

**COUNTY COUNCIL – September 2023  
PUBLIC QUESTIONS**

<p><b>1. Questioner's name: Cath Hodsman</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>I would like to know why Glos' County Council contractors mowed verges just outside the centre of Cirencester on, or before the 7<sup>th</sup> July 2023. (see pic attached) The area I am referring to are verges on the roads leading up to Dobbie's garden centre and the roads off and leading up to the main Tesco roundabout. (A419 etc)? In fact, all of the verges in that area..</p> <p>Just days before, the verges were full of flora and fauna and there was a sign on them stating that it was a "<b>Wildflower meadow trial. No cutting</b>". I would be very grateful if you could advise me of the thinking and wisdom behind these acts. Is this an example of contractors' error or a policy of the usual wholesale verge mowing? I'm puzzled as there was no loss of vision for drivers. I would also like to know why a thin strip couldn't have been mowed as a compromise, rather than the destruction of the whole verge?</p> <p>On a final verge-care note: Verges in the wider area, which hadn't been mowed, were greener. It's a commonly known fact that lush vegetation reduces moisture-loss and keeps the ground cooler, (something that is of increasing importance in current times) in addition to providing essential habitat and interconnected wildlife highways for flora and fauna.</p>	<p>We do understand the importance of our verges and roles they play within the wider ecosystem.</p> <p>Cutting of the dual carriageway in Cirencester was undertaken following a number of public reports and safety inspections that highlighted forward visibility for drivers was being compromised and was an issue for road safety. Visibility splays (the central reservation and a 1m swathe) cuts were undertaken concurrently as significant traffic management is required to undertake the work and to ensure the safety of the workforce and travelling public. The area identified and planted as a trial for wildflowers and signed (on the Swindon arm of the roundabout) was not cut at this time.</p>
<p><b>2. Questioner's name: Georgia Moore</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>What is the status of the current TRO already submitted for Minchinhampton Parish, including a 20mph speed limit for Well Hill?</p>	<p>First stage feasibility work, collecting data, site visits and preparing a draft design, has been completed. The project is now at the second stage, which includes informal consultation with local stakeholders including Cllr Turner and the Parish Council. Once this feedback is received the scheme designs / layouts will be reviewed against the feedback and this will form the basis of any proposals that will be taken to formal consultation if this is</p>

	<p>appropriate. This will also form the basis of any Community Match Application that the Parish Council may want to make.</p> <p>Next step will be to invoice the Parish Council for their share of the TRO payment and carry out Formal consultation with the police and statutory stakeholders. This will be followed by a full formal public consultation. Timings for this are difficult to predict until the informal feedback is received but it is likely to be at the end of 2023. Typically formal consultation will last for 21 days.</p>
<b>3. Questioner's name: Georgia Moore</b>	<b>Respondent's name: Cllr Dom Morris</b>
If the status is pending, what is causing the delay?	<p>I am pleased to report that officers are actively working on this scheme.</p> <p>We have a very large TRO work programme this year with over 100 schemes being progressed by officers. Every month those Councillors with TRO schemes in the programme are provided with an update on the TROs in their division.</p> <p>You may find it useful to be in contact with your local Councillor so that they can keep you updated on the progress.</p>
<b>4. Questioner's name: Georgia Moore</b>	<b>Respondent's name: Cllr Dom Morris</b>
What action are GCC taking to tackle the misuse of the lorry management zone running from Avening and Birdlip? This has caused damage to property and many near misses to a lot of residents, including on Well Hill.	<p>The Cotswolds Lorry Management Zone (LMZ) was introduced in April 2009 - HGVs are still permitted to access the area should their point of origin or destination be within the zone. The enforcement body for any vehicles not legitimately allowed to enter the zone is police.</p> <p>Of course with a large scale zone there may well be legitimate access by HGV's that is not in the immediate vicinity of your location or where the lorry was seen.</p> <p>Through the Gloucestershire Road Safety Partnership (RSP) the</p>

	<p>police have developed the Community Matters app to support the Commercial Vehicle Watch project. We encourage residents to download the app to report inconsiderate parking, bad driving, speeding and road restriction contraventions (e.g. weight limit contraventions) by commercial vehicles. Details will be automatically submitted to the Gloucestershire RSP's team, helping gather comprehensive evidence to inform future decisions.</p>
<p><b>5. Questioner's name: Mary Leonard</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Gloucestershire is a predominately rural parish why is it that the Highways polices are written with an urban bias? We are continually told that there are bigger problems else where in the county in urban areas. In fact, we were told this once again in the public meeting on the 14<sup>th</sup> of August 2023. The inference being that rural lives matter less than lives of people in towns and cities. Villages such as Kingswood can have significant highway safety issues but can never compete on volume of traffic. The problems in Kingswood are because of Kingswood being lucky enough to have a fantastic school such as KLB in their parish. Children are bussed in from far and wide. The result is that the roads are not safe for the children of Kingswood to walk to Kingswood Primary or to KLB.</p> <ol style="list-style-type: none"> <li>i. When will Gloucestershire County Council (GCC) have polices that take account of the rural nature of Gloucestershire and start taking account of safety for the many people who live in villages and rural locations.</li> <li>ii. When will GCC assess the significant dangers that the children from Kingswood face walking to school, due to the large number of children who are either bussed or driven to KLB.</li> </ol>	<p>In November 2022 Cabinet agreed a Road Safety Strategy that applies across the county in both rural &amp; urban areas. The Council's policy is underpinned by the high level of concern about the rise in the number of fatalities and serious injuries across Gloucestershire. We are serious about making Gloucestershire safer for our residents and this is why we focus our resources on those areas where people from our communities are being killed, or being injured, particularly where those injuries are serious. Our road safety policy is entirely consistent with this approach whether this is in our rural or urban areas, but our resources and officer time need to be focused on those areas where we know we can make a real impact.. To underpin this we increased the budget by £800,000 this year to help make our roads safer.</p> <p>Collisions happen for a variety of reasons – most are due to driver inattention or error, but sometimes just down to pure chance when circumstances align to result in something quite tragic for those involved. As Road Safety experts &amp; engineers, we use data from Police reports of collisions resulting in personal injuries – they are measured as those killed, seriously injured or slightly injured.</p> <p>We use the data in several ways – to look at junctions and route lengths across the entire 3,500 mile road network. We analyse the data over a rolling period, shortlisting sites where we feel</p>

iii. When will GCC access and put in solutions to the lack of safe crossing points, the give way point on Wotton Road, the parked cars outside of KLB and on Wotton Road and the speed of the traffic on Wotton Road.

engineering intervention i.e. by physically altering the road layout or road infrastructure could make a difference. Through our prioritisation process, those sites that score highest are then considered first for a safety scheme.

By carrying out an annual review of the collision data we are able to take into consideration changes in road safety across the road network from year to year, from site to site – so that we are always focusing our efforts where they hopefully will do the most good.

ii. My local Area Team have contacted adjacent landowners, to ensure that private hedges are cut back and to avoid any footpath encroachment. Nearly all hedges are landowner responsibility - any hedges that the Council owns are cut back annually over winter as part of our cyclical work programmes. The bus operators that go through the area and take children to KLB school are not GCC led services. We have made contact to ask if they would consider an alternative route, but as yet to no avail.

iii. The lining at the give way point on Wotton Road has recently been refreshed (as well as the other lining through Kingswood), to further highlight to vehicles the road layout and seek driver compliance. The lining outside KLB and leading into Kingswood was refreshed last year to deter parents from parking outside the school at pick-up/drop-off time.

There are multiple dropped kerb crossing points through Kingswood with tactile paving on the approach. The Parish Council have been advised that to prevent vehicles from parking near the give-way section in Kingswood, would require a new TRO for parking restrictions. However, the residents of the adjacent properties would more than likely object during the statutory consultation.

	<p>At a recent meeting held in Kingswood Parish Hall, the Police advised they have recently undertaken speed surveys in the area. These results determined that there was a very small minority that were speeding through the village and that the Police would be continuing speed checks within the area.</p>
<p><b>6. Questioner's name: Mary Leonard</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>We now understand that the Applegates school bus service is a commercial service, and the route is registered with the Office for the Traffic Commissioner.</p> <ol style="list-style-type: none"> <li>I. Has GCC contacted The Office for the Traffic Commissioner and informed them that this route poses significant risk to the children of Kingswood and that there is an alternative route which needs to be considered as a matter of urgency. If this has not been done why not?</li> <li>II. The vehicles employed by Applegates are not fit for purpose as they are too large to negotiate normal sized junctions. When will GCC stipulate the maximum vehicle size for rural environments so that they can turn right or left without having to mount the kerb or collide with pedestrians or parked vehicles.</li> <li>III. What contact has GCC had with south Gloucestershire County Council (SGCC) to discuss the significant risk that the Euro Coaches that are tendered by them pose to the children of Kingswood walking to school.</li> <li>IV. Given that highways in rural villages were designed for the horse and cart and bicycle in the 1800s and have not been improved since when will GCC take action to make these highways safer for pedestrians of all ages</li> </ol>	<p>The Office for the Traffic Commissioner is responsible for regulating bus services. Contacting the Commissioner, now that a review by GCC Highways has been urgently completed due to the concerns raised, is a possible course of action. However, at this stage we have only shared the report with the County Councillor and the Parish Council. In producing the report, the Road Safety team made a number of visits to the area and met representatives on site.</p> <p>Whilst the Council has no legislative control over vehicles providing commercial bus services, however, I am of the view that it is not necessarily the size of the Applegates or Eurocoaches that are the key factor here. I am happy to share details of the background that officers have provided to me and a copy of the accident plot of the wider area.</p> <p>This underpins the Council's duty of care to its communities.</p> <p>We liaise with SGCC routinely on operational matters, however, I will now ensure that we specifically raise this concern with them.</p>

and publicly admit it has a duty of care for us all.

**7. Questioner's name: Chris White**

**Respondent's name: Cllr David Gray**

**Subject M5 Junction 9 A46**

I posed a question at the GGC Council meeting in May 2023, to which I would like to seek clarification, as I was not available to provide follow-up questions at the time.

Question 28. Questioner's name: Chris White Respondent's name: Cllr David Gray.

What are the council's views on using the 'Grey Route' mentioned by L Robertson MP, which would reduce Junction 9 to only 2 way, is this really an option based on local need?

**Answer received**

The 'Grey Route' option does not reduce M5 Junction 9 to only 2 way.

**My follow-up questions**

In our MP's statement, in Westminster Hall, he clearly states, 'the grey route proposal to half-close junction 9 — should be taken off the table completely.

Hansard, 9th May 2023

[A46 at Tewkesbury - Hansard - UK Parliament](#)

1. Are you stating in your response that Junction 9 will remain 4 way, on and off to the north and south?

1 - The grey option would elongate the M5 J9 junction. The elongated junction option would continue to provide north and south facing slip roads, but with a new link road between the north facing slips at their present location and new south facing slips relocated further south.

2 – I cannot comment on Laurence Robertson's views. I have stated above that the grey route would continue to provide all movements at M5 J9.

3 - Various options are currently being assessed and some will be discounted prior to public consultation on the basis of their relative technical merit. This is consistent with the DfT's guidance (TAG – Transport Assessment Guidance) on the approach to assess the viability of larger highway schemes.

