

**COUNTY COUNCIL – September 2024  
PUBLIC QUESTIONS**

<b>1. Questioner's name: David Redgewell</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Within the Highway and Transport budget is money for Gloucestershire county council taking with Cheltenham Borough Council.</p> <p>To make sure that bins are removed from castle kerbs on bus stop throughout the Borough including outside the TA,centre on route A towards coronation Square and GCH Q</p> <p>Which has the stop inaccessible to wheelchair users .</p> <p>Other stop that need attention are in Proirs Road in Prestbury.</p> <p>Where stops are not accessible because there is no wheelchair access to some stops .</p> <p>Has Gloucestershire county council working with Cheltenham Borough Council, Gloucester city council, Stroud District Council, cotswolds District Council,Forset of Dean District Council and Tewkesbury Borough Council (North Gloucestershire Borough Council)have a budget with Gloucestershire County council to make the bus and coach stop full accessible.</p> <p>Similar to the joint approach on merry walk bus and coach station in Stroud.</p>	<p>In the capital spend forecast for the 2024/25 financial year, £773k is committed for the improvement, maintenance and repair of bus stops, interchanges and bus service-related passenger infrastructure.</p> <p>Cheltenham Borough Council are responsible for the installation and placement of bins and do very much consider mobility and access requirements. However, if you have specific concerns you may want to contact the Borough Council direct.</p>
<b>2. Questioner's name: David Redgewell</b>	<b>Respondent's name: Cllr Philip Robinson</b>

Gloucester Transport Hub interchange is being improved by Gloucester City council, in partnership with Gloucestershire county council the Transport Authority.

But still has broken doors still

No information screen for Railway services, and the cafe for passengers is up for lease has no sign to let in window so no Catering company would know the lease is to let .

But at present walking routes are between the bus and coach station Transport hub and the Railway station is blocked by Reperation work

Making very difficult for passengers to access the pavement between the Transport hub and the Railway station

Please can Gloucestershire county council and Gloucester City council

Work with stagecoach west, go head Oxford bus company Pulham, National Express coaches limited,

Network rail Western route, First Group plc Greater Western trains company

GWF ,Cross country trains arriva 1sq capital service and Transport for Wales. As part of the diversity impact assessment and public equilities duty

Look at the walking routes and routes for passengers with reduced mobility to improve the safety of the route and especially

The Gloucester Transport Hub is owned by Gloucester City Council, you may wish to contact them with your comments.

The diversionary route to the station via Metz Way is only temporary, whilst the station forecourt works are undertaken, which are now nearly complete.

<p>signage with Railway replacement services train services operating</p> <p>Via Gloucester with the seven Tunnel closure till 18 th July 2024</p>	
<p><b>3. Questioner's name: David Redgewell</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>With regards to The Tewkesbury to Upton upon seven and Worcester crown point bus service 363 restoration</p> <p>Will Gloucestershire county council Executive member council Robinson</p> <p>Meet with the Executive member for Transport in Worcestershire and First group plc Wales and West buses md Doug Claringbold and commercial Director Rob pym the commercial Director to see if the service can be extended to Tewkesbury again From Upton upon seven.</p>	<p>The reinstatement of service 363 is not part of GCC's strategy. The service was withdrawn a number of years ago due to poor use. There is a frequent rail service between Worcester and Tewkesbury, this means any bus service is highly unlikely to be sustainable.</p>
<p><b>4. Questioner's name: David Redgewell</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>With the now Deep concerns in Wotton under Edge, Charfield Wickwar chipping Sodbury Yate bus station ,Yate Railway station and park and ride</p> <p>With connection by train and bus from Yate to Bristol parkway station and Bristol Temple meads station</p> <p>And buses to cribs causeway, Southmead hospital and Bristol city centre,</p> <p>And people being unable to access schools college's universities work hospital appointments at Southmead hospital, and even basic food shopping trips in Yate shopping centre.</p>	<p>Over the course of the last few months through numerous conversations with our neighbours at South Gloucestershire Council and the West of England Combined Authority (WECA), it became clear that WECA did not want to continue any level of funding for the 84/85. This is despite GCC offering to double our financial contribution to the service. This position from WECA essentially ended any chance of the service continuing.</p> <p>Not all journeys made by those who used the 84/85 can be replaced by the available alternatives. However, there are still several services on offer in the area. GCC financially supports service 40 to Stroud and the 60 to Dursley and Thornbury. We</p>

What progress is happening in talks with mayor Dan Norris west of England mayoral combined transport Authority and south Gloucestershire county council

Including a review of cross boundary bus services 60 Thornbury, Falifeld wickwar and Wotton under Edge. Cam and Dursley may lane bus and coach station

Operated by Transpora buses that have been sold

Service 62 Thornbury Failfield, Berkeley sharpness cam and Dursley station cam and Dursley may lane bus and coach station

Service 40 Wotton under Edge to Stroud Merry Walk bus and coach station.

Service 84 and 85 is due to finish in September 2024 .

And the Robin Demand responsive bus services and westlink Demand responsive bus services

Will not be able to replace the service.

also support the new Robin demand responsive service that operates across the Berkeley Vale area.

Finally, following discussions with the West of England Combined Authority, we have agreed that their 'WESTlink' demand responsive service will also serve Wotton-under-Edge for those travelling south.

**5. Questioner's name: David Redgewell**

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

is their a budget to clean the bus shelters between Cheltenham promenade 94 94x stops

Which has no timetables on the promenade and through Staverton and churchdown

Budget exists to clean shelters and install timetables where appropriate. This route will be reviewed as a priority.

<p>David Redgewell South west transport Network Railfuture Severnside</p> <p>Gloucestershire catch the bus campaign,</p> <p>Gloucestershire community rail partnership.</p>	
<p><b>6. Questioner's name: Julian Selman</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>I have read the information on the SDC website about maintaining Council green spaces and I am encouraged by the GCC advisory documents about cutting grass verges and green spaces. I have noticed that on most main roads like the A38, virtually the whole stretch of verge has been cut (mid July). If this is replicated throughout the county, then millions of insects will have been wiped out at a time of rapid ecological decline and it seems far too early (July) to cut grass on this scale, especially if we want to facilitate nature restoration. If the cutting was left until the Autumn then the impact would be much smaller and the grasses would benefit from a high cut with the clippings taken away. This is what Plantlife recommend. Also, in your own guidance documents, there is advice that does not seem to be being adhered to. Here is an extract:</p> <p>The general methods to conserve and enhance biodiversity on verges are:</p> <ul style="list-style-type: none"> <li>· Annual mowing ideally in August / September or autumn /winter if conditions acceptable.</li> </ul>	<p>We cut our highway verges for safety reasons to provide visibility splays and a refuge for pedestrians if they need to step off the carriageway or footway. Our timings for cutting is very dependent on the weather and growth rate which varies from year to year.</p> <p>We have been working with Plantlife and others to ensure we are managing are verges in the best manner with the priority being safety of the travelling public. Many parishes and district councils also undertake some grass cutting on our behalf and they may undertake further cuts for amenity purposes.</p> <p>We have also been working with Plantlife and have trialled a number of different methods, planting and machinery. We only cut the visibility splays, or a one metre swathe and the remaining verge is left to grow and provide the habitat and biodiversity as well as providing connectivity for species.</p>

- NO cutting between April and July except for safety cuts or to control coarse grasses for a time so as to eventually restore species diversity.
- Collect cuttings if possible and place in a sacrificial area or take away for green recycling including use as compost or if arrangements exist a biofuel.
- Vary cutting height and frequency to create different zones or sections to benefit a larger range of species including invertebrates.

