Environment and Communities Scrutiny Committee

7th March 2018

Commissioning Director's Report

This report summarises key areas likely to lead to decisions over the next 6 months, including updates on areas previously reported.

1.1 Relevant Cabinet/ Cabinet Member/ Council decisions:
- **Policy and Budget Framework - Medium Term Financial Strategy and the Council Strategy** (County Council, Feb)
- **Recommendation to Council - Publication and Submission of the Minerals Local Plan for Gloucestershire 2018-2032** (Cabinet, Jan)
- **Recommendations to Council - Council Strategy and Medium Term Financial Strategy (MTFS) 2018-19 to 2020-2021** (Cabinet, Jan)
- **Financial Monitoring Report 2017/18** (Cabinet, Jan)

2 Highway and Transport Authority

2.1 Highway Maintenance

2.1.1 Highways Contract (update)
- The Term Maintenance Contract (TMC) and the new Structural Maintenance (SM) resurfacing contracts are both out to market. The TMC went out as planned on the 30th November and the SM contract a week later. The successful bidder for the Structural Maintenance contract is likely to be announced by the end of February. The TMC has been through the pre-qualification procurement stages and five bidders have been invited to submit tenders (Balfour Beatty, Griffiths, Ringway, Skanska and Volker Highways). Tenders will be returned in mid-April with a shortlist of three bidders determined by mid-May. Following a competitive negotiation phase final tenders will be submitted in July and a decision made in September 2018.
- Cabinet Panel (cross-party) met in January and reviewed elements of the new contract tender documents including how the future contractor's performance will be measured and incentivised.
- Despite a sharp rise in the number of safety defects following two winter events, Amey key performance indicators and delivery of the capital programme continues to remain on target. Additional resources have been brought in to assist with defect repairs including the use of a jet patcher.
- The Council has received an additional £1.1m of Pothole Repair funds from DfT. Officers are seeking additional patching resources and pull together work plans to deliver the additional works in late spring/early summer.
- Winter operations have gone well and main roads have remained treated and operational throughout the recent snow events. There have now been over 54 gritting runs completed. The five year average is 52 per year so highway teams are expecting an overspend on the winter service as cold temperatures were continued to be forecast for February.

2.1.2 Highways Local (update)
- Delivery is ahead of target although there are still some pockets where engagement with members was late, leading to the inability to delivery the works in this financial year.
2.1.3 Lengthsmen (update)
- The team has received 98 compliments about the work of lengthsmen over the last two years, more than any other work programme.
- Lengthsmen activities have finished for the year and the lengthsmen gangs are now focused on defect repairs although a few ‘mop up’ jobs are still being completed for some members that had purchased additional lengthsmen time.

2.1.4 Traffic Regulation Orders (TROs, update)
- TROs for 2016/17 are now all complete.
- 2017/18 TRO budget (£100k agreed at Council) – four schemes have been successfully scored in priority assessment:
  - Wotton under Edge Parking Restriction Package – Informal consultation and Statutory consultation is complete; formal consultation will commence by early March 2018.
  - Cheltenham Parking Restrictions Package – Statutory Consultation is complete and Formal Consultation currently underway with deadline for comments 2nd March 2018.
  - Gloucester Restricted Parking Zone – Informal and statutory consultation is complete; formal consultation is planned for March 2018.
  - Gloucester Prohibition of Driving – Informal and statutory consultation is complete; formal consultation is planned for March 2018.
- A list has been compiled of all TRO’s (including hump notices and development funded TROs) that are ongoing. This list is updated monthly and is available on the Council’s website; http://www.gloucestershire.gov.uk/extra/tros.

2.1.5 LED Street Lighting Project (update)
- Skanska are continuing with the LED conversions. Works are ahead of the contracted programme, however they are behind on their own accelerated programme. Work has now moved into the rural areas.