<p>2. If so, what do you understand half closure to mean in terms of changes to the current entry/exit layout?</p> <p>3. Given LR's specific challenge about the 'grey route', will this be removed prior to the Public Consultation?</p>	
<p><b>8. Questioner's name: Chris White</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>As the consultation into the changes to the A46 and M5 has now been put back even further, can you please provide the revised timetable through to completion of the changes to the M5 and A46?</p>	<p>There was a recent National Highways' announcement confirming that pipeline schemes would now be progressed as part of the RIS 4 programme rather than RIS 3. This means that the scheme would be constructed between 2030 and 2035, should the scheme be entered into the RIS 4 programme by DfT.</p> <p>We are working with stakeholders, including National Highways, Tewkesbury Borough Council (TBC) and the Garden Town team to re-programme the scheme to account for these changes and to align further with the emerging joint local plan process.</p>
<p><b>9. Questioner's name: Chris White</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>A recent Gateway Review by Tewkesbury Borough Council (TBC) into the planning process of the Garden Town (GT) states, TBC GT planning, did not involve coordinating with GCC over changes needed to the A46. Therefore, how could GCC forge ahead with plans to change the A46 and M5 without proper consultation with TBC, as well as the developing plans for the GT?</p>	<p>I'm not able to comment specifically on information that you are referring to that we provided by TBC officers, hence you might be best placed to contact TBC for clarification.</p> <p>However, I am happy to confirm that GCC and TBC have continuously and positively liaised over improvements to the A46 / M5 J9 scheme, including reviewing proposals and accounting for the proposed Garden Town in the design process. Indeed TBC is a member of the A46 / M5 J9 Programme Board, which meets regularly to discuss issues and approve progress. This liaison will continue in the future.</p>

<b>10. Questioner's name: Chris White</b>	<b>Respondent's name: Cllr David Gray</b>
With Atkins already planning multiple routes before the final suggestions are made, how much of GCC funds have been spent on planning routes that will never be an option or even having a full understanding of the needs of the GT?	<p>The ongoing scheme development is a filtering process that involves the identification and assessment of a long list of scheme options and continued refinement and short-listing to ensure that a wide range of viable options have been considered before a preferred route is selected. This is consistent with DfT's Transport Assessment Guidance and a pre-requisite for any major transport scheme.</p> <p>This is an essential part of ensuring value for money, as well meeting statutory requirements within the planning process. The emerging short-listed scheme options all align with the present thinking of the Garden Town Master Plan and other developments in the Ashchurch area. As the Garden Town proposals develop further, there will be a further opportunity for any short-listed scheme options to be refined.</p>
<b>11. Questioner's name: Chris White</b>	<b>Respondent's name: Cllr David Gray</b>
What processes are GCC putting in place to overcome this obvious lack of communication with TBC and the GT team?	<p>I don't agree with you that that there has been an obvious lack of communication.</p> <p>As stated above, GCC and TBC have continuously and positively liaised regarding the emerging A46 / M5 J9 scheme, including reviewing proposals and accounting for the Garden Town in the design process. This includes TBC attending the regular Programme Board meetings. This will continue in the future.</p>
<b>12. Questioner's name: Roderick Rhys Jones</b>	<b>Respondent's name: Cllr Dom Morris</b>
Cllr Chloe Turner has advised me to write to you about my concerns about the state of Dark Lane Chalford. She kindly sent me a copy of	Dark Lane is inspected on a routine basis and pothole repairs carried out in accordance with our Highway Safety Inspection



<p>the questions raised by my neighbour Rob Airton (copied)) and answered by Councillor Morris at the meeting in May 2023. I have some further questions on his replies and some ancillary questions. I have also added two photographs of an area of the road that has caused accidents to emergency and other vehicles in the last two years. See attached pdf.</p> <p><a href="https://glostext.gloucestershire.gov.uk/documents/b22340/Council%20Questions%20Wednesday%2024-May-2023%2010.00%20County%20Council.pdf?T=9">https://glostext.gloucestershire.gov.uk/documents/b22340/Council%20Questions%20Wednesday%2024-May-2023%2010.00%20County%20Council.pdf?T=9</a></p> <p>Question 16: when was the road inspected, by whom and can we see the report?</p> <p>Question 17: what are the results of the trialling of different materials? What is the result of the investigation of the holes in Dark Lane promised in the answer?</p> <p>Question 18: Could we see a copy of the report of the visit on 16 February 2023?</p> <p>Question 19: The road in question is only 2.0 metre wide at its narrowest with a high wall on one side and a ditch on the other this makes the issue of the verges particularly important. Is Cllr Morris aware of this narrowness?</p> <p>Question 20: Thank you for response we will reported mud on the road to 08000514514 at the next downpour.</p> <p>Question 21: the siting and collection of signs has improved.</p> <p>Question 22: Noted</p>	<p>Policy. The road was last inspected on 31 August 2023 where five safety defects were identified for repair. In addition, we also carry out inspections in response to reports of potholes that we receive from the public.</p> <p>Progress on the use of new materials has been positive, although further appraisal is required to provide a more qualitative overview and how it fairs over the forthcoming winter. Our audit of repairs done in March did not highlight any workmanship issues on those pothole repairs completed. We have carried out further repairs in August and our audits on these have highlighted 2 non-standard repairs which have been picked up for remedial action.</p> <p>With 75% of our road network being rural, the Cabinet Member is conscious that many roads are narrow and steep, as well as being lined with dry stone walls or buildings and that they present a challenge in comparison to flat roads. More so due to surface water run-off helping pothole formation and high wear from vehicles accelerating and braking on the steep inclines. They often present a technical and logistical challenge to carry out pothole repairs and resurfacing due to the size of our equipment. However we do operate small vans for these circumstances, but they have more limited capacity for carrying materials and tools so repairs sometimes take longer and/or require several visits.</p>
<p><b>13. Questioner's name: Roderick Rhys Jones</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Is Cllr Morris aware that the surface of Dark Lane at the junction of Commercial Road has been destroyed. Along 7.5 metres of road</p>	<p>Currently Dark Lane is not in our forward programme for resurfacing, but our local depot team will continue to monitor the</p>

<p>there are approximately 25 filled in pot holes and a similar number of potholes that need filling – see photographs? Is he aware that in the last two years a number of vehicles have lost traction at this junction due to the state of the surface and become stuck, blocking the road and requiring recovery services? These included a police car, a district nurse on call and a number of delivery and service vehicles.</p> <p>Is he aware of how important this road is for Chalford, France Lynch, and Bussage residents to access the A419 when adjacent access roads (Old Neighbourhood and Toadsmoor) are closed?</p> <p>Does he appreciate that for these reason it is therefore important that Dark Lane is brought up to the standard of its access roads?</p> <p>Would Cllr Morris arrange for the resurfacing of Dark Lane between Skiveralls and the A419? Would he be willing to meet us on site to look at the extent of the problem?</p>	<p>area, and we will continue to inspect this road and similar rural roads to respond to any defects reported ahead of any future resurfacing plans.</p> <p>Dark Lane is a Class 4 road, very narrow and steep. It would not form part of any local diversion route in the unlikely event that both Toadsmoor Road and Old Neighbourhood Road would be closed at the same time – not something our streetworks team would agree to. A more suitable diversion route would be used to divert local traffic.</p> <p>Our capital resurfacing schemes are prioritised by data and programmed by financial year; however, the effects of winter weather often change priorities and therefore our programmes change – new urgent schemes are prioritised, other are postponed diverting resources to more urgent works elsewhere in the county. A local example of this is the A419 London Road from Bowbridge crossroads to Chalford. This is likely to be our biggest (longest) resurfacing scheme this financial year in the whole county, in the region of a £1.0M investment, being delivered 12th September to 17th October (night-time working).</p>
<p><b>14. Questioner's name: Sharon Phelps</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>In the letter sent to all Councillors on 23 June, it highlighted Freedom of Information evidence of the impact on the staff team at Heart of the Forest Community School. In addition to those questions answered, the information on disciplinaries and Occupational Health referrals were refused due to the time it would take to get the information (which would seem to indicate high levels of each). What policies and procedures does Gloucestershire County Council have in place to identify a red flag highlighting where significant numbers from either a particular team or establishment (eg as seen previously in the serious bullying culture at Gloucestershire Industrial Services) have high numbers of</p>	<p>Policies and procedures in relation to a school are set by the governors of the school. Whilst model procedures are provided by Gloucestershire County Council that schools may use or adapt, due to the nature of the delegated responsibilities, there is no requirement for schools to follow the council's model procedures, nor to buy into its Traded Services for functions such as Human Resources (HR), Payroll or Occupational Health (OH). As such, governors are not obliged to notify GCC of any disciplinary matters. Referrals to OH are confidential unless the individual agrees for the council to be included in the sharing of the report. It is for the</p>

<p>disciplinaries, referrals to Occupational Health and resignations?</p> <p><b>Follow Up Question</b> If there are Policies and Procedures in place, why did they not highlight to the relevant Team the high rates of staff turnover, disciplinaries and Occupational Health referrals at Heart of the Forest Community School, and why were these not followed up?</p> <p><b>Or</b></p> <p>If the Council does not have any relevant Policies and Procedures to red flag a team/establishment how are they able to fulfil their Duty of Care to staff and safeguard staff from potential bullying and intimidation?</p>	<p>governing board to have in place a process for dealing with any allegations of bullying, or any other grievance. The duty of care to staff is the responsibility of the governing board of the school under their delegated responsibilities.</p> <p>The council aims to work with schools in the county providing support and advice on continuous improvement. All schools are inspected by Ofsted and support is provided to help the school address any recommendations made by the regulator. Additionally, and without compromising the responsibility of the school, complaints or concerns are followed up as appropriate and under the relevant legislative framework.</p>
<p><b>15. Questioner's name: Sharon Phelps</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>Have the Council instigated a full investigation of the information identified in the Freedom of Information request and in particular requested the information not provided on staff disciplinaries and Occupational Health referrals?</p> <p><b>Follow Up Question</b> If yes, what was the outcome of this investigation? If not, why does the Council not think that under their Duty of Care to all staff, the staff at Heart of the Forest Community School staff would not be included?</p>	<p>Owing to the delegated responsibilities of the governing board, the Council does not have the powers to intervene in the day-to-day running of the school or undertake an investigation of the kind described.</p> <p>However, and as stated in the response to question 14, the council aims to work with schools in the county providing support and advice on continuous improvement. All schools are inspected by Ofsted and support is provided to help the school address any recommendations made by the regulator. Additionally, and without compromising the responsibility of the school, complaints or concerns are followed up as appropriate and under the relevant legislative framework.</p>

<b>16. Questioner's name: Sharon Phelps</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>There have been Constructive Dismissal claims against the School as a result of bullying and intimidation. There would have been evidence used in these cases that the School and their Solicitors must have received. Why did anyone from HR/Education Department not want to look at this evidence (from the School and the staff member) which would have provided the balance of what had been happening at the School, rather than just listening to the Head Teacher and Senior Leadership Team. Especially if these cases were agreed out of Court which you may indicate School there was a case to answer. What policy and procedures are in place to have independent scrutiny where cases have been settled out of court?</p> <p><b>Follow up Question</b> If not, why does the Council not think they would get a better understanding of the culture within a team/establishment that preceded the Constructive Dismissal case and could make recommendation as appropriate?</p>	<p>GCC has no powers to undertake independent scrutiny of school employee cases settled out of court.</p> <p>Schools may seek independent legal advice and any case brought at an Employment Tribunal is brought against the governing board of the school and not the local authority.</p> <p>Policies and procedures are for the governors of the school to set. Whilst model procedures are provided by GCC, due to the nature of the delegated responsibilities, there is no requirement for schools to follow the council's model procedures, nor to buy into its Traded Services for these functions e.g. HR, Payroll, OH. As such governors are not obliged to notify or involve the council in any disciplinary matters.</p>
<b>17. Questioner's name: Edward Weir</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
<p>I would be grateful if you could confirm whether or not GCC buildings are safe from RAAC-associated risks. I'm particularly concerned about Gastrells school in Stroud and places like Stroud library.</p> <p>It would be good to know (a) that there is no RAAC within these buildings (b) that these buildings have been properly inspected by structural engineers and passed as safe.</p> <p>It is not sufficient to confirm that no risks have been identified, as this implies, but does not confirm, that this follows full surveys by</p>	<p>We are currently undertaking risk assessments of other council buildings and will be taking similar actions as outlined for schools.</p> <p>Gartrell's School has been assessed and does not contain any RAAC.</p>

<p>independent structural engineers. Please note therefore that my question is whether all buildings have been professional inspected and actively declared safe by people qualified to make this declaration.</p>	
<p><b>18. Questioner's name: Katya Laug</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>Would Council outline their expectations for actions taken in the following scenario: a school had a change in leadership and subsequently serious concerns about staff and student safety, extremely high number of staff leavers, high percentage of sick leave, significant number of staff referred to Occupational Health for stress and Mental Health, and multiple allegations regarding bullying and intimidation, was brought to the attention of various stakeholders within the council. These concerns would have been raised by governors past and present, staff past and present - through whistleblowing and grievances - trade unions, parents past and present, and family and friends of present and former staff."</p>	<p>GCC always listens to complaints and concerns arising in maintained schools referred to the Council. We take them seriously and follow the formal processes available to us in line with our duties to look into those concerns.</p> <p>GCC's School Improvement team work closely with all maintained schools to ensure schools are well-supported and improving.</p> <p>Ofsted is the external regulator of schools, and they provide that objective review of the school through the school inspection process. Members of our School Improvement team will come alongside a school throughout an inspection and attend the inspection feedback session so that the School Improvement service are sighted on any issues arising and can support the school to plan and deliver any improvements.</p> <p>Where concerns are raised with the Council, complainants will be directed to follow either the school's own complaints procedure or its grievance procedure. As outlined in terms of delegated responsibilities, the Council has no ability to intervene in employment matters delegated to the Governing Board.</p>
<p><b>19. Questioner's name: Michael Bloxham</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Approaching 3000 people so far have signed a petition against the imposition of the draconian parking regulations of Zone 15 in</p>	<p>The details of the parking surveys carried out for Cheltenham Zone 15 have been available for the public to view since the informal</p>

Cheltenham.