So it seems that the ideal time for mowing verges is not being respected and there does not seem to be varying of cutting height, leaving some of the verge alone or a zoning to maximise biodiversity benefit, as the verges are just being cut at one height all along. Is there a disconnect between policy and practice here? Or maybe insufficient communication with the maintenance teams?

Grasses are important for insects, which are incredibly interesting in themselves, but also important as pollinators and as a source of food for bats, birds, small mammals, reptiles and amphibians. Yet all over the county, including my hometown Dursley and surrounding area, there is grass cutting and strimming on a huge scale during the summer months. If we see verges and areas of grass and other wild plants as habitats, then we can provide a real boost for biodiversity. Similarly, there are areas of grass that could also be left for most of the year and not only do they look beautiful when left, but also they provide a space for nature too. I don't know who is responsible for the grassy areas at the bottom of Long Street in Dursley, for example, but if they were left, we

would have a lovely green swath which I am sure would be appreciated by many residents. Surely all tiers of local government should adopt a more nature-friendly management approach and not "trim to order" if a few people demand areas to be cut because they are "untidy".

I will just mention one more thing - grass and other wild plants also store carbon in the ground. So by allowing them to thrive as much as possible we are helping to address climate change as well.

Why is the Council's Highways Biodiversity Guidance not being implemented properly and consistently?

**7. Questioner's name: Ben Joseph**

I live in Brockweir (NP16 7NS) and am increasingly concerned by the volume of lorries and other heavy goods vehicles that try to navigate the narrow lanes in this area.

There is signage on Brockweir Bridge suggesting no lorries over 7.5 Tonnes turn off the A466 "unless for access", but the issue is that some delivery companies are sending unsuitably large vehicles up these lanes "for access". These vehicles then get stuck and cause irreparable damage to the hedge rows, trees and also walls.

I attach a photo of a lorry stuck on Hilgay Road. We have spoken with this company directly, and in spite of assuring us they would not send such large lorries up the lane, have continued to do so. In fact, when most recently speaking with a driver from this company, he had shared his own concern with his managers,

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

We have been made aware of a recent incident in this area of a vehicle getting stuck and the local team are now undertaking a review of the existing signage and looking at possible improvements. We understand the issue was caused by the driver following satnav guidance and not looking at the road signs so we will do our best to engage with the satnav providers to see if further guidance can be added to these routes on their systems.

having previously been stuck on the lane, yet had been sent back out the following week in the same lorry.

My question to the council is - what can do to warn lorries not to try and navigate these lanes before it is too late and they become stuck and cause irreparable damage? For example, can we have additional signage on the bridge and at the following junctions off Mill Hill marked in yellow, which would allow large lorries to turn around before it is too late? Furthermore, what can the council do to enforce this please?

**8. Questioner's name: Heidi Westerlage**

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

As Gloucestershire County Council needed to submit its plan by 12<sup>th</sup> June 2024 to receive £2,209,623 of BSIP funding from the Department for Transport, please can you send me the list of all the routes in Gloucestershire County Council, which have been allocated part of this funding and how much funding per route?

The promised improvements include evening buses on the 65 service and a Sunday Dursley-Stroud service. However, these services appear to be dependent on Stagecoach having to recruit more drivers and GCC not putting it out to tender to other bus operators in case Stagecoach cannot meet the demand.

Therefore we seek reassurance from GCC that the funds allocated for this will be safeguarded and not lost or re-allocated elsewhere.

The list of finalised BSIP+ services will be published on our website in the coming days. This phase of service procurement is ending and once complete we will detail the spend so far.

The Robin can be booked between two weeks in advance and up to one hour before you want to travel. All bookings are subject to availability. The initial feedback for the Berkeley Vale Robin has been extremely positive, as it has for all other areas. No times are guaranteed, and it is to be expected that some parts of the day will be busier than others.



<p>Other concerns we have is regarding the Berkeley Vale Robin On-Demand Bus Service, which starts on 17 June. Places on it have to be booked and bookings open on 10 June.</p> <p>However, the service appears to cover a large area with 2 mini-buses, the website needs updating and the App is not easy to use.</p> <p>Also, the location of pick-up points is not clear from the online map , therefore further information regarding this service is needed urgently from GCC.</p> <p>We were told by a Robin user in the Forest of Dean that the service needs booking 10 days in advance to secure a place. If this is correct, how can the Robin On-Demand Bus Service be viable and reliable in the long run?</p>	
<p><b>9. Questioner's name: Jan Mallett</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>The questions are all in connection with the M5 J9 &amp; A46 Transport Scheme.</p> <p>What is the current status of the Strategic Outline Business case (SOC) which is due to be approved by the DfT in 2024 (according to the report produced for cabinet on 15<sup>th</sup> May 2024)?</p>	<p>The SOC is still currently with the DfT for assessment and we are waiting for the outcome.</p>
<p><b>10. Questioner's name: Jan Mallett</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>We understand it has been agreed that NH will take over delivery of the project once the Outline Business Case has been approved. Will they use the LLM funding pot or, if not, which fund will be used?</p> <p>Does the Council expect the apparent reduction in Local Transport capital funding by 12%* to affect this project's funding?</p>	<p>It is not known at this stage which funding pot NH will use to deliver the project.</p> <p>GCC is not aware of a 12% reduction in capital funding for GCC Local Transport capital schemes by Government. We understand that this may be a figure taken from a nationwide</p>

	budget estimate, however, no information is available on how or if this would affect Gloucestershire.
<b>11. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
<p>We understand that the non-statutory public consultation on route options is under review following the General Election. Can the Council please explain what is preventing/delaying the consultation from going ahead?</p> <p>Alternatively can the Council please provide the timescales for the public consultation?</p>	<p>We will be carrying out a public engagement exercise from early October, to share shortlisted route options and seek the views of stakeholders on them. Feedback from the public engagement exercise will inform options development, refinement and further shortlisting prior to a future public consultation to shape selection of a preferred scheme design. More details on this exercise will be shared in the coming weeks. Further information about the proposals can be <a href="#">found on the scheme webpage</a>.</p>
<b>12. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr David Gray</b>
<p>How much can the Council recoup of the costs incurred to develop the Business case and route options, should the project not go ahead?</p>	<p>If the project does not go ahead GCC will not be able to recoup costs incurred to date.</p>
<b>13. Questioner's name: Eric Torrington</b>	<b>Respondent's name: Cllr Chloe Turner</b>
<p>Will the Environment Scrutiny Committee take a lead-by-example position and stop and lobby for the cessation of grass-cutting, shredding litter, and leaving it by Highway authorities?</p> <p>The UK is suffering a litter pollution crisis. The national and local practice of '<b>Cut-Shred-Leave</b>' by agencies such as National Highways, and other agency departments contributes to setting a bad example reinforcing the acceptance of litter in the wider community by those that should lead by example. The long-running practice has a detrimental impact on the built and natural environments and is harmful to wildlife. On the one hand,</p>	<p>District Councils are responsible for litter collection and the County Council work collaboratively with them ahead of grass cutting season to enable planned traffic management to be shared so that litter picking is carried out before the grass cutting. This works well in some areas and we will pick these comments up in our end of season review and see if further improvements can be made next year. We appreciate the impact of litter on the environment, and we need to tackle the</p>