2.2 Highway Usage
2.2.1 Network Management
- Asset Management (no change)
  - An Annual Report is produced retrospectively outlining Asset Management activities around Highways Maintenance. The latest version covering 2016/17 is now available on the County Council’s website and can be viewed here.
  - The Transport Asset Management Plan is available on the website in a chapter by chapter format to allow for a gradual updating of the Plan. It can be viewed here.
- Parking (update)
  - Cheltenham West – Feedback from the implementation of the West End and Lansdown zones has been largely positive. In the Railway zone officers are monitoring parking and exploring options to manage parking displacement.
  - Publicly accessible ParkMap system to go live shortly, significantly improving public self-service through online access to parking information.
- Road Safety (update)
  - Following the consultation with staff and unions on proposals for delivering the council’s road safety statutory duties staff have moved into their new teams in Highways and the Integrated Transport Unit. Work is underway to recruit to a ThinkTravel post to support active travel, the council’s travel plan and to oversee school travel plans.
Air Quality (update)
- An Air Quality and Health Workshop was held on the 16th January 2018. The workshop was very well attended by local stakeholders and included a talk from Dr Adrian Davis who has an international reputation in the interdisciplinary field of transport and health. Through the discussions a lot of ideas were generated about how to develop local approaches to improve air quality and to reduce its impact on our population’s health. The team who organised the event are now working through these outputs to identify the top priorities for more collaborative approaches to tackling air pollution in the county. Feedback has been collated and will be considered by the Task Group at its next meeting on 21st March 2018.

2.2.2 Cheltenham Transport Plan (update)
- Phase two (Imperial Road) – following reports of intermittent queuing issues, an additional queue detection loop was installed in November. Some queuing issues were reported in January, but it is understood this was due to the failure of the Regent Arcade car park entry barriers.
- Phase three (Royal Well) – construction was 90% completed in January. Cold temperatures have delayed the installation of a run-over island. This will be completed shortly. Monitoring will be undertaken in late February / early March.
- Phase four (Boots Corner Closure) – subject to satisfactory monitoring results, the trial closure of Boots Corner under an Experimental Traffic Regulation Order will commence on 5th June 2018. Boots Corner and surrounding roads (Clarence Parade, Clarence Street, Pittville Street, Promenade, and Imperial Circus) will become bus lanes, with various exemptions including taxis and servicing between 6pm and 10am. The experimental TRO will run for an initial 10 month period, as specified by the TRO committee recommendation in Jan 2015. An officer report and recommendation on whether to make permanent, modify or abandon will be created following the formal consultation period ending at Month 6, with a formal decision being required by the Commissioning Director in Month 8/9. If the recommendation/ decision is to modify the experiment, it will run for the full 18 month period to December 2019.

2.2.3 Cycling (update)
- There are a number of initiatives/projects currently underway for cycling. Annex 1 provides an update on each.

2.2.4 Public Transport (update)
- The council has recently tendered for a replacement Park and Ride service at Arle Court in Cheltenham. At the time of writing this process has not concluded so it is not possible to confirm any details.

2.2.5 Commons and Rights of Way (CROW) Committee
- Deregulation Act (no change)
  - Commencement of the Rights of Way provisions contained within the 2015 Deregulation Act has been further delayed to 2018, with no firm date set.
- Definitive Map Modification Orders (DMMOs, update)
  - There are no substantive changes to report since the briefing to Scrutiny Committee and CROW Committee members on 1 December 2017. An additional meeting of the CROW Committee was held on 30 January 2018 at which a DMMO application was determined and we have also presented reports to the Internal Officers’ Panel for determination. The total number of outstanding applications (at all stages in the process) is 116. Reports
have been prepared for the next CROW Committee meeting, scheduled for 29 March 2018.