<https://www.change.org/p/stop-the-enforced-parked-permit-scheme-zone-15-cheltenham>

The parking surveys were carried out both pre and during lockdown. This data, due to changes in commuting, working from home and shopping habits, is now obsolete. Data collected during covid is not fit for purpose for very obvious reasons and should of never been used.

GCC have now stated in its FAQ on social media, that a third survey was carried out post lockdown.

“ Surveys were completed before, during, and after the Covid lockdown. The results were reviewed with local councillors and were shared with residents in the first consultation to define the scheme boundaries and sense check the initial proposals”

This contradicts the following published information from GCC.

“Parking surveys were carried out across Gloucestershire in 2020. The surveys took place across two weekdays and two Saturdays, with counts being taken during the AM-peak, inter-peak, and PM-peak for each day. This was undertaken for Cheltenham before a UK wide COVID-19 lockdown took place as well as during the lockdown in late May and early June.”

There has been no mention of this post lockdown survey in any of the correspondence or in the TRO so it is very surprising to see GCC use it as a justification for this unwanted scheme.

Can you please provide the dates when the post lockdown survey was carried out, along with the data collected?

consultation: [SNC-Lavalin Atkins 16x9 Template](https://www.change.org/p/stop-the-enforced-parked-permit-scheme-zone-15-cheltenham)  
([firebasestorage.googleapis.com](https://firebasestorage.googleapis.com))

You are aware of the Councils FAQ's that have been published on our website and these are designed to help people to understand the operational arrangements and provisions within the zone.

Officers have also recently uploaded a short summary of the process followed in analysing, proposing, consulting on and adjusting the zone proposals. I do hope that this has provided you with some reassurance of the process followed as I appreciate that not everyone has been able to read the full, and very thorough, TRO report that has been published on our website for the last 10 weeks.

Lockdown had begun to be eased by the time of the second survey (Saturday 30th May 2020 and Tuesday 2nd June 2020). Therefore, this survey took place during the overall COVID-19 lockdown process (starting in March 2020), but also after the initial lockdown period (March 2020-May 2020).

There has not been a third Survey for Zone 15.

I'm not entirely clear on the issue being raised here. It is clear that you don't support the need for managing parking in the wider zone and you indicate that the previous surveys were flawed or obsolete due to their timing during Covid. Whilst I don't agree that this is the case, I think we all recognise that, if anything, surveys during Covid would have under-estimated the impact of commuter parking on our residents rather than somehow create a stronger rationale for managing the parking.

**20. Questioner's name: Stella Hobley**

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

Almost 3,000 people so far have signed a petition online or in shops and businesses against the imposition of the overly restrictive Zone 15 permit parking scheme. See:

The Council's Monitoring Officer, has confirmed to you in writing that, he is satisfied Gloucestershire County Council has acted lawfully and proportionately, in the implementation of Zone 15. In

[Petition · Stop the enforced Parked Permit scheme Zone 15 Cheltenham. · Change.org](#)

The second point in your Vision statement, as you will be well aware, states that it is to **'help improve the quality of life for every community'**.

I contend that that this scheme **does not** do that for the residents and businesses in the vast Zone 15 area.

These oppressive parking restrictions, with an online only permit application process, clearly discriminate against those who do not have access to, do not know how to or do not wish to use an online system (which may not even be secure) and a strict limit of 50 visitor parking permits per year and swathes of double and single yellow lines (with no parking 8am-8pm, 365 days a year}, clearly do not help residents and local businesses to have a better **'quality of life'**.

How can you argue that it will **'increase residents' chances of finding a parking space in their own neighbourhood'** as Alexis Newport, Parking Manager, claimed in her letter to some residents in July 2022? There has not been an issue regarding parking in most areas of Zone 15 and, where there are issues, you have used a huge sledgehammer to crack a small nut.

What are the viable greener options available to the people of Cheltenham to go about their daily lives? Where are the local buses that you keep promising? Services continue to be cut. There are no local buses in Zone 15 so how are the elderly and less mobile going to get into town, get to church or see friends and family? This is another example of discrimination.

On Human Rights grounds alone you are depriving people of their freedoms, flexibility and spontaneity and you have the audacity to charge them for this infringement of their rights.

Separately, please could you provide a copy of the security audit and assessment report that Chipside is required to have obtained from a recognised independent security company? With Cheltenham as The National Cyber Innovation Centre, it would

particular, in relation to Article 8, this is a qualified right rather than an absolute right, which means it can be interfered with in order to protect the rights of other individuals or the wider public interest.

In this case, the introduction of the scheme was necessary in order to effectively manage parking within the area after councillors and local residents expressed concerns about the impact of long stay commuter parking and the risks of parking displacement into other streets when existing zones are expanded.

All representations made during the formal consultation period were analysed and considered in line with the legislative process. The outcome of this process, resulted in a number of modifications to the scheme, which have been detailed within the published TRO report. The analysis considers and addresses all the feedback, and an overwhelming opposition to Cheltenham Zone 15 was not found to be the case.

Although the petition against Cheltenham Zone 15 was created after the formal consultation period, further FAQs have been added to the engagement website to address the issues raised in the petition and a summary of the process that has been followed has been added as I appreciate that not everyone has been able to read the full, and very thorough, TRO report that has been published on our website for the last 10 weeks.

[\(9b4fe2645770905be0bb957519af1e76\\_Cheltenham\\_TRO\\_Report\\_Full\\_v3 - signed.pdf \(amazonaws.com\)\)](#).

Prior to the implementation of Cheltenham Zone 15, many communities expressed concerns about on-street parking in residential areas where there is high demand for on street parking. The responses to the consultation also highlight that many people considered parking an issue.

Our surveys found that 80% of parking spaces in the area were

reflect badly on you as the employer of Chipside if the MIPemit system has not been rigorously checked and a data breach, similar to that which happened to the Northern Ireland Police, happened here.

filled on weekdays, and that many of these were non-local vehicles. This indicates commuters and shoppers were competing with residents for space to park and it is affecting locals' ability to find spaces when needed.

The main benefit of Cheltenham Zone 15 is that parking for residents is prioritised over others.

The chances of finding a parking space as a local resident will increase due to no longer having to compete with commuters or long stay shoppers. By removing non-local all-day parking, spaces can be used by residents and those visiting them.

The aim for the scheme is to keep parking spaces which are within a 15-20 minute walk from the town centre prioritised for residents. We want to encourage commuters to use car parks or travel more sustainably. The parking scheme will cover a larger area than is currently used by commuters as we want to avoid simply moving the issue to other nearby roads.

As detailed on the GCC Highways website ([Resident permits and visitor vouchers - Highways \(gloucestershire.gov.uk\)](https://www.gcc.gov.uk/resident-permits-and-visitor-vouchers-highways)), residents can apply for a permit by telephone if they do not have access to the internet.

The council has a contract in place with Chipside that outlines the security measures that the supplier is required to undertake to secure GCC data.

A Data Protection Impact Assessment was undertaken in March 2022 in relation to the contract. And there is absolutely no evidence to suggest that the current system is not secure.

Chipside take data security extremely seriously and have PCI/DSS Level 1 accreditation in relation to their systems and they also have



	<p>Cyber Essentials accreditation, the supplier also has an Information Security Policy where system vulnerability testing is undertaken, including internal and external penetration tests and assessments.</p>
<b>21. Questioner's name: Howard Eason</b>	<b>Respondent's name: Cllr Phil Robinson</b>
<p>Why has the authority not stepped in to address the huge loss of staff, and increased absence due to illness and stress?</p>	<p>I presume this question is referring to the Heart of the Forest Special Community school. GCC always listens to complaints and concerns arising in maintained schools referred to the Council. We take them seriously and follow the formal processes available to us in line with our duties to look into those concerns.</p> <p>GCC's School Improvement team work closely with all maintained schools to ensure schools are well-supported and improving.</p> <p>Due to the delegated responsibilities of the governing board, the Council does not have the powers to intervene in the day-to-day running of the school or to 'step-in' as described.</p>
<b>22. Questioner's name: Howard Eason</b>	<b>Respondent's name: Cllr Phil Robinson</b>
<p>Why didn't the local authority investigate this?</p>	<p>I presume this question is referring to the Heart of the Forest Special Community school. GCC always listens to complaints and concerns arising in maintained schools referred to the Council. We always take them seriously and follow the formal processes available to us in line with our duties to look into those concerns. GCC's School Improvement team work closely with all maintained schools to ensure schools are well-supported and improving.</p> <p>Due to the delegated responsibilities of the governing board, the Council does not have the powers to intervene in the day to day running of the school or undertake an investigation of the kind described.</p>

<b>23. Questioner's name: Bryan Cooper</b>	<b>Respondent's name: Cllr Philip Robinson</b>
Given the content of the letter dated 22nd August 2023, sent to all councillors and relevant heads of departments at Shire Hall, does the council realise that an independent investigation is now necessary, and will it commit to organising this as a matter of urgency.	Owing to the delegated responsibilities of the governing board, the Council does not have the powers to intervene in the day-to-day running of the school or undertake an investigation of the kind described.
<b>24. Questioner's name: Bryan Cooper</b>	<b>Respondent's name: Cllr Philip Robinson</b>
In the event that the Governors of the Heart of the Forest Community Special School are involved in litigation as a result of allegations of intimidation and bullying of staff members, and results in the Governors settling those claims, does the council receive full copies of documentation relating to the litigation and what steps would the council take to ensure the Governors are not facing similar litigation in the future.	The governing board may seek its own legal advice that does not involve the Council. As such the documentation for any case will be between the governing body and their legal representatives.
<b>25. Questioner's name: Maria Ardley</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
I'd like to ask for the specifics on the historic reasons for not installing solar PV on county-owned properties, such as schools and colleges, and for not enabling capacity to enact this across the county.	There are a number of GCC properties where solar panels have been installed. These are generally provided on buildings during their construction or significant refurbishment. Shire Hall and Quayside House have significant solar panel provision as well as in new schools including the new Cheltenham Secondary School. Retrofit roof mounted installations were previously planned for many GCC premises but the feed in tariff changed during its planning stage that resulted in the abandonment of the proposals. Investigations are underway looking at current opportunities. As part of the One Public Estate Programme we are working with Stroud District Council who are leading a pilot project looking at retrofitting public buildings. This will be used to inform future policy development. If you would like to get in touch with any specific

building then I will see how we can assist.

**26. Questioner's name: Ian weaving**

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

Review agreement

We are requesting that a review of the scheme takes place within 3 months.

We have real concerns that if a review is not granted promptly, the damage to businesses due to loss of staff will be significant. Also, the isolation being created due to virtual permits on the old and vulnerable will have a detrimental impact on resident's mental health

As there have been many issues with the previous Atkins parking survey, for example incorrect data and poor consultation, how can Gloucestershire County Council guarantee that the review of the scheme which has been agreed with MP Alex Chalk will be conducted in an unbiased , fair and timely manner?

It has been agreed to review the Zone 15 scheme in 12 months' time. This is considered to give sufficient time for the scheme to bed in and the changing nature of the parking demands, throughout the year to be experienced, whilst the scheme is in place.

All public consultation and communication in relation to Cheltenham Zone 15 to date has followed the statutory TRO process. The review of Cheltenham Zone 15 will also follow relevant statutory procedure.

The review is good practice for any new zone but will also help to ensure that the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area.

Regarding local businesses, short stay parking bays are provided as part of the scheme. This will encourage people to access local services free of charge, and then move on to leave the space for others providing a higher turnover of visitors for the local shops and trade. The aim of the scheme is to ensure that space is available for residents and short stay visitors using local business and services.

As detailed on the GCC Highways website ([Resident permits and visitor vouchers - Highways \(goucestershire.gov.uk\)](http://www.goucestershire.gov.uk)), residents can apply for a permit by telephone if they do not have access to the internet.