<p>National Highways has launched a campaign called "Lend a paw - bin your litter" to raise awareness of the negative impact of litter on wildlife and road safety. Yet their shredding of litter is making the risk to wildlife significantly worse. Locally there are patches of cut grass all along the A38 for example and it looks awful, plus the micro-plastic impact is worse including shredded polystyrene that decomposes very slowly, and essentially remains in the environment indefinitely. I have also encountered shredded litter in town settings such as Dursley where path and road verges have been cut and the litter left highly visible. Therefore, please stop the practice locally and lobby through appropriate government channels for a national response to this issue.</p>	<p>root cause to encourage more people to take litter home so that it is not on the verges.</p>
<p><b>14. Questioner's name: Eric Torrington</b></p>	<p><b>Respondent's name: Cllr Chloe Turner</b></p>
<p>There is significant litter accumulations in and around many business settings throughout Gloucestershire and beyond. Some leading retailers do not comply with litter legislation and fail to clean up in and around their premises. This contributes to the detriment of the built and natural environment and contributes to negative social impacts on communities, such as ASB, crime, and other disorders. It is also harmful to wildlife and ecosystems. Based on 5 years of litter-picking and campaigning would the Committee allow me to present a 'problem statement' to one of its members (perhaps a Litter Champion) to seek support for my campaign objectives for more business-focused litter legislation?</p>	<p>The collection of litter is a district function but we are happy to support a campaign for more business-focused litter action.</p>
<p><b>15. Questioner's name: William Harvey</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Pothole repairs Quarhouse Lane, Brimscombe and its extension to the Junction with 40-acre Lane.</p>	<p>Please see our comments below for the different sections:  1. From our records the defects that have been identified which meet our intervention criteria have been repaired.</p>

This is dealt with in three separate sections.

1. Quarhouse Lane from its junction with Thrupp Lane to Stringers Wood.
2. Stringers Wood.
3. The extension of Quarhouse Lane at the first cattle grid near Lypiatt Manor to its junction with 40-acre Lane.

1. Quarhouse Lane, there are 50 plus potholes in this stretch or road, some are marked with a white paint. They vary from just small holes say 6" in diameter to 20feet long of varying depth from 2" to 5". Why has this road been allowed to deteriorate to such an extent. This type of pothole is dangerous for walkers, horses and cyclists. Most of the potholes are in the steep slopes in the road.

I was told that the repairs were not being done to all of the marked holes, why?

2. Stringers Wood, this is 100m long and has not been repaired for 20 years, has deteriorated by wear well into the stone track that preceded it. It is almost one long pothole.

3. Lypiatt Manor to 40-acre Lane at which there are 21 potholes and edges of carriageway of which some are marked for repair. Some are deep but not marked for repairs. This road is mostly level and relatively fast.

We have had 5 potholes repaired in Quarhouse Lane, adjacent to my home recently, one was a serious one adjacent to a manhole

All defects that have been marked by our Safety Inspector will be repaired. The team will continue to monitor this site.

2. We are aware of the condition of this section and the local team are currently reviewing options for next financial year. The team will continue to monitor this site too.
3. Defect repairs were undertaken on 4<sup>th</sup> September, 24 defects have been identified and these are a mix of potholes and edge of carriageway. The team will continue to monitor this site.

Our teams schedule repairs based on criteria used within our Safety Inspection Manual and the timescales assigned. The team schedule based on resources and timescales, trying to repair as many as possible on the first visit. Our Contractor employs self-delivery gangs but also subcontractors to help with the peaks of defect numbers and these could be from a little further away, including Swindon.

cover, done the next day, and 4, one off carriageway and 3 in carriageway . The 4 were repaired by a team of men from Swindon. Now I ask why a team from Swindon were employed and at what cost to ratepayers and how often.

Why mark potholes for repair and then not action the repairs.

Why not repair all potholes at one time when the team are there it would save repeated visits because as fast as one is repaired another is developing and often, they are not inspected for months at a time.

Claypits Lane has recently been completely resurfaced when it was questionable to do so, carries less traffic than Quarhouse Lane.

**16. Questioner's name: Adrian Oldman**

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

Stroud Town Parking review:

At Council on 22nd May, Cllr Dom Morris said in response to my public question at Council said that the cost of the Stroud Parking review and consultation was £156,346.

At the Council meeting on 20th March 2024, in relation to the failed parking reviews recently carried out, Cllr Dom Morris said that he was committed to an external review to learn from what did not go right and integrate it into the council's systems and processes. Which independent persons or company undertook that review, and will the review be published? What lessons were learnt from the failure of the review and consultation, and how has that informed subsequent public consultations?

Cllr Dom Morris made a statement in March 2024 that the Cheltenham Zone 15 parking scheme would be reviewed.

This review commenced in May 2024 and is ongoing.

All reports, consultation and findings can be found on the council website here: [Cheltenham Parking Zone 15 | Highways \(glooucestershire.gov.uk\)](https://www.glooucestershire.gov.uk)

<b>17. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Stroud Buses and BSIP money</p> <p>1. At Council on 22nd May Cllr Philip Robinson said that 'Funding enhancements to bus services in Stroud district is a key part of GCC's BSIP+ proposal. If Stagecoach are unable to deliver the improvements due to a lack of drivers, then GCC will review the plans for the Stroud area. The funding will absolutely stay in the Stroud area, but enhancements to existing Stagecoach services provided by a different operator are likely to be financially unviable. It is more likely that a different plan will be drawn up that is viable for other operators to provide.' Could Cllr Robinson please state how many bus routes in Stroud District have been improved using this money, and why it has not been possible to make improvements to more services? How much has been committed so far to the current improvements?</p>	<p>The Stroud improvements were launched by Stagecoach on 2 September. These were improvements to service 65 and 67.</p> <p>Plans are also in place to improve service 66 but this is related to a housing development. We expect to have progress on this in the coming weeks.</p>
<b>18. Questioner's name: Adrian Oldman</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>After almost a year of discussions with Stagecoach, and no significant improvements to the majority of bus services in Stroud District, could Cllr Robinson please outline the different plan that he mentioned in May, how that is progressing, and when the long-suffering bus users in Stroud will see the benefits of this Govt money in improving their bus services.</p>	<p>Two improved services for Stroud were launched on 2 September. We have provided a number of updates via Council and Cabinet questions over recent months as to the progress of these improvements and the reasons for the delay, reasons which were beyond the control of GCC. We're delighted that the improved services are now in place.</p> <p>It should also be noted that Stroud District also had a new Robin service launched in June 2024.</p>

<p><b>19. Questioner's name: Adrian Oldman</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>Could Cllr Robinson please explain why it was impossible for GCC to reach agreement with South Glos Council to continue the funding for the 84/85 service into Wotton under Edge.</p>	<p>GCC offered to double its contribution towards the 84/85 to retain the service. However, it became very clear that the West of England Combined Authority (WECA) do not wish to contribute at all to the service. WECA, as the transport authority, are responsible for the decision, not South Gloucestershire Council (SGC). It was only due to GCC and SGC stepping in with funding in 2022 that the service was retained in the first place.</p>
<p><b>20. Questioner's name: Adrian Oldman</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>Could Cllr Robinson please tell bus users when he expects the improvements that are currently being consulted on at Merrywalks Bus Hub; new shelters seats, and RTPi screens - are likely to be in place. Why is there not planned to be any provision of toilet facilities in these works?</p>	<p>The timescale of improvements depends on the outcome of the consultation. If major changes are required to the design this will delay implementation. An evaluation of the consultation is taking place now as a priority, once this is complete and the design finalised, we will give an estimate for the delivery and installation of the project.</p> <p>As per the previous correspondence you have received on this matter, the project will be delivered via several third-party suppliers, therefore delivery is reliant on their supply chains.</p> <p>The provision of public bathrooms is usually a matter for district or town councils. The county council focus is on the transport infrastructure.</p>