3 Infrastructure and Major Projects

3.1 Major Transport Projects

3.1.1 Major Schemes

- A417 Missing Link (update)
  - The public consultation is underway and will run from 15 February to 29 March. Information regarding the consultation can be found here:
    - [http://www.highways.gov.uk/a417-missing-link](http://www.highways.gov.uk/a417-missing-link)
    - https://highwaysengland.citizenspace.com/he/a417-missing-link/
  - Two surface routes are being consulted on: the original ‘brown route’ that the (then) Highways Agency promoted in 2003 and a second surface route with a slightly different alignment. Tunnels have been discounted due to the high cost and low value for money.
  - Environment and Communities Scrutiny Committee will discuss the consultation at its meeting on 7 March.

- Cinderford Spine Road (no change)
  - Construction works for Phase One of the road have now been completed; snagging list to be sent to the contractor.
  - Environment Agency (EA) licences for dormice and newts have been transferred to the college from the County Council.

- Elmbridge (update)
  - Scheme completed on time and on budget.
  - Final account and outstanding Contractor payments (including retention) still to be agreed. Contractor currently completing snagging and defects list.
  - Arle Court Bus Lane scheme is out to tender with suppliers, with a proposed construction in April 2018 for a period of 4 months.

- Cross Keys roundabout (update)
  - The County Council has been awarded £2.7 million Government funding for improvements to the Cross Keys roundabout at the junction of the A38 and B4008, just north of junction 12 of the M5. Works include new traffic lights on the A38, widening the approach lanes of the roundabout and enhancing conditions for buses and cyclists. The scheme will cost £3.851m; the remaining money will be made up of section 106 funding, developer contributions and the County Council’s highways budget.
  - The County Council will progress detailed design throughout Spring 2018, with the aim of starting construction in Winter 2018.

3.1.2 Local Growth Fund (update)

- The initial £62.5m Growth Deal funding was announced in July 2014. This included £14.1M major tail-end funding, now reduced to £9.07m to be paid directly from the Department for Transport (DfT) to the promoter; this is for Elmbridge Roundabout Scheme. A further £15M of Growth Deal funding was announced in January 2015 and in February 2017, a further £29.13 million was secured in the third round of Growth Deal funding for the following projects:
  - Longford Housing – £4.53 million
  - Cyber Business Park – £22 million (DfT retained scheme)
  - Gloucestershire College Forest of Dean Campus – £2.6 million
• In addition to the major tail-end funding allocation and the DfT-retained scheme (see above), £30,907,000 of the total Growth Deal allocation for Gloucestershire is allocated to the following transport schemes:

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Allocation £’000</th>
<th>Indicative LEP Board decision date</th>
<th>Promoter</th>
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<tbody>
<tr>
<td>A419 corridor</td>
<td>4,360</td>
<td>10/10/2017 - approved</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>Lydney strategy</td>
<td>1,000</td>
<td>11/09/2018</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>Berkeley bridges</td>
<td>1,990</td>
<td>15/12/2015 - approved</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>Cinderford Northern Qtr</td>
<td>3,800</td>
<td>15/12/2015 - approved</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>Glos South West Bypass</td>
<td>2,000</td>
<td>20/02/2018 - approved</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>St Barnabas Roundabout</td>
<td>1,000</td>
<td>Q4 2018/19</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>B4063 Junction</td>
<td>1,600</td>
<td>Q4 2018/19</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>A40 Over Rnd &amp; Highnam</td>
<td>2,230</td>
<td>13/12/2016 - approved</td>
<td>Gloucestershire County Council</td>
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<td>Abbeymead / Metz Way</td>
<td>500</td>
<td>04/10/2016 - approved</td>
<td>Gloucestershire County Council</td>
</tr>
<tr>
<td>Gloucester Transport Hub</td>
<td>6,400</td>
<td>16/02/2016 - approved</td>
<td>Gloucester City Council</td>
</tr>
<tr>
<td>Cheltenham Spa Railway</td>
<td>1,497</td>
<td>12/12/2017 approved</td>
<td>Great Western Railway</td>
</tr>
<tr>
<td>Longford Housing</td>
<td>4,530</td>
<td>Q3 2018/19</td>
<td>Tewkesbury Borough Council</td>
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<tr>
<td><strong>Total Transport</strong></td>
<td><strong>30,907</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.1.3 Capital Programme, 2017/18 (update)
• We currently anticipate spending £40.1M in the 2017/18 financial year, which is £2.4M below the anticipated target. This is because of significantly slower progress than anticipated with the Street Lighting LED conversion project (see 2.1.5). Other than that all other spend is currently largely in line with the revised November 2017 target.