More detailed Zone 15 FAQs are also available [Cheltenham](#)

	<a href="https://www.gloucestershire.gov.uk/parking-zone-15-faqs-highways">Parking Zone 15 FAQs - Highways (gloucestershire.gov.uk)</a>
<b>27. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>I understand that GCC has been given £2.2m additional funding by central Government to spend over the next two financial years. I understand that this funding can be spent on supporting existing services, enhancing existing services or for new bus services. Stagecoach tells me that they have given the council several ideas for what they can spend it on, some of which includes enhancements for services in Stroud in the evenings and weekends. Can you please advise how that additional funding is to be allocated?</p>	<p>Recognising the increasing possibility of bus service withdrawals and the slower recovery of patronage levels, which continues to put pressure on the commercial market, the County Council, alongside the County Councils' Network' has continued to lobby DfT for additional funding to support bus services in rural areas.</p> <p>We were therefore delighted with the DfT award of £2.2m in 2023/24, with more to potentially come in 2024/25. This is great news for our communities and current and prospective bus users in Gloucestershire.</p> <p>There are numerous ideas to be reviewed, including those submitted by Operators. These ideas are being reviewed to see if they meet 2 criteria; a) meet the DfT's requirement for spend on bus services, and b) have a high likelihood of being commercially sustainable at the end of the funding period in April 2025.</p> <p>A proposal covering will be brought to the GCC Cabinet meeting of 20 September 2023.</p>
<b>28. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>There have been a number of discussions and suggestions that the area of Merrywalks bus stops is to be improved imminently. Can the Council please confirm the extent and commencement date for these works.</p>	<p>Thank you for your work with Officers from the Integrated Transport Unit so far to discuss Merrywalks bus stops. As you'll know from your work at these meetings, the project is not yet at a stage where designs and timelines can be confirmed.</p> <p>Funding is already agreed from the GCC Capital programme, with a bid also being made to the Stroud CIL fund. I would encourage the local community and local member to lobby Stroud District Council for contributions from their CIL fund as I think we both agree that this would be entirely appropriate use of CIL funding that</p>

	<p>the Council otherwise struggles to get access to for key projects such as this.</p> <p>Once a final funding package is secured, a design can be shared for review and a timeline for installation agreed.</p>
<b>29. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Given the fact that £20,000 has been spent recently on promoting the Robin in the north Cotswolds area, can the Council please provide details of the uplift in passenger numbers (fare paying and concessions), and how those figures compare against their targets for uplift.</p>	<p>The Robin marketing project is only just underway and starts with a scoping exercise. No promotion has taken place yet so we do not have any figures to supply. We do not expect to see any uplift until the marketing begins, which is likely to be late in 2023.</p> <p>It is also important to note that all marketing activities are being funded via the DfT's Rural Mobility Fund, no GCC funding is being spent. Any part of the Rural Mobility Fund that is not spent on The Robin would have to be given back to the DfT.</p>
<b>30. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
<p>How many schools in the county that the GCC funds or controls currently have solar panels or heat pumps? How many have got plans in place to install solar panels or heat pumps in the current or next financial year?</p>	<p>We are aware of 20 schools with either solar panels and/or heat pumps although some may have installed systems that we are unaware of. We are not aware of any other schemes being carried out this financial year. We are investigating opportunities for 2024/25 however existing funding for schools is generally directed at priority repairs and maintenance.</p>
<b>31. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Lynden Stowe/</b>
<p>What is the council's policy on installing solar panels or heat pumps on its schools and other public buildings?</p>	<p>The council does not currently have a policy. It does have to comply with all standards and regulations when carrying out works to buildings or construction of buildings. We will be developing a framework of providers and installers to ensure that any works carried out in future are done so by suitably qualified organisations.</p>



**COUNTY COUNCIL –September 2023**  
**Members' Questions**

<p><b>1. Questioner's name: Cllr David Drew</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Why when a change in the speed limit on a road is requested by members of the public and after a TRO investigation has been undertaken are the public precluded from seeing the actual data and evidence from that investigation?</p>	<p>Any requests for a change in a speed limit should come through the local member or parish/town council (via their Local Highways Manager). Once a TRO feasibility investigation has been completed this information is sent to the LHM and requester for them to share. People are often very passionate about speeding issues in their areas and we know that often the perception of speed can at times be worse than the actual speed data that ourselves or the Police gather.</p>
<p><b>2. Questioner's name: Cllr David Drew</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>What plans he has to bolster the TRO team given the large backlog in applications for action?</p>	<p>This year we are delivering a record number of TROs. As such, we have taken on an external TRO consultancy and have seen an increase in scheme completions. Last month we appointed an additional TRO Specialist to provide extra capacity for more complex projects and this autumn we will be advertising permanent posts in the new TRO and Traffic Engineering teams.</p> <p>Any member with an ongoing TRO scheme within their area also receives a monthly update on progress and the Highways Transformation board reviews progress on the overall package of works at each board meeting.</p>
<p><b>3. Questioner's name: Cllr David Drew</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>What is the current state and what arrangements are in place for two-tier working with District, Borough and City Councils?</p>	<p>At the strategic level, Leadership Gloucestershire is our main vehicle for working with District, Borough and City Councils and other partners. On the officer side, the Deputy Chief Executive and the Executive Director of Economy, Environment and Infrastructure meet regularly with District Chief Executives to discuss issues of common concern.</p> <p>In addition to that there are very many arrangements for liaising</p>

on areas of common interest across all service areas led by the relevant service areas.

The nature of 2-tier working is such that there will always be issues on which our immediate positions don't align. Nevertheless, relationships are sufficiently well developed that we can usually find a position that reflects the common interests of Gloucestershire residents.

**4. Questioner's name: Cllr David Drew**

**Respondent's name: Cllr Lynden Stowe**

Can you provide the GCC spend with the Shaw Trust and its subsidiaries for each of the last three years figures are available, broken down by each organisation GCC contracts with?

Spend by GCC in each of the last three years on services provided by the Shaw Trust and its subsidiaries:

<b>Financial Year</b>	<b>£'000</b>
<b>Prospects</b>	
2020/21	£4,869
2021/22	£4,823
2022/23	£4,860
<b>Total</b>	<b>£14,552</b>
<b>Homes2Inspire</b>	
2020/21	£2,252
2021/22	£3,013
2022/23	£5,427
<b>Total</b>	<b>£10,692</b>
<b>Shaw Trust</b>	
2020/21	£0
2021/22	£3
2022/23	£1
<b>Total</b>	<b>£4</b>
<b>Total for all</b>	



	<table border="0"> <tr> <td>2020/21</td> <td>£7,121</td> </tr> <tr> <td>2021/22</td> <td>£7,839</td> </tr> <tr> <td>2022/23</td> <td>£10,288</td> </tr> <tr> <td><b>Grand Total</b></td> <td><b>£25,248</b></td> </tr> </table> <ul style="list-style-type: none"> <li>• Prospects is the subsidiary which provides Youth Services for GCC</li> <li>• Homes2Inspire is the subsidiary which provides accommodation to looked after children or care leavers at three properties:             <ul style="list-style-type: none"> <li>○ Trevone House</li> <li>○ Rosendale House</li> <li>○ Lilac House</li> </ul> </li> <li>• The Shaw Trust provides services to Adults Social Care</li> </ul> <p>The stepped increase in 2022/23 includes additional spend at the Well-Being Suite at Trevone House, which the health authority (ICB) are reimbursing GCC for.</p>	2020/21	£7,121	2021/22	£7,839	2022/23	£10,288	<b>Grand Total</b>	<b>£25,248</b>
2020/21	£7,121								
2021/22	£7,839								
2022/23	£10,288								
<b>Grand Total</b>	<b>£25,248</b>								
<p><b>5. Questioner’s name: Cllr David Drew</b></p>	<p><b>Respondent’s name: Cllr Dom Morris</b></p>								
<p>When are the results of the data collection and analysis of the parking review to be announced and what account will be taken of the overwhelming opposition to aspects of the scheme?’</p>	<p>For the Stroud parking review, we are currently analysing and considering all information and feedback received to the proposed Stroud Permit Scheme TRO.</p> <p>As part of this process we will consider all the representations made in support of and objecting to the proposals. We will then see whether modifications can be made to address or mitigate objections. If significant modifications to the published scheme are proposed then further consultation may be required. This could involve altering the scheme boundary, the physical extents of parking bays and waiting restrictions and the days and times when the scheme is operational.</p> <p>Once this has been done a TRO report will be produced with findings and an officer recommendation. It is standard practice for</p>								

	officers to involve local members in the process of reviewing consultation feedback and proposing modifications before a final decision is taken and the TRO decision is taken.
<b>6. Questioner's name: Cllr Andrew Miller</b>	<b>Respondent's name: Cllr David Gray</b>
Is the cabinet member for highways aware of proposals by would-be developers of housing at Whaddon to mitigate the consequent increase in traffic coming into Gloucester on the A4173 / Stroud Road at St Barnabas Roundabout through the introduction at that roundabout of a central traffic light system with restricted exit from Reservoir Road, and is he aware of the proximity of this roundabout to St Barnabas Church (a grade 2 listed building) and a second world war memorial garden and would he agree with me that such a proposal is highly inappropriate given impact it would have on the character of the area?	<p>Highways officers have been heavily involved in challenging some of the Stroud Local Plan proposals through the recent examination in public, (EIP) including dealing with issues around the proposed 3,000 houses at Whaddon, the traffic impacts at St Barnabas and issues about the deliverability of the M5 Junction 12 improvements.</p> <p>The St Barnabas junction remains a serious concern and we have been party to the computer modelling assessment of the developer's proposal to replace the roundabout with traffic signals. Our officer comments to date have been confined to road safety, capacity and compatibility with the governments cycling guidance. These are the areas of remit for the Council in our capacity as the Highway Authority.</p> <p>Officers have not expressed an opinion on any impacts concerning the character of the area, as we are not supporting the proposed scheme in its current form. A more detailed assessment will be undertaken if and when a planning application is received. However I would strongly recommend that you make your concerns regarding the impact on street scene and heritage of the area to the City Council as they are responsible for these issues as Local Planning Authority</p>
<b>7. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Please provide me with the number of parking permits issued as of the 10th of July in my division that is for zone H &amp; J.</p> <ul style="list-style-type: none"> <li>• 1st car resident permits full price</li> <li>• 1st car resident permit at reduced price for low emission cars</li> </ul>	<p>It is not possible to provide this information for the date range requested, owing to the way permit activations occur throughout a month.</p> <p>We have been able to run a batch report for the three months ending 6<sup>th</sup> September:</p>

<ul style="list-style-type: none"> <li>• 2nd car resident permits full price</li> <li>• 2nd car resident permit at reduced price for low emission cars</li> <li>• Motorcycles 300cc and below</li> <li>• Motorcycles 300cc and above</li> <li>• Carers permits</li> <li>• Business permits</li> <li>• NHS staff permits for the reserved bays</li> </ul>	<ul style="list-style-type: none"> <li>• 1st resident permits (ZH 47, ZJ 799)</li> <li>• 1st resident permit low emission (ZH 1, ZJ 12)</li> <li>• 2nd resident permits (ZH 17, ZJ 285)</li> <li>• 2nd resident permit low emission (ZH 3, ZJ 21)</li> <li>• Motorcycles 300cc and below - 0</li> <li>• Motorcycles 300cc and above - 0</li> <li>• Carers permits – not linked to zone</li> <li>• Business permits (ZH 0, ZJ 1)</li> <li>• NHS staff permits for the reserved bays (ZH 23, ZJ 46)</li> </ul>
<p><b>8. Questioner’s name: Cllr Jeremy Hilton</b></p>	<p><b>Respondent’s name: Cllr Dom Morris</b></p>
<p>Please provide costs of the Kingsholm Parking Review such as survey work, consultation, design, communication, legal and street works. Here is the timeline.</p> <ul style="list-style-type: none"> <li>• Camera car survey carried 2020</li> <li>• Informal consultation 31 August - 15 October 2021 with draft plans</li> <li>• Formal consultation 7 July - 19 August 2022 with proposed plans</li> <li>• Amended scheme consultation 7th October - 4th November 2022</li> <li>• TRO report published 27<sup>th</sup> March 2023 an approved by officers of GCC</li> <li>• TRO published 18th May 2023</li> <li>• Street works beginning on 5th June 2023</li> <li>• TRO active 10th July 2023</li> </ul>	<ul style="list-style-type: none"> <li>• £11,100, Survey</li> <li>• £28,787, Informal consultation</li> <li>• £39,655, Formal Consultation</li> <li>• £42,788, TRO modification/report/publish</li> <li>• £54,313 Street works</li> </ul> <p>The costs given don’t include any GCC or interim officer time associated with any of the proposals.</p>