**COUNTY COUNCIL – September 2024  
MEMBER QUESTIONS**

<b>1. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr David Gray</b>
Will the Cabinet member acknowledge the change in attitude to water companies by the Government since the Conservatives left office? Ofwat's £104 million fine is a sign the regulator is finally taking the issue of sewage in our waterways seriously. But Gloucestershire residents need to see rapid progress in dealing with the continued stink of raw sewage in our rivers.	The cabinet member welcomes the actions of all governments in addressing the challenges of water quality and ensuring our rivers are clean and safe.
<b>2. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
The World Health Organisation has recently declared that monkeypox is an international public health emergency. While at the time of writing, the risk to the majority of people in Gloucestershire seems to be low, could the cabinet member for public health please confirm what the county's preparations have been to deal with any incidents of Mpox, and advise whether any extra support is available for those in high risk groups?	<p>The outbreak of Mpox in 2022-23 was of a strain called 'clade 2'. This resulted in significant local action to ensure that the services most likely to identify people with the virus (e.g. sexual health services, emergency departments or primary care) were alert to the symptoms. Public communications were primarily nationally led through UK Health Security Agency (UKHSA, who lead on health protection). This included social media and targeted messaging through phone apps. A national vaccination campaign was delivered to offer vaccination to healthcare workers in these settings and to individuals who were more at risk of contracting that particular strain of Mpox. The vaccine is long lasting and those that received it are still considered to be protected.</p> <p>In 2024 the WHO declared Mpox a public health emergency of international concern due to wider circulation of the 'clade 1' virus which seems to cause more severe disease. There are no current cases in the UK and travel advice is in place for people visiting affected areas. As there have been various sources of</p>



	<p>transmission within the countries currently affected, evidence is being gathered about whether additional communication and/or vaccination campaigns are required.</p> <p>As a county we have a tested communicable disease plan and local pathways for notification and management of any illness that is considered to be a 'high consequence infectious disease (HCID)' and test these pathways regularly. I am assured that we are well prepared as a system to share information and implement relevant public health actions as advised by UKHSA.</p>
<p><b>3. Questioner's name: Cllr Ben Evans</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>I am sorry to see Mark stand down as leader of the Council, I've enjoyed working with him, not least because he has shown a single minded focus on the people of Gloucestershire. He has been keen to find areas of agreement and to keep the Council on track in terms of its remit.</p> <p>How does mark think that we can best use our role, as local Councillors and representatives of our communities, to bring people together; Recently we have had Far right activity on UK streets at levels we have not seen for Decades. What can we do to stand up to those who propagate anti muslim hate and see division; and is there anything we can do corporately to stand united in the face of extremist views?'</p>	<p>Thank you Ben for your kind words. I have enjoyed working with colleagues across the political spectrum over the last 14 years. We all share a passion for our communities and our county, and it's through this passion we seek to improve the lives of all Gloucestershire's residents.</p> <p>While our county did not witness the criminality seen elsewhere, I have asked officers work with the police to pull together a log of any related incidents that occurred. I have also raised with the OPCCs office the issue of a lack of communication that resulted in a rumour leading to the closing down of Cheltenham and Gloucester centres.</p> <p>It is important that as civic leaders we highlight all that unites us, celebrate our rich cultural heritage, have the courage to listen to the concerns of our residents whether we agree with them or not</p>

	and never seek to label any group or community because of the actions of a small minority.
<b>4. Questioner's name: Cllr Rebecca Halifax</b>	<b>Respondent's name: Cllr Stephen Davies</b>
<p>The report from Rachel de Souza (Children's Commissioner) about the number of children who are strip searched in police custody was horrifying. How many of these searches were carried out in Gloucestershire? how many of these searches were of children in care, and how many are children on the SEN register where strip searches .How many of these searches were carried out in appropriate spaces (ie home, police station or medical facility) AND with an appropriate adult (ie parent or authorised advocate) present?</p>	<p>This question relates to police activity and is made available to the Gloucestershire Safeguarding Children's Partnership whose responsibility it is to ensure that collectively the statutory safeguarding partners (local authority, police, ICB) and any agency with a function relating to children work together effectively to keep children safe. Through our Partnership we are able to provide the following:</p> <ul style="list-style-type: none"> <li>- A review was undertaken in 2022 following the report into the incident involving the Metropolitan Police and Child Q and a 12-point plan outlining the minimum standards of recording for custody records was introduced from August 2022. It included specific requirements on the authorisation, procedure and robust review of any strip search that involves a child. This includes an independent review undertaken by an appropriate lay person, as well as review undertaken by the chair of the custody scrutiny panel.</li> </ul> <p>From August 2024 the youth justice service will join the custody scrutiny panel where they will be able to consider and provide expert input for any child strip searched in custody. This will strengthen the oversight and response to vulnerability characteristics referenced in the Children's Commissioner's report such as being in care or in need of help and protection, having</p>

	SEND, medical vulnerabilities or being at risk of exploitation (Harm Outside the Home).												
<b>5. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Lynden Stowe</b>												
During the budget scrutiny process, Liberal Democrats here in this chamber asked about the decision to only allocate 3% towards a staff pay award. Considering public sector workers had seen their pay lag behind the private sector for most of the past 15 years, and the almost certainty the Conservatives were going to lose the General Election, why didn't the council allocate more towards a staff pay award when it appeared obvious to everyone else 3% probably won't be enough.	Pay awards are negotiated at a national level so are difficult to predict. The estimate built into budget assumptions for 24/25 was 3% and potential contingency is held within T&C budget.												
<b>6. Questioner's name: Cllr Lisa Spivey</b>	<b>Respondent's name: Cllr Dom Morris</b>												
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<b>8. Questioner's name: Cllr Lisa Spivey</b>	<b>Respondent's name: Cllr Dom Morris</b>												

<p>Can the Cabinet Member confirm how these figures compare to our nearest statistical neighbours?</p>	<p>Up to date authority figures are dependent on individual council's publishing their figures. the 2024 ALARM survey indicated that nationally in 23/24 authorities saw an increase in pothole claims of 80% compared with the previous year. They also reported that the national cost of claims to all authorities in the same year was £22.7m.</p>
<p><b>9. Questioner's name: Cllr Lisa Spivey</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Can the Cabinet Member confirm how many claims have been defended in court, and what the total cost of defending those claims was in the years 22/23, 23/24 and to date in 2024?</p>	<p>The claims are managed by Ringway Solicitors and this information is not easily pulled off our systems – we will work with Ringway Solicitors and provide these figures as soon as we can.</p>
<p><b>10. Questioner's name: Cllr Lisa Spivey</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Of the claims where legal action was taken to defend claims, what was the total of the claims being made?</p>	<p>Please see the answer to Q9 above, information is being pulled together and will be shared once available.</p>
<p><b>11. Questioner's name: Cllr Ben Evans</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>When will it end for the people of Churchdown? In the last five years we've had Bamfurlong bridge shut for months on end; Staverton bridge shut for longer; Brookfield bridge shut; Badgeworth bridge is falling down; and the Cheltenham to Gloucester Road dug up over a 30 month period in a spectacular exhibition of Conservative incompetence. Nobody has coordinated the works, nobody seems bothered to the way this has affected the residents of the village. Is the answer to 'When will it end?' simply: 'When a competent body takes over from councillor Morris and the Conservatives'?</p>	<p>All of the bridges to which you refer, as you know, are in fact the responsibility of National Highways or Network Rail. All of the bridges had structural problems which required remediation. We appreciate the amount of disruption caused by the works in this area by all the different organisations. We can confirm that our planned works come to an end in this area following the resurfacing works this month. We are not able to comment about other organisations and their plans, but we are not currently aware of any immediate works planned.</p>
<p><b>12. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>

The Council's own website says a TRO takes between 12 months and 18 months to complete. So why has the TRO which I requested in Summer 2021, that seeks to improve road safety outside Christ Church Primary School, Gloucester Road Primary School, and Rowanfield Infants and Junior Schools still not been completed?

