provide a pay and display machine adjacent to the disabled parking spaces in the multi storey car park and a drop off/pick up point on King Street on the same side as the frontage of the building?	The Cabinet Member can confirm that GCC has instructed our third-party contractor to commence designs on a scheme to create additional on-street disabled parking in King Street which will be available for public consultation. Dransfield Properties have previously advised that pay and display machines will be located next to the new disabled spaces which are being created as part of the Five Valleys development. GCC is not responsible for the timescale for these machines but has been advised they will be installed prior to the public library opening in the new location and will continue to stress their importance.
<b>54: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Philip Robinson</b>
Have any bus operators withdrawn from the provision of bus services because of the uncertainty caused by the planned withdrawal of the Covid Bus Recovery Grant that was due to	In Gloucestershire there have been no withdrawals because of this.

end on 4 October 2022, but which it was announced on 19 August 2022, has now again be extended to 31 March 2023?	
<b>55: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Philip Robinson</b>
It was further announced on 3 September 2022 that a £60m subsidy will be paid to operators to cap most single fares to £2 in the period January – March 2023. How does this cap help those towns, villages and neighbourhoods that have no adequate bus services or none at all?	<p>Expansion of bus services starts by encouraging more travel on our existing bus network. This is therefore positive and welcomed news.</p> <p>In areas without conventional bus services we have invested in community transport and members will be aware that we have secured £1.3m from the DfT for Demand Responsive Transport services in the Forest of Dean and Cotswolds. These will be launching on October 3<sup>rd</sup>.</p>
<b>56: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
What message does the Cabinet Member have to the Stroud Chamber of Trade which has stated that two-thirds of traders in the town say roadworks have had a detrimental impact on their business during the last three months?	<p>We appreciate and understand that roadworks are putting pressure on the network and in turn on local residents and businesses.</p> <p>Several safety repair works have recently been carried out around Stroud by the council and utility companies to tackle urgent or critical works. These have coincided with our increase in planned work that we carry out during the summer and over the school holidays when traffic levels are lower. Our crews have worked hard to get these essential works finished as soon as possible.</p> <p>Inevitably the works will have some impact and whilst we are sorry for any inconvenience caused, some of the impact has been due to the amount of proactive work that we've undertaken in and around Stroud and across the wider Stroud District area. As such members and communities locally will hopefully feel they are benefitting from the roads that we've repaired, patched or completely resurfaced throughout the area. Indeed August saw the highways teams deliver the largest ever amount of resurfacing works in any previous given month.</p>
<b>57: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>

<p>What action will the County Council take to better co-ordinate and manage roadworks so that continuous and multiple roadworks do not bring Stroud to a standstill and cause massive disruption to the lives of those who need to use roads in order to travel to work, shop or study?</p>	<p>We do our best to minimise disruption, such as carrying out works overnight when possible and during school holidays when traffic levels are much lower. This is the case also with regard to constraints that we can legitimately require of utility companies and we work closely to coordinate our works with the utility companies to limit the overall impact of work on local people and businesses.</p> <p>Any road closures and traffic management put in place is strictly necessary to keep road users and the contractors' teams safe.</p> <p>But as I'd indicated in my previous response some of the impact has been due to the amount of proactive work that we've undertaken in and around Stroud and across the wider Stroud District area. As such members and communities locally will hopefully feel they are benefitting from the roads that we've repaired, patched or completely resurface throughout the area. Indeed August saw the highways teams deliver the largest ever amount of resurfacing works in any previous given month.</p>
<p><b>58: Questioner's name: Cllr John Bloxson</b></p>	<p><b>Respondent's name: Cllr Nick Housden</b></p>
<p>Can the Leader of the Council outline how the £1.5m of additional funding to support "levelling up" in Gloucestershire, announced on 19 May 2022, has been allocated and what say Members may have in its use in their Divisions?</p>	<p>A report on the conference was due to be published prior to Full Council. However, in light of the extraordinary events of the last few days, I have decided instead to publish the report alongside the cabinet papers next week.</p> <p>The report outlines that the funding will be used to develop a grant scheme focussed on the 12 most deprived lower layer super output areas in Gloucestershire. These areas have been mapped to County divisions and the members for these areas will be asked to work with local community groups who wish to submit applications for grants to ensure that the grant criteria are met. More information will be available on the Council website in due course and the grant scheme is due to commence in October 2022.</p>
<p><b>59: Questioner's name: Cllr John Bloxson</b></p>	<p><b>Respondent's name: Cllr Kathy Williams</b></p>