<p><b>9. Questioner's name: Cllr Jeremy Hilton</b></p> <p>Are there any outstanding snags related to signage and lining work that needs to be resolved regarding the Kingsholm Parking Review</p>	<p><b>Respondent's name: Cllr Dom Morris</b></p> <p>Yes, a snagging review has been conducted and our contractor's works team is arranging to complete these.</p> <p>Once this is complete I'm happy to let you know and also to receive any feedback from you 'on the ground' if you do spot anything that our teams might have missed.</p>
<p><b>10. Questioner's name: Cllr Beki Hoyland</b></p> <p>In both the permeant and mobile VAS guidance, updated in 2016, siting a VAS sign will only be considered if there is a traffic flow of over 4000 vehicles. This is a high number that does not acknowledge that more rural roads have ongoing concerns and issues with speeding. Is it time to review that figure in the guidance so that this much appreciated tool can be employed in rural areas?</p>	<p><b>Respondent's name: Cllr Dave Norman</b></p> <p>We regularly review our guidance when changes to national policy or guidance are made or when local issues are highlighted to us.</p> <p>Traffic flows are only one of the criteria used to assess sites for VAS. Therefore, you do not need traffic flows over 4,000 vehicles if the other criteria have been met; but of course, the level of traffic flow can often be an indicator of the likelihood that a VAS is warranted and would have benefit. If you have any sites you would like considered, then please discuss this with your Local Highways Manager as this may not be the only option available to deal with the local concern.</p>
<p><b>11. Questioner's name: Cllr Cate Cody</b></p> <p>What is occurring with the Community Speed Watch VAS (Vehicle Activate Signs) and cameras that have been promised but not completed? My local CSWs have put a lot of work into monitoring and data gathering. Locations have been agreed and signed off by the police and GCC officers. Some cameras and VAS were delivered on 28<sup>th</sup> February, why then are we still waiting for poles to go in to put them on and training for moving them around as required?</p>	<p><b>Respondent's name: Cllr Dave Norman</b></p> <p>Prior to the Community Speed Watch Fund, responsibility for the installation and movement of VAS signs, and for appropriate training in manual handling, working at height and working on the highway, was with the parish councils.</p> <p>We have recognised that this was difficult to put in place for some of our parishes and as such we have introduced changes within the Community Speed Watch team so that it is possible for Gloucestershire County Council officers to begin assisting communities with these tasks.</p> <p>Of course this has created additional work within the team and whilst benefiting a large number of our parishes has slowed the overall workflow, particularly for those larger or more experienced parishes that were more comfortable progressing things on their</p>

	<p>own. We also know that the lead in times for electrical connections (outside of the Council's control) can at times longer than ourselves and the Parishes would like.</p> <p>We have had some turnover with interim staff in this areas so please do accept my apologies if some of the sites have not progressed as quickly as you might have liked. Resourcing is being addressed and officers are also looking at ways in which a quicker turnround can be achieved in future as well as continuing to work with suppliers on their connections.</p>
<b>12. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>I have two Highways Local projects from year one that are not yet completed and some from year two not yet finished. My local Highways manager is great, but we are both continually told that projects are 'in the workstream'. Meanwhile other, later projects are complete. When are my initial agreed requests going to be completed please?</p>	<p>I appreciate the frustration on the delivery of these footway projects and I have had it confirmed by the team these are to be delivered this financial year.</p> <p>I have chased the dates with the team and am happy to confirm that the Oldfield footway is scheduled for 16-24 November 2023 – obviously subject to any changes or weather issues we might need to contend with.</p> <p>The A38 Oddessa footway will be confirmed shortly and your LHM will keep you updated.</p>
<b>13. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>I am still regularly receiving dozens of complaints about vehicles being parked on the clearway from the Black Bear pub right up to the Severn Trent building on the A38 in Tewkesbury. The residents of King John's Court are having difficulties getting out as their visibility is blocked by cars up on pavements. During the recent music festival, I watched a motor cyclist try to leave the close and they were narrowly missed several times. It is also hard for pedestrians and those with pushchairs, wheelchairs or mobility scooters to get through. Repeatedly I have asked both Highways and the Police to nip this in the bud to save significant time, effort</p>	<p>We are aware of the issues in this area which have been highlighted as the work on the pub has changed parking behaviour in this area. The local highways team are currently investigating and liaising with our TRO team as well as working with the local PCSO's to monitor and attend the inappropriate parking.</p> <p>We know that there has recently been an increase in the number of vehicles parking within the clearway, which whilst this appears to be a parking issue is actually a "moving traffic" offence within</p>

<p>and money and whilst both agencies have been to survey and are in discussions, both seem to think the responsibility lies with the other. Enforcement of some kind is clearly needed. When is the situation going to be remedied please?</p>	<p>the existing legislation. The police therefore are the only ones to have these powers to enforce.</p> <p>We are working with the PCSO, and appreciate that Police time is heavily committed on many issues however I would encourage you to raise the matter with the police.</p> <p>Work to refresh the double yellow lines on Kings John's Court has also been commissioned so this will help.</p>
<p><b>14. Questioner's name: Cllr Steve Robinson</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>It has been several years since GCC Highways stopped spraying weedkiller on urban pavements. I now see an increase in weeds and shrubs such as budlea, taking permanent root and breaking up the tarmac.</p> <p>Does Highways have another long-term option to weedkiller?</p>	<p>We do undertake limited reactive work to manually remove weeds following specific requests but this is very limited. District Councils undertake street cleansing under the Environment Protection Act which includes the removal of detritus and weed growth, and they undertake the majority of urban footway weed treatment across the County.</p> <p>We have investigated the use of steam removal as an alternative to spraying, as well as trialling different techniques for siding back footways to remove the edge growth - some have been more successful than others but nothing which is viable to roll out on a wider basis at this time – we will however continue to look at options.</p> <p>You can report specific areas of concern to your Local Highways Manager and we can identify what can be done, however as we know our Local Highway managers and our teams are very stretched and regularly need to juggle a range of priorities.</p> <p>With this in mind I'd therefore be happy to have a conversation with you regarding what help you feel you could mobilise within your community or Parish to achieve your ask and to treat this as a potential trial. Weed removal is non-technical and as you say the concern is weeds on pavements so risks would be much easier to manage. This does appear to be a perfect scenario</p>

	where member led community self help could free up our pressured highways teams allowing them to focus on more challenging community priorities.
<b>15. Questioner's name: Cllr Steve Robinson</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>I have red barriers scattered around six locations in my division where walls/fencing have not been repaired.</p> <p>When are the funds going to in place to carry out these highway's issues?</p>	<p>We understand that these are frustrating to see in place – these locations are safety defect sites where we have a responsibility to make the area safe until it is put right either by us or the landowner. For that reason, we erected temporary traffic management (red/white barriers), for the protection of the public.</p> <p>We are continuing to investigate these sites and where extensive additional funds are needed to carry out repairs they will be priority assessed for inclusion in future Capital scheme work programmes.</p> <p>Your Local Highways Manager will be happy to discuss each of these individual sites and their solutions with you at your next catch up.</p>
<b>16. Questioner's name: Cllr Steve Robinson</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>I see so many important highways warning signs obscured by overgrown bushes etc, particularly this year.</p> <p>Has GCC cut back on inspecting the highways or have there been cuts to the Ringway contract?</p>	<p>There have been no changes to our inspections of the highway,</p> <p>This summer has been particularly wet which combined with the warmer summer temperatures has seen grass and vegetation grow at considerable rates. This of course has had an impact on the workload of the teams and on the challenges of keeping some of our highway signs clear and visible.</p> <p>Where vegetation on the public highway does obscure the forward visibility to warning signs, and where this meets highway inspection intervention levels, these will be classified as safety defects and remedied, usually within 28 days of identification – just like we do for most pothole repairs. Though of course as I say vegetation growth is a particular challenge this year.</p>

	<p>Landowners also have a duty to ensure growth from their land does not obscure signs and in these instances, we will inform landowners when this causes a problem. In severe cases we can cut their growth and recharge via a statutory legal process.</p> <p>Nearly all hedges are landowner responsibility and similarly this might be an area where you can help with the mobilisation of the community or Parishes to help contact landowners and raise any issues with that are causing concern. Any hedges that the Council owns are cut back annually over winter as part of our cyclical work programmes.</p>
<p><b>17. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>I am sure the Cabinet Member will share my frustration and that of thousands of road users across the county at the continued disruption being caused by City Fibre and the like.</p> <p>I witnessed works taking place on the A40 by the Lansdown Road bridge recently. This is a major route into and out of Cheltenham and as a consequence they decided to put in three-way temporary traffic lights which on average let just 12 cars through at each phase. As a result we have witnessed massive tail backs towards Montpellier to the east and the Golden Valley roundabout to the west.</p> <p>What can GCC do to mitigate these consequences in cases such as this? Are GCC consulted about the proposed mitigation measures and timescales? If not, please can he write to the Secretary of State for Transport and demand that highway authorities are better engaged and have more powers to mitigate these works?</p>	<p>Utility companies have statutory powers to lay and maintain apparatus which we all rely on. Gloucester City and Cheltenham Borough have both been hit with many sets of works for City Fibre and regrettably some of these haven't been well managed by their contractor Kier or their sub-contractors.</p> <p>All works must have a valid permit, with conditions attached. If these conditions (such as manual control of the portable traffic signals or off-peak works only) are not complied with then fines may be levied by the council's streetworks team.</p> <p>As I've indicated to the chamber previously the team are working very hard to manage the impact from utilities and their poor performance. 80% or all openings in our network are 3<sup>rd</sup> parties and not the Council and we have recovered over £500k in fines from them so far this year (check)</p> <p>In situations as described in the question please email <a href="mailto:streetworks@gloucestershire.gov.uk">streetworks@gloucestershire.gov.uk</a> the team will respond and if applicable serve the necessary directions and fines.</p>



<p><b>18. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>I would welcome your help in responding to the following email I have received from a local resident which says:</p> <p>"I have recently moved to Cheltenham and I am writing to you because I am finding the speed of traffic along London Road and around town unacceptable and dangerous...the speed at which many cars/trucks travel along London Road is incredibly dangerous. There is no regard for pedestrians, trying to cross the road is a death trap as cars travel too fast...I am keen to understand what the plan is to reduce the speed of traffic along the London Road and in the town centre and the time frame to have this implemented."</p> <p>On behalf of this resident: is there a plan in place to cut speeding down on London Road and in the Town Centre and, if so, what if the timescale for this?</p>	<p>London Road, from the town centre to Charlton Kings, used to have a 40mph limit however this was reduced to 30mph in 2017.</p> <p>In November last year Cabinet agreed a new Road Safety strategy to make our rural roads and our urban streets safer for everyone.</p> <p>Since then we have reconvened the Gloucestershire Road Safety Partnership to improve collaboration with the police, we have invested in Community Speedwatch to support local communities, we have added £800k to our capital programme for road safety measures and we have invested £155k in enlarging our road safety team. We are currently advertising for a new Road Safety Manager who will play a key role in delivering the road safety action plan.</p> <p>Every year we review collision data on the road network and prioritise funding for schemes at hot spots and along road lengths where there are clusters of personal injuries and fatalities. This work has flagged busy arterial routes such as the A40 through Cheltenham. Work is underway to identify measures that will help improve safety and accessibility for pedestrians and cyclists as well as for drivers and their passengers.</p> <p>This includes reviewing the remaining sections with a 40mph speed limit and the right turns at the junction with Tennyson Road.</p> <p>If people have concerns about speed of traffic and compliance with existing speed limits they should contact the Police.</p>
<p><b>19. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>I have enthusiastically supported the pilot Robin on demand bus service in the North Cotswolds but I am hearing that usage is low. Can you please give me the month by month usage totals for the</p>	<p>The usage per month for each pilot area is as follows:</p> <p><b><u>North Cots</u></b> November = N/A</p>

<p>Robin service for both the North Cotswolds and the Forest of Dean since it started last autumn?</p>	<p>December = 41  January = 102  February = 142  March = 194  April = 154  May = 151  June = 178  July = 165</p> <p><b>S Forest</b>  November = 453  December = 722  January = 633  February = 613  March = 554  April = 531  May = 662  June = 732  July = 697</p> <p>We believe there are a number of factors that contribute to the difference between the two areas, including availability of other services, previous experiences of demand-responsive transport, and demographics.</p> <p>The aim over the remaining 13 months of the trial is to boost awareness of the service in the Cotswolds and improve the monthly trip figure.</p>
<p><b>20. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>I have seen lots of publicity about the roll out of some EV charging points in urban areas. In my part of the Cotswolds we have seen no EV charging installations by this Council despite requests from villages like Chedworth for a new point in the village. At present you can drive all the way from Cirencester to Bourton without any EV points. When will the rural areas get the attention on this which they</p>	<p>The first phase of GCC's EV Charge Point rollout, for over 120 charge points., includes locations in the Cotswolds in Cirencester and Fairford.</p> <p>We are also coordinating investment with district councils. Cotswold District Council is deploying EV charge points in a car park of theirs in Cirencester and considering another one of their</p>