TROs are prioritised as indicated in the TRO Status Report, with priority given to safety schemes derived from the number of people who have been killed and seriously injured, major projects which have a wider impact on the network and developer projects with legal planning obligations. The TROs you mention are not in the above categories.

This does not mean that your TROs are not important as the council is committed to improving travel for school children as evidenced by the work done by the Thinktravel team. Pending objections, the TROs you have mentioned should be in place by the end of the financial year.

There is a significant demand for TROs in the county and there has been a strain on staff resources, especially for an area of expertise that is difficult to recruit to.

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

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

Does the cabinet member believe that when Councillors commit their delegated Highways Local budget, they are entering into a contract with their constituents to do something for them? And those constituents should rightfully feel let down if the council then repeatedly dithers, delays, procrastinates and prevaricates over and Over and OVER again while failing to deliver important road safety schemes?

The TRO team have experienced staffing challenges, which puts a strain on delivery, especially in the context of how we must prioritise projects, focusing on safety schemes with high KSIs, major projects which have a wider impact on the network and developer projects with legal planning obligations.

This means that TROs that do not meet the above priority category may take longer to process than should be expected.

	However, the TRO team will continue to work on improving staff capacity. This includes improving offers to prospective employees within the Council's rules.
<b>14. Questioner's name: Cllr Lisa Spivey</b>	<b>Respondent's name: Cllr Dom Morris</b>
Is it acceptable, that some TRO's are taking over double the time it should take to process?	Please see the response to Question 13.
<b>15. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Dom Morris</b>
Nothing works in this country anymore, after years of Conservative Government, we are seeing this legacy continue in Gloucestershire. The Phrase TRO, may not mean much to the normal person in the street, but isn't it a disgrace that important highways improvements move at a snail's pace in Gloucestershire? What is going on?	Please see the response to Question 13. Important highways improvements and safety schemes are prioritised above all else to meet the necessary delivery times. It is the lower prioritised schemes which are taking longer, which is due to the shortage of staff and the council's success in securing external funding for important highways schemes which have to be delivered within a set time before the funding is lost.
<b>16. Questioner's name: Cllr Paul Baker</b>	<b>Respondent's name: Cllr Dom Morris</b>
What progress has been made please for the resurfacing of The Strand in Cheltenham?	The Strand is scheduled to be resurfaced before the end of the financial year. Currently planned to start towards the end of January, to avoid the Christmas trade and be completed before the Cheltenham festival.
<b>17. Questioner's name: Cllr Paul Baker</b>	<b>Respondent's name: Cllr Dom Morris</b>
What progress has been made in progressing the installation of traffic light cameras at the junction of Hewlett Road, London Road and College Road and other similar junctions in the County given the significant number of accidents and casualties which result from motorists jumping orange and red lights?	The GCC traffic safety team alongside the traffic signals team, are currently looking to arrange a demonstration with Jenoptics, who are one of the largest redlight camera enforcement companies in the UK, to enable us to consider the use of their

	<p>current TOPAS (camera enforcement) approved technologies. GCC recently met with Red-speed international, who have also demonstrated their available technologies to us.</p> <p>The aim of this is to allow us to purchase the most advanced and robust technologies to roll out in the county, once we are aware of all available products and services in this area of road safety technologies.</p>
<p><b>18. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>The pedestrianised area of The Promenade still has extensive areas of hideous black tarmac, when will this area be reinstated in the original York stone?</p>	<p>When slabs have been identified as a safety defect then these have been removed and made safe with tarmac as a temporary repair. The permanent repair to replace the black with slabs is a follow up job and a programme of works is currently being prepared. Your Local Highway Manager will keep you informed of the programme dates once confirmed.</p>
<p><b>19. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>What further plans are there to further increase the capacity within the county for SEND pupils? Once the much awaited new school has been completed I understand there will still be a significant shortfall meaning pupils have to travel out of county or go to private schools and huge expense to the tax payer?</p>	<p>A SEND specialist sufficiency group is developing a range of options setting out how the requirement for High Needs places could be addressed and funded to meet the increase in demand and reduce the reliance on more costly independent non maintained settings.</p> <p>In addition to the proposed new 200 place school, we have also just completed the new facilities for The Altus School at Eastbrook Road in Gloucester, part of the Alternative Provision Transformation Project to support children and young people, many of whom will have SEND needs.</p>

	<p>The options being developed by the sufficiency group aimed at meeting the need for additional high need places includes:</p> <ul style="list-style-type: none"> <li>• The potential to expand our existing maintained special school settings</li> <li>• the potential for providing tailored support in mainstream settings through the development of Resource Bases and SEN Units</li> <li>• looking to our ability to provide an additional new special school provision.</li> </ul>
<p><b>20. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>Are there any plans to provide bespoke capacity for SEND pupils within existing schools? This would aid integration, achieve some economies of scale, ensure local schools for local children and help both teachers and parents?</p>	<p>Wherever possible, opportunities are explored to support children and young people with SEND in mainstream settings close to where they live. This can include making adaptations to the school accommodation, for example, lifts, hygiene facilities or adapted teaching areas, to ensure the school has the required infrastructure to support the children's needs.</p> <p>In terms of dedicated bases, the work being undertaken by the SEND Sufficiency group is looking to identify other opportunities where Resource Bases, SEN Units or satellite alternative setting provisions may be developed.</p>
<p><b>21. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>What progress has been made on a new pedestrian crossing on Sandford Road following my presentation of a petition from local residents?</p>	<p>It is the council's legal duty to improve road safety. We also want to improve accessibility for pedestrians including the provision of safe crossing locations. It is important that we use finite funding in</p>



	<p>the most effective way hence as discussed previously, the prioritisation of sites for pedestrian crossings takes account of both the level of demand (measured in terms of pedestrian and vehicle flows at that location), combined with any known accidents. This particular site has a relatively good road safety record and as such, given that the road safety programme is focused on KSIs, investment cannot be justified at this location.</p> <p>If alternative funding were available this could support the scheme's priority assessment however, you have not been able to identify another source of funding to install a crossing. An option may be for you to fund a feasibility study to assess the initial data and options in more detail. This may then provide additional information which we can jointly use to try to lever additional sources of funding.</p>
<p><b>22. Questioner's name: Cllr Paul Baker</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Whilst I support the e-scooter trial across our County I have a number of concerns relating to dangerous riding and lazy and inconsiderate parking.</p> <p>There seems to be a marked absence of designated and signed parking areas and in Cheltenham at least the monthly reports show no warnings, fines or bans issued. This differs markedly from the previous provider who provided clearly marked parking areas and issues warnings, fines and bans.</p> <p>If we are to avoid a public backlash about these matters we may end up having to reconsider the scheme in my opinion.</p>	<p>We work closely with the police on all matters concerning road safety and rider behaviour. Voi have already met with the police and Deputy PCC to share their plans and work on safe use of e-scooters in the county. This was arranged through the Gloucestershire Road Safety Partnership.</p> <p>All parking bays are marked virtually using geofencing technology. Users can see where parking bays are located through the Voi App. A Voi user must end their ride within one of these parking bays and take a photo as additional evidence, otherwise they continue to be charged for the ride. Voi staff patrol Cheltenham and Gloucester daily to redistribute e-scooters in</p>