3.1.4 Highways England (HE, update)
• A prospectus has been prepared by the A46 Partnership setting out the ask of the authorities along the A46, which in Gloucestershire is for improvements to be made to M5 J9 and the A46 through Ashchurch. The prospectus is aimed at raising the profile of the road with a view to securing investment from Government for improvements. The prospectus will shortly be formally launched and can be found here:
  o [www.gloucestershire.gov.uk/A46-partnership](http://www.gloucestershire.gov.uk/A46-partnership)
• Housing Infrastructure Fund. The Government announced a new £2.3bn fund for local authorities and District Councils to bid to, to deliver new infrastructure to support new and existing communities. The fund is divided into 2 streams:
  o **A Marginal Viability Fund** – available to all single and lower tier local authorities in England – to provide a piece of infrastructure funding to get additional sites allocated or existing sites unblocked quickly. Tewkesbury Borough Council were awarded an indicative £8.1m to provide a new bridge over a railway line replacing a level crossing, to solve a road capacity problem and unlock development within the Tewkesbury Ashchurch Housing Zone – Access to the North. Cheltenham Borough Council were awarded an indicative £3m to provide public realm improvements at Portland Street to release a stalled town centre housing scheme on a brownfield site with consent for 143 units of which 40% affordable.
- **A Forward Fund** – available to the uppermost tier of local authorities in England – for a small number of strategic and high-impact infrastructure projects. Bids can be up to £250 million. Expressions of Interest were submitted by the County Council; one for an M5 Junction 10 upgrade and ‘Smart Motorways’ improvements; and one for improvements to M5 Junction 9 and the A46. Announcements regarding the successful EOIs are expected at the end of March.

- HE has recently released the “SRN Interim Report” for consultation. This report sets out the main challenges on the SRN that HE envisages for the next Road Investment Strategy period from 2020-2025. The County Council responded to this consultation by the deadline of 7 February 2018.

- HE is consulting on the Major Road Network (MRN), a new network of local roads that local highway authorities can bid for funding to improve from the new National Roads Fund. The consultation closes on 19 March.
  - The proposed MRN network map can be found at [http://maps.dft.gov.uk/major-road-network-consultation/](http://maps.dft.gov.uk/major-road-network-consultation/)

### 3.1.5 Great Western Rail Franchise (update)

- The Government ran a consultation, asking for views on proposals for improving train services on the Great Western rail network from April 2020. The Great Western franchise could be split up and the plans, if implemented, would create a new West of England rail franchise. County Council officers submitted an officer-level response to meet the deadline of 21st February 2018, which has been shared with members of this Committee. The response highlights/raises the following points:
  - Disagree with the suggestion of splitting the franchise on the basis it will lead to further fragmentation and complexity to the rail industry that is largely impenetrable to most of the travelling public. The possible future franchise structure set out in the document would create an additional train operating company (ToC) in Gloucestershire;
  - Strong support for including the MetroWest Phase 2 Gloucester (including Cam & Dursley) extension in the next (Direct Award) franchise service specification based on the positive findings from the studies commissioned so far. This would give a half hourly service between Gloucester, Cam and Dursley and Bristol;
  - Strong support for service improvements on the North Cotswold Line via the North Cotswold Line Taskforce which gets held up as an example of good partnership working. GCC is a member;
  - Disagree with the suggestion of removing intermediate stops to reduce journey times. Clearly this could impact on stations such as Cam & Dursley, Stonehouse and Ashchurch for Tewkesbury;
  - The need for ongoing station improvements in terms of accessibility, parking, facilities etc, particularly Cheltenham and Gloucester;
  - A commitment to increased investment in new rolling stock;
  - Support for an hourly service to Worcester as a minimum (stopping at Ashchurch for Tewkesbury) with additional services in the peak time; and
  - Support (officer and financial) for studies to look at the potential for new rail stations between Gloucester and Bristol.
3.2 Planning
3.2.1 Community Infrastructure Levy (CIL) and Section 106 (S106) Agreements (update)