<p>need?</p>	<p>car parks in Bourton on the Water.</p> <p>GCC is currently looking at locations for the second phase of EV charge point rollout in support of those residents that do not have access to off-street parking.</p> <p>Rural towns and villages such as Chedworth will be considered where residents do not currently have off-street parking and ability to charge at home.</p> <p>I would encourage you to be in contact with officers if there are specific locations in Chedworth that you feel might benefit from consideration.</p>
<p><b>21. Questioner's name: Cllr Gill Moseley</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Will the cabinet member for the environment please state how many proposed locations were dropped from the phase one rollout of EV on-street charging schemes and explain why?</p>	<p>Initially Connected Kerb had proposed 33 sites as part of the phase 1 installation. This phase has currently been reduced to 26 sites, however the team are continuing to work with Connected Kerb to understand whether any sites could be brought forward into phase 1.</p> <p>Phase 1 represents the initial installation as part of the wider programme to install 1,000 charge points across the County. This equates to around 650 sites as some sites are dual-point chargers.</p> <p>The changes to phase 1 sites do not remove the budget for the overall number of sites and therefore the programme will still deliver the total number of charge points.</p> <p>The changes to Phase 1 sites were made for a variety of reasons. For example, 3 sites were removed from on-street proposals in Berkeley as liaison with the Town Council identified their work to install a 'mini-hub on land close to the proposed locations. A site in Newnham-on-Severn was removed following feedback from local residents regarding the very limited parking at that location; and a site in Trinity Rd, Cirencester was removed as CDC are proposing to install a site within their off-street parking</p>

	<p>area.</p> <p>In all instances considerable investigation into road layout and parking; demand; grid capacity; and local feedback etc is undertaken and it has always been expected that the programme and locations will adjust as further investigation work is undertaken, as public engagement is carried out, and as installation costs are received.</p> <p>In addition, once we have received costs back from our charge point operator we will engage again with local members and residents on the alternative locations and wider proposals for later phases. This is anticipated to happen in the next month.</p> <p>This topic and its impact, at least on the Stroud area, was also discussed recently at Scrutiny Committee and I refer to the minutes of Environment Scrutiny Committee in July:</p> <p><i>“A few members asked why Stroud had not been included in the first phase of EVCP rollout. The Officer confirmed that there had initially been 4 areas located in Stroud for EVCPs but due to a range of issues cited by both the town council and residents, they were unable to progress with the installations. He [EV Officer] stressed however that the first phase was a small start and that the second phase would include many more locations.”</i></p>
<p><b>22. Questioner’s name: Cllr Gill Moseley</b></p>	<p><b>Respondent’s name: Cllr David Gray</b></p>
<p>What steps are being taken to monitor the number of fast or rapid charging points available to the public throughout the county where the provider is a commercial enterprise?</p>	<p>All deployed EVCPs are published on commercial platforms such as Zapmap. This information source is regularly used as an input into new site selection and is felt to be the most up to date industry information.</p>
<p><b>23. Questioner’s name: Cllr Gill Moseley</b></p>	<p><b>Respondent’s name: Cllr Dom Morris</b></p>
<p>Can the cabinet member for Highways indicate schemes of work have been postponed or cancelled to make way for the 'summer of resurfacing' that has been talked about?</p>	<p>No work has been postponed or cancelled for the summer of resurfacing. The summer of resurfacing programme builds on the 170 resurfacing schemes that we are carrying out this year as part of our additional investment into our highways.</p>

	The programme has also seen additional teams being deployed across the county's network to 'find and fix' problem areas before they become potholes, spray injection patching sites, additional patching in targeted locations as well as those planned resurfacing works.
<b>24. Questioner's name: Cllr Gill Moseley</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
Will the cabinet member for broadband provision please advise when the letter containing details for the Digital Household Grant for Superfast Broadband is being sent to relevant households, many of which are located within my Newent division?	These letters are currently being finalised and will be sent out in September.
<b>25. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr David Gray</b>
I welcome the final launch of the roll out of the programme to install EV charge points across Gloucestershire but why has Stroud District Council been airbrushed off the map and the efforts of Wotton under Edge to provide a 'shovel ready' car park site which could serve the recharging needs of the town been ignored. Is this just another example of the south of the county being forgotten by GCC?	<p>This is most certainly not the case.</p> <p>There had initially been 4 areas located in Stroud for EVCPs but due to a range of issues cited by both the town council and residents, we were unable to progress with the installations. This is only the first phase and that the second phase will include many more locations, some of which will certainly be in Stroud.</p> <p>Meanwhile, the contract we have with the EVCP supplier allows parish councils to use the contract to directly purchase EVCPs. Presentations have been given to the Wotton Under Edge parish council covering this option which is under consideration. The site in Wotton was also part of a pilot project which we put to the DfT for funding in 2022, which was unfortunately unsuccessful.</p> <p>Stroud District Council is also looking at deploying in EVCPs in one of the SDC car parks in Wotton under Edge and we are happy to collaborate and offer our experience and expertise to them as required.</p> <p>And as stated earlier, I am pleased to confirm that the council's EV officer has been working hard to identify alternative locations within Stroud District that could be brought forward into the first</p>

	<p>phase of our EVCP deployment.</p> <p>Once we have received costs back from our charge point operator we will engage again with local members and residents on the alternative locations which are in Stroud district, Gloucester City and Cheltenham borough. This is anticipated to happen in the next month.</p>
<b>26. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Dave Norman</b>
<p>Following three incidents in as many weeks when children have been hit by passing vehicles at speed, what would Cllr Dom Morris say to pupils of Kingswood Primary School and Katharine Lady Berkeley's School about their chances of walking to school safely, as they begin the new school term? Should we be advising them not to walk, and to use other forms of transport, for their own safety?</p>	<p>The safety concerns raised by Cllr Cohen are being taken very seriously by GCC and a safety review has been carried out by trained safety auditors and road safety officers.</p> <p>As part of this review we looked at reported personal injury collisions along this stretch of road. None have been reported here.</p> <p>It is vitally important (and a legal requirement) that collisions are reported to the police. This ensures that we have accurate and up to date KSI data that we can use when deciding how to allocate resources where they are most needed. Therefore, I strongly encourage those involved in the collisions you refer to to report them.</p> <p>Officers have also spoken with the Operator of the bus service to inform them of concerns, despite it not being a GCC contract. Finally, three officers from the Highways and Road Safety teams attended a local Parish Council meeting in August.</p> <p>The council is now looking to implement lining measures to help manage parking where it causes an obstruction for buses and heavy goods vehicles.</p>
<b>27. Questioner's name: Cllr Roger Whyborn</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>The Parliamentary Under-Secretary of state, Richard Holden MP, advises GCC in its letter to Cllr Hawthorne and Peter Bungard, that GCC should consider "developing and operating a lane rental</p>	<p>Lane rental schemes are only operated by 5 councils across England at the moment. The purpose of Lane Rental is to minimise the impact of road and street works and to charge all</p>

<p>scheme. Lane rental is a tool to help highway authorities reduce the impact of works taking place on the busiest roads at the busiest times – those are likely to include key junctions and other pinch-points, plus the busiest and most congested stretches of road.” He implies this would also defray GCC costs and make the budget go further.</p> <p>What are the financial benefits and does GCC have any plans to follow his advice? If so; when? If not; why not?</p>	<p>works promoters including highway authority works a daily charge if they cannot avoid peak periods.</p> <p>Lane rental can only apply to 5% of a highway authority’s network. 50% of the “income” could be used for highway authority works but the purpose is to reduce the impact of works, so in theory the income should be minimal from lane rental as it becomes more ‘self-enforcing’. Once the charges have been applied to authority roadworks this would also potentially reduce any financial benefit. And of course Secretary of State approval is required to run a scheme which the Council does not have.</p>
<p><b>28. Questioner’s name: Cllr Roger Whyborn</b></p>	<p><b>Respondent’s name: Cllr Dom Morris</b></p>
<p>A number of trees in Hatherley Road (GL51) have been removed or considered for removal or serious remedial work because they have become very large and caused undermining of houses. Two householders have approached me expressing concern that this can leave householders with uninsurable, unsaleable or even unsafe properties. They expect further issues to arise as it would seem that the street trees are overgrown for their locations.</p> <p>Is there a plan to deal with these issues moving forward and, importantly, can existing householders who have urgent issues of this this type be given not only assurances, but also a timescale of when works will be carried out?</p>	<p>Tree inspections are carried out routinely by the County Council and are designed to identify trees that have the potential to cause danger or serious inconvenience to road users or the wider community.</p> <p>The County employs tree inspectors to carry out these inspections of trees in Gloucester City and Cheltenham Borough. Health or size issues of individual trees will be identified during these inspections.</p> <p>Given the climate crisis and the role trees play in minimising the effects, GCC will not approve the removal of trees or carrying out works where there is a perceived risk rather than physical proof of tree related damage. Therefore when a highway tree is alleged to be causing damage to a property independent advice from a structural engineer should be sought by the property owner. The County Council cannot advise on structural damage or the potential thereof.</p> <p>Once this information is available it can be reviewed jointly, and the appropriate actions decided upon and actioned as necessary.</p>

<p><b>29. Questioner's name: Cllr Roger Whyborn</b></p> <p>A constituent asked me what GCC are doing to bring their practices in line with the government "SEN code of practice" and "Working together to safeguard children" policies? - with particular reference to how multiple agencies should work together to provide support for children who have both SEN and e.g. Child in Need plans, as in appointing a Lead Practitioner to undertake assessment(s), provide help to the child and family, act as an advocate on their behalf, and co-ordinate the delivery of support services?</p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p> <p>In Gloucestershire we are ambitious for all our children, including those with additional needs. We are a local authority evidencing improvement and working closely with children, families and partners to deliver those improvements.</p> <p>At the council our SEND Services and Social Care services, including Early Help work together closely and in line with the SEND Code of Practice and Working Together 2018.</p> <p>A child who has Special Educational Needs may have support and services from a single agency such as a school or multiple agencies - education, social care and/or health professionals.</p> <p>The role of lead practitioner will be taken by the most appropriate person in the single or multiagency team around a child and their family. That person will be agreed through a process of discussion with child and family and those working with them to identify who is best to undertake the "lead professional" role to ensure a holistic assessment of a child's needs and co-ordinate the delivery of support and services around a child using a graduated approach. When a social worker is involved with a family, the lead professional role is usually taken by the social worker.</p>
<p><b>30. Questioner's name: Cllr Bernie Fisher</b></p> <p>As we have an appallingly high road traffic accident rate (and fatalities) in the county, can the cabinet member please inform me when the speed cameras on the A48 and other roads within the county will be operational? The Police and Crime Commissioner informed me they have not been operating for many years and they are the County Council's responsibility. Whilst the mobile speed camera operated by the police seems to catch a lot of speeding motorists the fixed location cameras are a useful deterrent to speeding motorists.</p>	<p><b>Respondent's name: Cllr Dave Norman</b></p> <p>Officers are looking into new technologies and other methods of speed limit enforcement to bring down the recent increase in the number and severity of road collisions.</p> <p>Through the Road Safety Partnership we have identified routes with the highest road safety collisions and are working with the police to prioritise these for investment as part of our road safety capital programme.</p>



<b>31. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Stephen Davies</b>
<p>Could the Cabinet Member please confirm the Council has implemented the high priority internal audit recommendation in respect of the Youth Justice System, which was highlighted at Audit and Governance Committee in July 2023, and that it was implemented by 31st July 2023?</p>	<p>The Gloucestershire YJS practice guidance document, which meets this requirement, and which draws together national guidance with stand-alone guidance documents is nearing completion, having been impacted by revisions to national guidance.</p> <p>The service is awaiting the updated national out of court (OOC) disposal guidance which is currently out for consultation. The national case management guidance has provided the operating response to first time entrants (FTE's) coming into the youth justice system YJS's and our response to reoffending. The Gloucestershire Joint Decision Panel guidance has also been reviewed and is out for consultation, this includes the consideration to minimise FTE's.</p> <p>This work will be completed over the coming weeks, subject to the outcome of the consultation on OOC disposals. The Gloucestershire YJS practice guidance document, when finalised, will be signed off by Gloucestershire's Youth Justice Management Board at its October 2023 meeting.</p>
<b>32. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Stephan Fifield</b>
<p>Could the Cabinet Member please confirm the Council remains on schedule to implement the three high priority internal audit recommendations in respect of the s117 Mental Health Act Aftercare arrangements, which were highlighted at Audit and Governance Committee in July 2023, and will complete their implementation by 29th September 2023?</p>	<p>The recommendations that came out of the s117 internal audit were presented to our July community of practice and have since formed into an action plan with proposed action owners. As a result of this initial meeting, it was found that two of the recommendations are more complex to resolve within the initial timeframes. Therefore, a revised timeframe of December 2023 has been agreed. There is however a process for reporting regularly to the Joint Commissioning Partnership Executive (JCPE), who are overseeing this work. The feedback to JCPE includes quarterly spend and we are working towards ensuring existing systems are set up to evidence joint funding decisions and reviews more consistently across cohorts.</p>