<p>I also have real concerns about the absence of any police enforcement of dangerous riding. If we are not careful a dangerous accident will result.</p> <p>Can I ask the Cabinet Member to write to the Police Commissioner asking him to enforce his zero tolerance policy of ASB in regards to dangerous riding and instruction the operator to properly enforcing bad behaviour by issuing bans and fines where appropriate and to properly mark parking areas?</p>	<p>crowded bays and to ensure e-scooters are neatly positioned. Voi, in continuation from Zwings, issue fines, bans, warnings and account suspensions to their users who ride e-scooters in a manner that contravenes the rules of riding (originated from the DFT). Voi has a comprehensive system for members of the public to report anti-social e-scooter riding. Voi e-scooters have a 3 digit number plate on their tail helping individual users to be identified. The easiest way to report Voi e-scooter misuse is through this link <a href="https://report.voi.com/">https://report.voi.com/</a>. Voi are responsible for e-scooters in the official Department for Transport Hire scheme only (coral red and black colour) and not all e-scooters.</p>
<p><b>23. Questioner's name: Cllr Suzanne Williams</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>How much has the EV charging point at George Readings Way been used since instalment?</p>	<p>The EV charge points in George Readings Way have been used by 11 different users and the total energy delivered was 298kWh.</p> <p>We are expecting utilisation to grow over a long period, as more people buy/use EVs.</p>
<p><b>24. Questioner's name: Cllr Alex Hegenbarth</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>In July there was a large fire close to the Wingmoor Farm Household Recycling Centre which, while contained within a few hours by the Fire Service, led to a lot of alarm amongst local residents due to the lack of information on what was happening,, and it took GCC several hours to issue any information whatsoever on the incident. Can I ask that an 'Incidents Page'</p>	<p>We always issue information as quickly as possible but if there is an emergency situation where residents need to evacuate for example, then emergency services will take on the ground action such as door knocking.</p> <p>Both the GCC Comms Team and the Emergency Planning Team were contacted within an hour of the incident occurring and information was passed over.</p>

<p>be set up on the GCC website as a central point to direct residents to for updates and information</p>	<p>GFRS Fire Control have all been trained to issue social media and are asked to do this, but when they are extremely busy (as they were on this day), the GCC Comms Team support them for any incidents they feel require this, and/or if it is reputational, major incident or involves a fatality we do ask they contact the on-call comms.</p> <p>An Incidents Page may be considered moving forward.</p>
<p><b>25. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Has the new Secretary of State approved the funding for J10 including the extra £80M? If the £80M is to be raised via a S106 Agreement, what affect will this have on affordable housing, do we know?</p>	<p>The Homes England Funding allocation to the project has been agreed. We are still looking for any shortfall to be provided by developers as part of a s106 agreement. Decisions on s106 funding and affordable housing will be ultimately down to the local planning authority.</p>
<p><b>26. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Regarding J10, If the missing £80M is to be raised via a S106 Agreement, what affect will this have on affordable housing? Will there be any reduction in the number of affordable homes?</p>	<p>If the £80m is secured, enabling Junction 10 to go ahead, this would allow the construction of at least 8000 houses (substantially more in the future). With 30% affordable housing this gives rise to 2400 affordable housing units. Without the £80m, Junction 10 can't be delivered and therefore the housing growth in the area will be restricted to around 1700 units delivering 510 affordable houses. Therefore the securing of the £80m short-fall clearly increases affordable housing provision.</p>
<p><b>27. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>

<p>Before major construction begins on Elms Park, will the access and exit to the park on the Tewkesbury Road be in place and fully functioning?</p>	<p>The GCC recommendation to Tewkesbury Borough Council is that a planning condition be imposed on any consent limiting development to 500 housing units prior to construction of the Tewkesbury Road accesses. In the interim it is expected that the Manor Road and Gallagher Retail Park accesses will be used to access the wider Elms Park site.</p>
<p><b>28. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>What date are we expecting work to start and finish on Junction 10?</p>	<p>Currently works are anticipated to commence in late 2025 with a 2.5 year construction duration.</p>
<p><b>29. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>When will the road link to the Cyber hub be completed?</p>	<p>Currently works are anticipated to commence in late 2025 with a 2.5 year construction duration.</p>
<p><b>30. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Previously we understood 1100 houses could be build before Junction 10 is up and running, is this still the case?</p>	<p>National Highways are responsible for the M5 and they have recommended a limit of 260 dwellings prior to the interim signalisation of the M5 Junction 10 south bound off-slip and a second limit of no more than 1000 dwellings prior to the opening of the 'M5 Junction 10 All Movements Improvement Scheme'. This recommended limit is currently being reviewed. The County Council has not recommended a local road limit at this stage, however our traffic modelling suggests a limit of 1700 dwellings before severe conditions occur on Princess Elizabeth Way, the A40, A4019 and Old Gloucester Road.</p>
<p><b>31. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>

<p>Is the planning application for the Folly part of this 1100?</p>	<p>The traffic impact from this planning application on the GCC road network will be considered cumulatively with other applications in the area. Cheltenham Borough Council will decide whether they consult National Highways in respect of the impacts at the M5 junction 10.</p>
<p><b>32. Questioner's name: Cllr Bernie Fisher</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>We all saw a news story express concern that the funding for Junction 10 was in doubt, featuring quotes from Cabinet member Gray. Was this news Story a result of a Council or Conservative party press release?</p>	<p>We are aware of a news release 5 months ago, the County Council are not privy to political releases or statements as a general rule.</p>
<p><b>33. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>E-Scooters have been running in Gloucester City and Cheltenham Borough for some 3 years now, and it would be fair to say they have been popular amongst users, whilst receiving a mixed reception from the population at large, so facts would help! What evidence has been accumulated to date regarding whether, and how much, use of E-scooters represents new usage, or modal shift, and importantly shift from which other transport modes.</p>	<p>Zwings conducted a survey amongst their users in February 2023. The results from this showed that 35% of e-scooter journeys (in the trial hire scheme) replaced a car journey. There was a 7% modal shift from walking, 12% from Bus and 43% from Cycling.</p> <p>For the period between December 2023 to July 2024 returning users have increased to 4,900 (an increase of 800) and 1,200 new users were recorded (an increase of 202 users).</p>
<p><b>34. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>It would appear that GCC is enthusiastically embracing the Trees for Streets scheme, whereby residents can sponsor a street tree, albeit at some cost (£195 if they water it themselves for 3 years, or £295 if they want the Council to water it). Whilst it is great to plant trees - subject to finding suitable locations and indeed suitable trees – what provision is this Council making for</p>	<p>Following the initial 3 years, we will add the tree into our tree asset data and it will be included within our Tree Inspection process. We are currently reviewing our Tree Policy for the county and this scheme has been included in the discussions and review process.</p>

revenue support to maintain the new trees beyond an initial three years of watering?	
<b>35. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>I want to thank Philip Robinson and Tom Main for everything they have done regarding the 84/85 bus service. I want to know what we can do next to ensure residents in Wotton-under-edge who have to travel to their GP, go to school or college, or go to work don't see their futures and their health materially affected.</p> <p>By all objective standards bus service between towns of their size and proximity in that area really should not "fall over"; and arguably would not do so if they were within the same transport authority's area. What strategy does GCC have across the County to ensure that good quality cross-boundary services are maintained and developed where cross-boundary co-operation exists between the authorities?</p>	<p>Despite our best efforts and an offer of double the funding contribution from GCC, it was not possible to save the 84/85.</p> <p>Not all journeys made by those who used the 84/85 can be replaced by the available alternatives. However, there are still several services on offer in the area. GCC financially supports service 40 to Stroud and the 60 to Dursley and Thornbury. We also support the new Robin demand responsive service that operates across the Berkeley Vale area.</p> <p>Finally, following discussions with the West of England Combined Authority, we have agreed that their 'WESTlink' demand responsive service will also serve Wotton-under-Edge for those travelling south.</p>
<b>36. Questioner's name: Cllr Linda Cohen</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>What Strategy does GCC have across the county to ensure where despite best efforts cross-boundary co-operation is poor or non-existent, to ensure that services are provided across Gloucestershire's boundaries to connect into the transport networks of neighbouring counties ?</p>	<p>GCC maintains relationships with all neighbouring authorities at both a political and Officer level. It is through these discussions that cross-border services are agreed and financially supported.</p>
<b>37. Questioner's name: Cllr Rebecca Halifax</b>	<b>Respondent's name: Cllr Stephan Fifield</b>