<p>What additional actions are being taken to accelerate the provisions of domiciliary personal care, in order to address the crisis of discharge delays from Gloucestershire hospitals, the backing up of ambulances at GRH and the consequent poor ambulance response times?</p>	<p>The Integrated Brokerage Team are working with the Domiciliary Care market on a series of projects. The three key areas of work will see the introduction of:</p> <ul style="list-style-type: none"> <li>• four blocks of approximately 300 commissioned hours in each of the rural areas.</li> <li>• A staged hourly rate in Cheltenham and Gloucester to encourage delivery in the urban areas</li> <li>• Locality based block commissioned hours in Cheltenham and Gloucester based on Lower-level super output areas</li> </ul> <p>The aim of this work is to increase hands on contact time for care workers through reduced travel time due to the introduction of a localised working pattern. Through moving to a targeted pattern of working we also aim to utilise the care workers as community connectors linking those they care for to local facilities and activities such as lunch clubs and, where relevant day activities.</p> <p>The first set of approved providers have been allocated hours and are currently delivering in Cheltenham and Gloucester. The first month of this way of working is reported to also provide greater job satisfaction for care workers as they have the time normally used in travel to support those they care for. We are hopeful that this way of working will encourage staff to remain in care.</p>
<p><b>60: Questioner's name: Cllr John Bloxson</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>What additional support will be given to schools, care homes, and others providing essential services, in order to enable them to meet the huge rise in their fuel bills when the price cap is lifted in October 2022 and quarterly thereafter?</p>	<p>The Government has announced that household and business energy bills will be capped for 6 months (source: <a href="#">Energy bills to be capped at £2,500 for typical household - BBC News</a>) which will provide valuable relief for businesses and ensure that the worst elements of the current price increases will be offset for the coming winter. The Prime Minister informed Parliament that “We will also support all businesses, charities and public sector organisations with their energy costs this winter – offering an equivalent guarantee for 6 months. After those 6 months we will provide further support to vulnerable sectors, such as hospitality, including our local pubs.” (source: <a href="#">PM Liz Truss's opening speech on the energy policy debate - GOV.UK (www.gov.uk)</a>).</p>

	GCC will await details of the further support and factor these into future reviews of the Medium Term Financial Strategy.
<b>61: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Stephen Davies</b>
Why was no consultation carried out with the local member and local residents prior to the Southfield proposal being taken to Cabinet?	<p>There is no formal obligation placed upon Cabinet to consult local members and residents about a potential facility within their locality. As a key decision, one of the purposes of highlighting the report on the forward plan is to ensure councillors are aware of a decision that will be taken so they have the opportunity to ask questions should they wish to do so.</p> <p>Having taken the decision, the Council has actively engaged local residents to understand and address any concerns or questions they may have through a community liaison group. Other relevant statutory and voluntary organisations with an interest in the Southfield proposals are also included within the liaison group alongside local residents. A forum has also been established to allow residents and the local member to raise further questions arising from current and previous communications relating to the Southfield proposal as the scheme proceeds.</p> <p>I have previously apologised for not engaging more proactively with Cllr Drew as a curtesy in advance of the proposal being brought to the cabinet meeting.</p>
<b>62: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Stephen Davies</b>
Why was direct County Council management of Trevone House not considered as an alternative to outsourcing?	At the time the Trevone House proposal was developed, Children's Services were judged inadequate by Ofsted and working under statutory direction, with ongoing oversight by an independently chaired improvement board. Moreover, the Council did not have recent experience of delivering accommodation provision for children and young people nor the capacity to enable this to happen quickly. Taking these factors into account, direct management and delivery of Trevone House was not a reasonably practicable option at that time. A relationship, in some form, with an external partner, with a proven track

	record of service delivery for semi-independent provision, was therefore the most practicable way forward.
<b>63: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Stephen Davies</b>
Why was no residents – Trevone House liaison attempted prior to the start of the Southfield process?	Community engagement events were carried out with the local residents of Trevone House following cabinet approval. Once the contract was awarded to H2I, community engagement was continued by the provider, offering site visits before any young people moved in, and community newsletters.
<b>64: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Stephen Davies</b>
What plans has GCC to refer the Trevone initiative to an independent examination and/or CQC?	Trevone House is registered with the Care Quality Commission (CQC) in respect of the wellbeing suites. It was most recently inspected on 9 <sup>th</sup> June 2022 with an overall rating of requires improvement, including several good judgements for service effectiveness, care and responsiveness. Commissioners are now working with Homes2Inspire to ensure that effective action is taken to address the areas for development identified in the report. A copy of the report can be found on the CQC website.
<b>65: Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Stephen Davies</b>
Can GCC give examples from elsewhere in the country where similar large-scale housing of care leavers is being attempted?	There are a number of examples around the country of supported/semi-independent accommodation providing 20 or more bed spaces. The most common example is the Foyer network which has provision of this scale, and larger in several cities and towns across the Country.

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