<p><b>33. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Residents are complaining to me about e-bikes that have been illegally modified into electric motorbikes capable of speeds in excess of 30mph being in a highly dangerous fashion, both on-street and on routes like the Honeybourne Line. While I recognise primary responsibility for enforcement action rests with the police, these dangerous vehicles seem to be irresponsibly sold or modified.</p> <p>Could the Cabinet Member please advise what community safety powers this Council has to crack down on those involved in the irresponsible sale or modification of these illegal and dangerous vehicles, and advise what community safety actions are being taken by the Council to try to tackle this issue at source?</p>	<p>You are correct in that the enforcement of these illegally modified e-bikes is for the police to undertake.</p> <p>However, in light of increasing anti-social behaviour involving the use of e-bikes with the speed limiter removed our Community Safety team, which includes Trading Standards, will collaborate with Gloucestershire Constabulary and Gloucestershire County Council's communications team to explore an awareness raising campaign to inform people about the law and risks of modifying e-bikes.</p> <p>This issue will be followed up by the Gloucestershire Road Partnership's Operational Delivery Board and added to the agenda of the Road Safety Communications and Campaign Planning Meeting.</p>
<p><b>34. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Earlier this year I was contacted by residents in Mead Road who were concerned about traffic speeds along their road which serves Naunton Park Primary School and an adjacent trading estate. I subsequently had a helpful exchange with Steve Brown, interim lead for Major Projects, Programme &amp; Contracts, Environment, Economy &amp; Infrastructure, who gave me an assurance that one or possibly two VAS would be installed and that they had them in stock. My residents were delighted.</p> <p>My next email to him returned advising that he had left GCC. I have since been advised that Mead Road does not fit the criteria despite it being a popular rat run and a busy residential street serving a local school. My residents and I are disappointed to say the least. Officers have advised that a further tranche of Community Speed Watch</p>	<p>I understand that you enquired about the possibility of VAS signs as part of a future phase of community speedwatch.</p> <p>The council's adopted VAS policy requires evidence of speed related safety problems before we will agree to a VAS sign.</p> <p>Fortunately there is no evidence of speeding and there have been no reported casualties in Mead Road in the past 5 years. I'm not clear entirely what commitment or encouragement Steve might have given to you previously and of course if you are able to forward any details of Steve's assurances I will ask officers to investigate.</p> <p>Officers would be happy to support the local community with exploring other more suitable measures once we have completed</p>

<p>funding is being considered. When will that be decided, how much is to be allocated and what will be the key criteria given that to my knowledge we have not had any serious injuries or fatalities, yet, along this busy road?</p>	<p>delivery of the current programme.</p>
<p><b>35. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>The LGA recently highlighted its concerns about the seven month gap between the ending of the European Social Fund (ESF) and the introduction of the UK Shared Prosperity Fund (UKSPF), its domestic replacement. The ESF was a key source of investment in skills and job creation. Can the Cabinet Member confirm how much GCC received from the last round of ESF funding and when this was received and how much we expect to receive from the UKSPF funding and when? Can he also advise what are the implications for skills training in Gloucestershire as a result of this gap in funding and does he agree with me that it is totally unacceptable that Government has had years to replace this funding and has failed to do so in a timely manner.</p>	<p>European Funding; GCC received £7.3m as part of the final 2014 to 2020 EU funding programme to manage and deliver the Going the Extra Mile (GEM) project from European Social Fund (ESF) funding.</p> <p>UKSPF Funding; GCC receives approx. £2.74 m of UKSPF over 3 years to July 2025 to manage and deliver the Multiply numeracy programme for adults in the County. However, 'People and skills' is one of the investment themes within the District UKSPF allocations totalling over £7million and GCC has requested £400k of it to continue to enable VCSE partner organisations to deliver our Employment &amp; Skills Hub Outreach (ESHO) Project from March 2024.</p> <p>Overall, in county UKSPF funding is £9.8m whereas GCC received £7.3m in ESF.</p> <p>Implications for skills training in Gloucestershire;</p> <ul style="list-style-type: none"> <li>• Individual Districts decide on their own UKSPF priorities so there are local variations in investments in employment and skills</li> <li>• The colleges and, particularly, some smaller, independent training providers, have less access to funding opportunities and so potentially, some providers may need to scale back provision.</li> <li>• Some additional funding streams are emerging via the Department of Education (DfE) and Department of Work &amp; Pensions (DWP) but there is some uncertainty over these.</li> </ul>
<p><b>36. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>I was delighted to hear that plans for a new special school for children with moderate and additional learning difficulties catering for</p>	<p>Gloucestershire had 5,576 children and young people up to the age of 25 years with an Education, Health and Care Plan (EHCP)</p>

up to 200 primary and secondary pupils has been given the go ahead and is scheduled to open in 2026. I am sure the Cabinet Member will agree with me that this new school is long overdue and desperately needed. Can I ask how many children with SEN there are in the County and how many are being educated in the private sector within the county, and at what cost, and how many are being educated outside of the county and at what cost? What further plans are there to expand capacity within the county to accommodate the remaining children within the county education system so saving millions of pounds in private school fees, transport and more importantly upheaval and inconvenience for those families and children?

as of 1<sup>st</sup> July 2023. An EHCP sets out how a child or young person's special needs will be met. A child with additional needs does not necessarily require an EHCP as the graduated pathway and SEN support enables school and partners to deliver the support many children need without an EHCP. Similarly, not all children with an EHCP require a special school place. The majority of children's needs can be met through universal services and in inclusive mainstream settings.

Currently there are 430 children and young people with EHCPs placed in independent schools and colleges both in and out of county.

The local authority works with 23 in-county provisions.

Out of county, the local authority commissions 36 provisions.

The majority of the out of county provisions are in neighbouring counties and within travelling distance.

Estimated costs for independent provision for this year:

- In County £10.383m
- Out of County £5.433m.

Additionally, we commission joint funded independent provision that meets care, health and education needs in an integrated setting for Children in Care:

The estimated cost for Specialist Independent College placements for this year is £3.82million.

Regarding our plans, significant work has taken place with SGS Stroud College and Gloscol to develop specialist post 16 provision and reduce reliance on more distant independent provision. We are now able to offer 40 places at Harbour House in Gloucester, 20 places at Steam Mills in Cinderford for young people with profound and multiple learning disabilities and severe learning disabilities (PMLD/SLD) and 25 places at Quayside for young people with Social Emotional and Mental Health (SEMH) needs through Gloscol. SGS Stroud has developed SGS Oasis

	which meets the needs of children and young people with mental health needs and The Chase for PMLD students.
<b>37. Questioner's name: Cllr Paul Baker</b>	<b>Respondent's name: Cllr Philip Robinson</b>
Can I ask when was the last audit undertaken into the condition of GCC schools? How many schools have a backlog of repairs or are waiting for new buildings such as additional class rooms? How many temporary classrooms do we currently have and what plans are there to replace those with permanent structures? What is the estimated cost of clearing the backlog and carrying the required improvements?	<p>There is a comprehensive rolling programme of condition surveys and compliance assessments carried out at all GCC maintained schools. Assessments are completed at least annually. The repairs identified during these surveys are prioritised in order to ensure the continued safety of the building users. The current backlog of capital maintenance (works to replace elements of buildings and not day-to-day repairs which are the responsibility of each school) currently sits at around £20m. DfE has also recently completed surveys of all schools from which they identified /selected schools for inclusion in the Schools Rebuilding Programme (SRP).</p> <p>Six Gloucestershire schools have been included in the programme – these are all academies and not the responsibility of the LA.</p> <p>We currently have 150 temporary buildings on school sites. These are inspected as part of the inspection regime and all are currently deemed fit for occupation.</p>
<b>38. Questioner's name: Cllr Paul Baker</b>	<b>Respondent's name: Cllr Philip Robinson</b>
How many teacher and teacher assistant vacancies are there across our schools? How much is being spent on supply cover?	<p>Owing to the delegated responsibilities for maintained schools, and the number of academies in the county, GCC does not hold full data for vacancies or data on supply costs in schools.</p> <p>As an example of the data we can access, we have 14 Teaching Assistant type roles being advertised on the GCC schools' jobs pages for maintained schools and one secondary teaching post – <i>This will change daily/weekly</i>. This is not an indicator of unfilled posts or even posts that every school is seeking to fill as not all schools use this list to advertise their vacancies. The DfE free job advertising list also provides an indicator, however, this too has variable use by schools.</p>

	<p>Supply costs present a problem to ascertain as schools use agency arrangements and some schools remain using cheque book payments which do not come through GCC. Schools also vary in how they record supply costs; some will give it a specific budget code whilst others will allocate it as an internal record. It is not possible therefore to provide any accurate or useful data on the cost of supply in schools.</p>
<b>39. Questioner's name: Cllr Paul Baker</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>What are the current truancy levels across our primary and secondary school network, how does this compare to previous years and what initiatives are being adopted to try and address this serious problem?</p>	<p>The rate of unauthorised absence from school in 2022/23 was 1.9% in Gloucestershire compared to the national rate of 2.5%. Comparisons with the previous years are of dubious value due to the impact of Covid on school attendance, however, the rate of unauthorised absence in Gloucestershire has always tracked below national data and is not a significant concern.</p>
<b>40. Questioner's name: Cllr Bernie Fisher</b>	<b>Respondent's name: Cllr David Gray</b>
<p>I have recently been told by a senior officer of CBC that the Junction 10 upgrade to four-way and the link road to the Cyber development has been put back two years to 2027, is this true?</p>	<p>As the Member will appreciate, the works programme for the M5J10 scheme is subject to change given the size, scale and complexities of the project and – crucially - its dependency on external funding from the Housing Infrastructure Fund (DHLUC) for delivery.</p> <p>I think we all recognise that the Government's Nationally Significant Infrastructure Projects (NSIPs) are extremely complex to progress and fund, particularly given the current financial climate so it was understandable that there was some delay from HM Treasury (culminating in over a year when the Council was waiting on the necessary approvals to progress). Inevitably this has significantly contributed to a revised programme that now shows construction completion at the end of 2027. I'm extremely pleased that the team have had this new target date agreed by Government.</p> <p>It should be noted that this potential delay was highlighted for Members as early as January 2023, when a 'Summer 2027'</p>

	<p>completion date was stated in the Cabinet Report - <a href="#">Decision - M5 Junction 10 - Approval to move to DCO submission to seek Secretary of State consent for the scheme.</a> (<a href="http://gloucestershire.gov.uk">gloucestershire.gov.uk</a>)</p> <p>As throughout, the Project Team would be more than happy to engage with Cllr Fisher, to discuss the programme in more detail. In addition, and prior to the formal submission of the planning Development Consent Order, the Project team will be hosting an online update by way of a Teams presentation to all Members.</p>
<p><b>41. Questioner's name: Cllr Linda Cohen</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Following a number of serious collisions on the Swanley junction on the A38 outside Stone, can the Cabinet member finally give an assurance that he is taking the matter seriously and will organise a safety assessment before there is a fatality.</p>	<p>We are committed to reducing fatal and serious accidents by 50% by 2032 and have allocated additional funds to achieving this.</p> <p>An annual review is undertaken across the county which takes into consideration collision data in order to inform a programme of prioritised measures to enhance road safety, including where speed limit changes may be beneficial. We will continue to monitor the situation in conjunction with our Road Safety Team.</p> <p>The Local Highways Manager is happy to meet up with the parish and Cllr Cohen to see what measures can be used to improve the situation here.</p>
<p><b>42. Questioner's name: Cllr Linda Cohen</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>The recent headlines reinforce what we already know which is that many of our primary schools require serious investment in infrastructure and that some are dangerous and not safe to accommodate children. Despite the mix of academies and CofE schools will the cabinet member be addressing this with the Education Secretary and will GCC be lobbying government to finally make a firm commitment to a comprehensive refurbishment and rebuilding programme. When can we expect to see a detailed list of every school in Gloucestershire with an updated status of the safety</p>	<p>There is a comprehensive rolling programme of condition surveys and compliance assessments carried out at all GCC maintained schools. Based on current condition surveys there are currently no schools that have been assessed as dangerous or unsafe. Therefore, there is no need for closures or plans for alternative provision.</p>