<p>With renting becoming harder and less affordable for local people, how much housing with access for those with disabilities is currently available within the sector in Gloucestershire?</p>	<p>The number of people aged 18-64 with impaired mobility is projected to increase by 2% from 21,847 people in Gloucestershire in 2020 to 22,221 people in 2040<sup>[1]</sup> (374 people). The figure for Gloucestershire is slightly higher than the National and South West predicted increases which are both 1%. Adult Social Care commission services for 710 people with (a physical disability (PD) in Gloucestershire. 261 of those people are in supported living services with tenancies in properties that are accessible.</p> <p>Sufficiency relating to the required number of supported living accommodation for people with a disability in Gloucestershire is detailed in the 2024 Market Position Statement (MPS). The 2024 MPS indicates that while there is currently sufficient supported living in Gloucestershire to meet demand for people with a disability, additional work will take place as detailed in the actions outlined in the MPS : <a href="#">Challenge 2: Appropriate housing   Gloucestershire County Council</a> – to ensure that we are working collaboratively with local stakeholders to address the problems highlighted in the MPS.</p>
<p><b>38. Questioner's name: Cllr Colin Hay</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>On the 18th March, the Council press released that over 100 EV charging points had been installed around the county. At the time of the press release, how many of these sites were working?</p>	<p>On the 18<sup>th</sup> March there were 56 operational EV Chargepoints. The other EV Chargepoints were awaiting the grid connection to be made.</p>

<sup>[1]</sup> Figures are taken from Life Opportunities Survey Office for Disability Issues (2011)

	Since then, there have been further chargers activated which brings the total close to 100 on-street plus 100 activated at Arle Court Transport Hub.
<b>39. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
Could the cabinet member please advise whether the council is on target to resolve all outstanding applications for Definitive Map Modification Orders by the revised January 2031 deadline?	There is no target in place to 'resolve' all DMMO applications by the 'January 2031 deadline'. The stated deadline relates to the <u>submitting</u> of applications based on pre-1949 documentary evidence. Applications based on other evidence (including 'user evidence') are not affected by this change of legislation and will continue to be able to be made and will be processed accordingly.
<b>40. Questioner's name: Cllr David Willingham</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
Based on the current figures, could the cabinet member please show the current year on year projections for resolving DMMO applications by the revised January 2031 deadline, including details of how many Commons and Rights of way committee meetings will be required and how officer time will be resourced?	As per qu.39, there is no set deadline for <u>resolving</u> all DMMO applications. However, in terms of general resourcing, workloads continue to be monitored and bids for any additional resourcing will be made through the usual 'Mid Term Financial Strategy' (MTFS) process (as appropriate). Similarly, if the frequency of CROW Committee meetings needs amending, this will be addressed.
<b>41. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
Is the Cabinet Member aware of the risks that residents of Butterow Lane, Rodborough, are exposed to as a result of its closure for 6 weeks, from 9 September - 18 October, during which time many will park on the adjacent Butterow Hill, which is pavementless, in order to avoid a lengthy diversion via Swellshill which is a detour along a narrow single track lane?	We have listened to concerns, and we have rearranged the repairs on Butterow Lane to Monday 4 <sup>th</sup> November to 13 <sup>th</sup> December, this will be undertaken following the planned resurfacing works allowing the temporary parking on Butterow Hill as originally planned.



<b>42. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Is the Cabinet Member aware that between 9 - 18 October the closure of Butterow Lane will also overlap with the TTRO covering the resurfacing of Rodborough Common and that this will result in the diversion of a large volume of traffic during designated hours between the Commons and Rodborough and Stroud along Butterow Hill?</p>	<p>The closure on Butterow Hill has been moved to the 9th of November.</p>
<b>43. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Why are works commissioned by the Structures Team and the Structural Maintenance Team not better co-ordinated?</p>	<p>The Structural Maintenance programme is extensive, with multiple sites on the ground every day. To achieve delivery, road space needs to be booked at least six months in advance. Structures works, whilst planned do tend to be more reactive in response to new or deteriorating issues. This can lead to some clash, although these are always coordinated wherever possible.</p>
<b>44. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>Why has the resurfacing of Lower Spillmans, Rodborough (which is pavementless and has had its resurfacing delayed now for more than five years), been removed from the resurfacing programme for 2024/25, when will a method of work be agreed and when can residents finally expect to see the road, which is in very poor condition, resurfaced?</p>	<p>The issue with this site is the condition of the private boundary walls retaining adjoining landowner's property which have the potential for damage from the large machinery required for resurfacing. They are in very poor condition and the LHM for the area is engaging with those residents to see that resolved. The carriageway condition is not particularly poor, so it is in the interest of all parties that the walls be made safe prior to any resurfacing works.</p>

	The Local Highway Manager will continue to keep you in the loop with regard to any progress and prospective dates.
<b>45. Questioner's name: Cllr John Bloxsom</b>	<b>Respondent's name: Cllr Dom Morris</b>
When will the resurfacing of B4008 Westward Road, Ebley, which is on the published resurfacing map for 2024/25, be rescheduled as the section concerned, between Orchard Road and Chapel Lane, is in very poor condition (the job having been pulled from its originally scheduled dates in June/July in order to prevent disruption of access to Stroud District Council offices during the general election period)?	Westward Road has been rescheduled for 6 <sup>th</sup> – 14 <sup>th</sup> March 2025. This is the earliest opportunity in amongst the wider countywide programme.
<b>46. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Some years ago Northleach was designated as a local transport hub, arising from its strategic position on the road network, connecting bus routes from all directions. Earlier this year the 801 service was cut back to just one bus each way per day serving Northleach.</p> <p>Is Northleach still considered a local bus hub? If the town is still a local bus hub, then why is that status now being ignored? What are the opportunities to provide a subsidised service between Bourton and Northleach, given the lack of commercial provision?</p> <p>Whilst you know that I'm a strong supporter of the Robin, the lack of timetabled service is not adequately compensated by it. A bookable service, while welcome, must be booked ahead of time and is not easy for visitors to access.</p>	<p>Northleach has been designated as a transport hub due to its location where two key services, the 801 and the 855, intersect. The reason for this designation is so that the bus stop facilities are reviewed and potentially upgraded to reflect the current level of service. This is a multi-year project.</p> <p>I am pleased GCC already financially supports both the 855 and the Robin which provides transport for residents of Northleach to Bourton, Cirencester, and a number of other locations.</p>

<b>47. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>The poor state of the many steep roads along the Chalford valley continues to be a serious issue for residents in my division. Very low priority seems to be given to this part of the network (and data is also poor, with assessment of the maintenance cost only being carried out every three years). Even when work is programmed, it often seems to be pulled at a later date without explanation, a recent example being Knapp Lane in Brimscombe, which remains in dire need of repair.</p> <p>Residents were grateful for the Find and Fix work on Dark Lane, but there are many more such roads and they are extremely important for connecting the dispersed communities across my division. I know these roads are difficult to work on, but in some cases they are now becoming undriveable (and extremely dangerous on a bike). Is there a strategy in place for tackling the poor state of the rural unclassified network, in particular these steep-sided valley roads in the Thrupp-Brimscombe-Chalford-Minchinhampton area?</p>	<p>We have been working with our contractors to find safe systems of work and appropriate sized machinery that can tackle these steep sections and at present that work is continuing.</p> <p>As you mention these sites can be very steep, narrow and difficult to access and over recent years there have been a number of health and safety incidents nationally which have highlighted the risks of historic methods at similar sites and the obvious restrictions of some pieces of machinery.</p> <p>We will of course continue with safety inspections and defect repairs to these types of roads and please do report any immediate concerns through Fix my Street. It also sounds like there has been some positive visits from Find and Fix gangs so similarly please do liaise with your Local Highway Manager if you feel this might be an appropriate treatment for other roads that you have concerns about.</p> <p>These sites have not been forgotten and we will find a safe solution for longer-term maintenance as soon as possible and ensure that your Local Highway Manager is kept up to speed.</p>
<b>48. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Dom Morris</b>
<p>I've had some resident complaints about highways litter following verge cutting, for example on the A38, and have noticed myself that litter picking does not always seem to be happen before the grass cut, resulting in unsightly and</p>	<p>Litter picking is a District function, and we try to co-ordinate with our District colleagues as much as possible for them to use the same Traffic Management for our grass cutting operations, saving</p>

<p>environmentally damaging litter fragments being scattered across wide areas of highways verge. What requirements are made of contractors with regard to litter clearance prior to verge cutting, and what enforcement of this is carried out by Highways?</p>	<p>them considerable cost in carrying out their responsibilities. This has been more successful in some areas than others. We will be undertaking an end of season review of grass cutting and we will feed this into our discussions and ensure this is passed on to our District colleagues also. We will continue our work with the Districts to see if this can be further improved for future operations.</p>
<p><b>49. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>When I asked in June 2023, I was told that work would get underway during 2023 on refreshing GCC's Rights of Way and Countryside Access Improvement Plan - is there a target date for producing the new Plan? (current version 2011- 2026) Will it be subject to public consultation and are there opportunities for Gloucestershire residents to be involved in co-production?</p>	<p>Work has started and 4 key areas of review have been identified namely - accessibility; enforcement; path orders and development. Gloucestershire Local Access Forum will be involved in the accessibility and development sections. Work is continuing and we are expecting the consultation to include members as part of this review. Our target date is the end of next summer, with the aim for it to be in place before 2026.</p>
<p><b>50. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Is there still a waiting list for submitting a Public Paths Order? If so, how long is it? And given the average processing rate once submitted, what is therefore the realistic timeframe in which a Gloucestershire resident could expect a PPO submitted today to be completed?</p>	<p>The making or amending of Public Path orders is a power vested in the Council and the council currently has no duty as such to 'determine' received applications. But of course we do liaise closely with communities where they contact us with concerns.</p> <p>In line with many Local Authorities, has a number of outstanding requests and similarly struggled with recruitment to such specialist roles. This is a matter that has been raised and discussed by Council previously.</p>

	<p>There is a waiting list which is currently approx. 3.3 years from application to determination, however, due to some successful recruitment of an additional resource we expect the processing to speed up as staff are trained and confidently processing applications. Realistically an application submitted today is likely to be at least 2.5 – 3 years before being determined whether to make an order or not.</p> <p>There is a legislative change previously proposed but we have waited since 2015 for this to be brought into operation, hence it is an unknown timescale when this will be activated. This could / would introduce a right to apply/right to appeal and limited timescale for determination.</p>
<p><b>51: Questioner's name: Cllr Sue Williams</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Is it possible to ask the council How much is spent on Temp traffic light systems which are rented to GCC ?</p> <p>I note that yet again Painswick may be subjected to temp lights as the road will be monitored</p> <p>The work on the A46 last year /this year was for over a year .</p>	<p>The cost of temporary signals will be dependent on location, duration and type and is not typically disaggregated from the overall cost of schemes. We appreciate the frustration that delays from temporary signals can cause but we do not install these unless there is a need to keep the travelling public safe. The current monitoring of the A46 near Painswick is to check that the slip movement in the hillside is not progressing faster than anticipated. All being well it is intended to reopen the road after the monitoring is concluded.</p>
<p><b>52: Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Stephen Davies</b></p>
<p>GCC's Road Safety policy states "Gloucestershire County Council considers that 20mph should be the speed drivers aspire to, in places where vulnerable road users and vehicles mix. This should apply to urban and rural residential streets and</p>	<p>The implementation of 20mph speed limits is ongoing and any project needs funding for the works and staff resource.</p>

<p>to town and village centres. We will seek to implement 20mph limits where they would be beneficial and appropriate, ensuring that speeds are both safe and appropriate to their environment.” How is it in the light of this statement that 20 mph speed limits were introduced to a paltry 26 roads across the whole of Gloucestershire during the period Jan 2023 to July 2024, out of the many hundreds of roads which would be expected to meet GCC’s criteria?</p>	<p>It is appropriate that these projects are prioritised focusing on where there is the greatest need especially in the context of road safety and reducing KSIs and their impact. This makes the most appropriate use of finite funding. In areas where there is no road safety or casualty data supporting a need for a 20mph limit we are keen to explore additional funding avenues when we review the Highways and Traffic programme budget and the Road Safety policy and to then work collaboratively with the Police on what approach might be appropriate.</p>
<p><b>53: Questioner’s name: Cllr David Willingham</b></p>	<p><b>Respondent’s name: Cllr Mark Hawthorne</b></p>
<p>At the remembrance ceremony for VJ Day in Cheltenham, a number of veterans expressed their concern to me that not all of those who served in Aden were given a medal to recognise that service. My limited research suggests service between July 1960 and April 1964 did not qualify. Does the Leader of the Council agree with me that those who served in our armed forces should have that service recognised, and will they work with the council's Armed Forces Champion(s), the MPs for Gloucestershire and others who may be able to help, to put pressure on the Government to formally recognise the service of those veterans while the events in Aden are still in living memory?</p>	<p>My understanding is that a review of eligibility for medallic recognition in military campaigns was conducted by Sir John Holmes for the Government in July 2014. The Government has stated that “no further reviews of historic claims will now take place unless significant new evidence is produced outlining that an injustice has occurred.” We are not aware that there is any new evidence that would mean we would be able to ask Government to do a further review.</p>
<p><b>54: Questioner’s name: Cllr Colin Hay</b></p>	<p><b>Respondent’s name: Cllr David Gray</b></p>
<p>Can the cabinet member please tell me when the necessary TRO's, to restrict parking to EV's only, will be in place for the EV charging points already installed</p>	<p>The TRO timescale will depend on the location and what other parking reviews are planned or underway. Please contact the Traffic and Active Travel Manager to discuss any specific locations you have in mind and they can provide details.</p>

	That said the EV infrastructure and bays are being clearly marked and we are anticipating good compliance with the bays in the interim period.
<b>55: Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr David Gray</b>
Can the cabinet member also assure me that any charging points on double yellow lines will have those double yellow lines removed?	There is one location that needs a section of the Double Yellow Lines removed. I can confirm that these will be removed and the TRO process for the removal is ongoing.