<p>of its building and the timings of any necessary works and any expected closure dates and plans for alternative provision.</p>	
<p><b>43. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>As indicated in my questions to previous meetings, I remain deeply concerned about the state of the rural road network. I appreciate that the county council has limited funds, but I am concerned that the triage system used by Structural Maintenance is unlikely to ever prioritise some of the rural roads in my division, which are at the point of not being fit for use. Dark Lane/Skiveralls in Chalford is one example of many, borderline impassible even in summer, and made even worse by incredibly poorly implemented recent works. What is the plan to address the many, in particular valley-side, unclassified roads in rural Stroud district like Dark Lane, which after another hard winter will be impassible for the residents that live on them? We are past the point of safety inspection and repair.</p>	<p>Currently Dark Lane is not in our forward programme for resurfacing, but our local depot team will continue to monitor the area, and we will continue to inspect this road and similar rural roads to respond to any defects reported ahead of any future resurfacing plans. A review of 18 individual repairs carried out in March, August and last week has been carried out and 2 which were found to have failed are scheduled for remedial works. There are some additional defect repairs in the road programmed for this month which we will keep under review – we have also planned to send one of the find and fix gangs into Dark Lane as soon as resources allow.</p> <p>We would, of course, like to be able to resurface everything and keep the whole network in top condition and we have invested considerably in improving road condition. Despite considerable additional investment, funds are not unlimited though so our capital resurfacing schemes are prioritised by data and programmed by financial year; however, the effects of winter weather often change priorities and therefore our programmes change – new urgent schemes are prioritised, other are postponed diverting resources to more urgent works elsewhere in the county.</p>
<p><b>44. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>With regard to the new Moving Traffic Order powers that the county council will soon (or may already) have – how widely is it anticipated that these will be deployed, and what will the criteria be for deciding on locations?</p>	<p>Our application to the DfT was for five initial locations. Powers have now been granted and work is underway to procure equipment and plan the proposed interventions. For wider sites, guidance states that engineering and other measures must be explored first and monitored, with ANPR cameras used as a last resort.</p> <p>Our main criteria for deciding locations is road safety. Other local</p>



	<p>criteria will be considered such as levels of non-compliance, costs and physical site constraints that may affect the ability to enforce.</p> <p>More details on the council's approach to site selection and prioritisation can be found in the report and recommendations agreed by Cabinet on 21<sup>st</sup> September 2022.</p>												
<b>45. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Lynden Stowe</b>												
What percentage of county council spend came from Gloucestershire suppliers in 2022/3?	<p>Total spend against Supplier invoices for 2022/23 was £872m (net), 51% of that came from Gloucestershire based companies or individuals. This is based on the postcode of the registered address.</p> <table border="1"> <thead> <tr> <th>Area</th> <th>Total £ (Net)</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Glos</td> <td>446,747,368</td> <td>51%</td> </tr> <tr> <td>Non-Glos</td> <td>426,237,952</td> <td>49%</td> </tr> <tr> <td>Grand Total</td> <td>872,985,320</td> <td>100%</td> </tr> </tbody> </table>	Area	Total £ (Net)	Percentage	Glos	446,747,368	51%	Non-Glos	426,237,952	49%	Grand Total	872,985,320	100%
Area	Total £ (Net)	Percentage											
Glos	446,747,368	51%											
Non-Glos	426,237,952	49%											
Grand Total	872,985,320	100%											
<b>46. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>												
What progress has been made on the implementation of the Social Value Framework for procurement across the council? When will we see the first annual report based on the TOMs (Themes, Outcomes & Measures) adopted by the council?	<p>Since the adoption of the Social Value Policy by Cabinet in April 2022 Social Value is being embedded in tenders. To date there has been a £82,627,348 commitment made from 11 projects (these are those contracts already awarded and states the expected £ contribution over the full term of their contracts). The Gloucestershire Themes, Outcomes, Measures (TOMs) has recently been finalised and aligns our Social Value Framework with our Council policy.</p> <p>We expect an annual report to be published this autumn.</p>												
<b>47. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Dom Morris</b>												
I have been chasing for a progress update on the Minchinhampton speeding TRO since March. The actions sit with GCC and have done for some time before that. When can the parish council expect	First stage feasibility work, collecting data, site visits and preparing a draft design, has been completed. The project is now at the second stage, which includes informal consultation with												

<p>to see some progress on this important TRO, which is supported both by our community and the police?</p>	<p>local stakeholders. Once this feedback is received the scheme designs / layouts will be reviewed against the feedback and this will form the basis of any proposals that will be taken to formal consultation if this is appropriate.</p> <p>Formal consultation with the police and statutory stakeholders and will end with a public consultation. Timings for this are difficult to predict until the informal feedback is received but it is likely to be at the end of 2023. Typically formal consultation will last for 21 days.</p>
<p><b>48. Questioner's name: Cllr Colin Hay</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Can the cabinet member outline the process and consultations that took place leading up to the decision on the Cheltenham Zone 15 parking TRO.</p>	<p>Prior to the implementation of Cheltenham Zone 15, many communities expressed concerns about on-street parking in residential areas where there is high demand for on street parking. The responses to the consultation also highlight that many people considered parking an issue.</p> <p>Our surveys found that 80% of parking spaces in the area were filled on weekdays, and that many of these were non-local vehicles. This indicates commuters and shoppers were competing with residents for space to park and it is affecting locals' ability to find spaces when needed.</p> <p>The main benefit of Cheltenham Zone 15 is that parking for residents is prioritised over others. The chances of finding a parking space as a local resident will increase due to no longer having to compete with commuters or long stay shoppers. By removing non-local all-day parking, spaces can be used by residents and those visiting them.</p> <p>Officers have also recently uploaded a summary of the process followed in analysing, proposing, consulting on and adjusting the zone proposals. I do hope that this has provided you with some reassurance of the process followed as I appreciate that not everyone has been able to read the full, and very thorough, TRO report that has been published on our website for the last 10</p>

weeks.

As you know there has been extensive consultation on the scheme from the very early stages of gathering data and informal feedback in 2020; informal consultation in Autumn of 2021; formal consultation in summer 2022; and consultation on 19 proposed final modifications in November 2022; and of course we've had considerable ad-hoc contact with residents Local and Town Council members and business throughout this period as well as highlighting the proposals and process for people to make comments through the press and media.

Even after the consultations, we have continued to engage with residents and individual streets to refine the details and information provided to them and to explain the arrangements in their individual roads.

All representations made during the formal consultation period were analysed and considered in line with the legislative process. The outcome of this process, resulted in a number of modifications to the scheme, which have been detailed within the published TRO report. The analysis considers and addresses all the feedback, and an overwhelming opposition to Cheltenham Zone 15 was not found to be the case.

Although the petition against Cheltenham Zone 15 was created after the formal consultation period, further FAQs have been added to the engagement website to address the issues raised in the petition and a summary of the process that has been followed has been added to our website, as I appreciate that not everyone has been able to read the full, and very thorough, TRO report that has been published on our website for the last 10 weeks.

[https://ehq-production-europe.s3.eu-west-1.amazonaws.com/b491794df5fb845dbc4228bd29eb65b5ffa43804/original/1688560521/9b4fe2645770905be0bb957519af1e76\\_Cheltenham\\_TRO\\_Report\\_Full\\_v3\\_-\\_signed.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-](https://ehq-production-europe.s3.eu-west-1.amazonaws.com/b491794df5fb845dbc4228bd29eb65b5ffa43804/original/1688560521/9b4fe2645770905be0bb957519af1e76_Cheltenham_TRO_Report_Full_v3_-_signed.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-)

	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/66091/1d9ce32415ee0f067e6f30326115aec2bfe1560a32f6bd4">Credential=AKIA4KKNQAKICO37GBEP%2F20230908%2Fau-west-1%2Fs3%2Faws4_request&amp;X-Amz-Date=20230908T074453Z&amp;X-Amz-Expires=300&amp;X-Amz-SignedHeaders=host&amp;X-Amz-Signature=c2fcf12627bf660911d9ce32415ee0f067e6f30326115aec2bfe1560a32f6bd4</a>
<b>49. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Given the public concern expressed since the TRO decision for Cheltenham's Zone 15 Parking, both from residents directly and the substantial number on the 'Change .org', will he agree to a review of Zone 15 in 12months time? This will allow residents to see how the scheme works and raise any concerns i.e., times of the restrictions, days of the week it applies to, position of bays, type and length of yellow lines and if they would rather their road be excluded from the scheme.</p>	<p>I agree that undertaking a review is-sensible.</p> <p>Officers will review the Zone 15 scheme in 12 months' time. This is considered to give sufficient time for the scheme to bed in and the changing nature of the parking demands, throughout the year to be experienced, whilst the scheme is in place.</p> <p>All public consultation and communication in relation to Cheltenham Zone 15 to date has followed the statutory TRO process. The review of Cheltenham Zone 15 will also follow relevant statutory procedure.</p> <p>The review is good practice for any new zone but will also help to ensure that the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area.</p>
<b>50. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Can the Council confirm whether or not GCC buildings and all schools, including academies, have any Reinforced Autoclaved Aerated Concrete (RAAC), if all buildings of concern have been professional surveyed by a building surveyor and what mitigation or other measures are being taken, or will be taken, if RAAC is found?</p>	<p>Of the 175 schools GCC is responsible for 94% have been assessed and no RAAC is present. A final five visual surveys will have been completed by the end of the week and five intrusive surveys, being carried out as a precaution, are currently being booked in with schools and our contractors. The DfE has published guidance for schools if RAAC is or could be present.</p> <p>Academies report direct to the DfE, not to GCC. However, officers from our Property Services have been assisting academies with</p>

	their survey requirements.
<b>51. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dave Norman</b>
Following three deaths of cattle so far this year, caused by vehicles strikes, will the Council to action to reduce the speed limit and install built outs on Minchinhampton and Rodborough Commons as have been sought by graziers, parishes and stakeholders?	<p>I'm saddened to hear of the cattle fatalities this season, especially after no fatalities the previous two years.</p> <p>The Council's policy is underpinned by the high level of concern about the rise in the number of fatalities and serious injuries across Gloucestershire. We are serious about making Gloucestershire safer for our residents and this is why we focus our resources on those areas where people from our communities are being killed, or being injured, particularly where those injuries are serious. Our resources and officer time needs to be focused on those areas where we know we can make a real impact.</p> <p>We do appreciate and understand that there is considerable strength of feeling in both Minchinhampton and Rodborough Parishes for more 20mph limits in these areas. We have had several meetings and considerable efforts have been made in considering requests, site visits, liaison with the parish and Police and arranging surveys. However, the measured speeds and low number of traffic collisions do not create a more compelling case than other locations where deaths or serious injuries can be prevented.</p> <p>The Council appreciates the efforts made by all stakeholders and has met regularly to discuss ideas – through these meetings, the Council has previously implemented the following measures:</p> <ol style="list-style-type: none"> <li>1. 7.5T environmental weight limit (lorry ban) across the commons.</li> <li>2. Traffic calming along Cirencester Road, Minchinhampton.</li> <li>3. 40mph speed limit across the commons including cow warning signs/road markings.</li> <li>4. Provided a deployable Variable message Sign.</li> <li>5. Through Highways Local funding, provided new cow themed signs to alert road users of the cows on the commons.</li> <li>6. Quiet lanes in Rodborough</li> </ol>

<b>52. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Will the Council share with County Councillors in the relevant divisions the options being considered for the route of the section of the 'cycle spine' between Gloucester and Stroud, rather than just the study area coloured yellow in an image published to date?</p>	<p>The cycle spine is an exciting project which and is progressing well. It's a huge scheme and there is still a lot of work to do. At this stage the design of the Gloucester to Stroud element of the cycle route is not sufficiently developed to be able to share the exact route, although we have previously committed that the route will pass through Kingsway, Stonehouse and Standish.</p> <p>It remains unclear whether third party land will be required and as the proposals are not final we would not wish to prejudice any third party land owners without certainty that land is required. We will share a more detailed route as soon as it is possible.</p>
<b>53. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Will the Council make a senior leadership commitment and resources to work with Stroud District Council, and other stakeholders, to address the infrastructure matters being raised so that examination of the Stroud Local Plan Review can be progressed?</p>	<p>The County Council has been made aware of the Stroud Local Plan Inspectors' comments / concerns regarding infrastructure and Stroud District Council's response. County Council officers have actively engaged in all consultation stages of the emerging Stroud Local Plan and have expressed significant concerns regarding highways and transport issues.</p> <p>County Council officers have attended all relevant sessions of the ongoing Examination in Public and inputted accordingly. Contact has already been made with the Chief Executive of Stroud District Council and both authorities will continue to positively work together, along with other relevant stakeholders, with the aim of promoting sustainable future growth in the District.</p>
<b>54. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>When will the proposed TRO to introduce further parking restrictions, which have been subject to two rounds of public consultation in the last year, be approved and implemented on Greenaways and Westward Road in Ebley, Stroud?</p>	<p>The original TRO proposal was put forward by a developer who has paid for this work.</p> <p>Following engagement with yourself officers were able to modify the project scope which required a second consultation to be</p>

	<p>carried out.</p> <p>It would be premature to assume the outcome of any consultation until the correct process has been duly concluded. Officers and I are aware of your desire to see this implemented and a final decision will be taken this month. As soon as this happens officers will contact you with more information regarding potential delivery timescales.</p>
<p><b>55. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>Further to the decision of Council in March 2023 to promote awareness of Voter ID requirements, will the Council's library service make arrangements, in collaboration with local district councils, to assist voters to apply for Voter ID certificates at libraries?</p>	<p>The library service will work in collaboration with local district councils to support awareness to voters around the need for Voter ID certificates should districts request assistance.</p>

This page is intentionally left blank