- The national Community Infrastructure Levy (CIL) Review reported in February 2017 alongside the publication of the Housing White Paper. It assessed the extent to which the CIL does or can provide an effective mechanism for funding infrastructure, and has recommended a number of changes to which the Government is responding.

- Council officers responded to the Department for Communities and Local Government (DCLG) setting out the importance of the council’s role in infrastructure delivery and the problems faced by upper-tier authorities that cannot become CIL Charging Authorities.

- A number of these concerns, shared with other counties, have been reflected within the report with subsequent consultations examining various aspects. For now, CIL will remain, and progress should continue, where authorities are introducing CIL. Further updates will be provided on the changes and how they may impact on the County Council.

- Within Gloucestershire, progress on District CIL Charging Schedules is as set out in Annex 2. Two consultations are required: the Preliminary Draft Charging Schedule (PDCS) and the Draft Charging Schedule (DCS). After the DCS consultation, an independent examiner holds an Examination in Public, and reports to the authority, which then makes further changes or proceeds to adopt.

- As of April 2017, CIL has been operational within Stroud district and the County Council continues to cooperate with the other district councils in the development of their CIL schemes.

- Cotswold DC CIL Examination took place in December 2017. Some supplementary questions were asked by the Examiner, which require written answers. The Inspector’s Report is expected to be published shortly. Officers submitted comments throughout the process and will continue involvement.

- The Joint Core Strategy (JCS) Authorities’ CIL Examination had been scheduled for September 2017, but has been postponed. This followed a further consultation in July-September 2017 which aligns the CIL DCS with the changes to the JCS.

- The County Council continues to work with the CIL Charging Authorities to support on governance arrangements, CIL preparation and administration.

- Financial contributions that arise through S106 Planning Agreements are agreed between the County Council and the Developer/Owner as part of the planning application process, to mitigate against the specific impacts of a particular development, in accordance with the National Planning Policy Framework and CIL Regulations 2010 as amended.

- The Local Developer Guide, which sets out the County Council’s expectations from development and guides how the Council will negotiate developer contributions, was updated in December 2016 and approved by Cabinet. It was updated to bring it in line with new policies, including the introduction of CIL.

- At Gloucestershire County Council, the financial contributions agreed with developers relate mainly to strategic infrastructure, such as highways and transportation, schools and libraries. Once received, S106 contributions can only be spent in accordance with the specific terms set out in an Agreement.

- Contributions become due on trigger dates which are set out in each agreement. For example, an education contribution may be due after a certain number of new dwellings have become occupied. The County Council has a S106 Monitoring Officer who monitors the triggers in agreements and liaises and invoices developers when contributions become due.
Annex 3 shows the quarterly statistics for S106 contributions agreed, due and received.

3.2.2 Joint Core Strategy (JCS, no change)
- Following receipt of the Inspector’s final report, all three of the JCS authorities have now adopted the JCS. It is anticipated that the JCS will be immediately reviewed, starting in 2018.

3.2.3 Highways Development Management (HDM, update)
- The Team Manager returned to work in January and we are going through a process to recruit to vacant and new positions with the aim of filling vacancies in the final quarter of 2017/18. We are also working with districts to develop planning performance agreements (PPAs), to provide developers with more certainty about the timescales for assessing larger applications, mainly in Cheltenham and Gloucester. A workshop is planned in March with districts, Amey and Legal services to understand how we can make best use of PPAs to speed up the delivery of new development in Gloucestershire.
- Since 2012/13 the County Council, as Local Highway Authority (LHA), has provided LPAs with standing advice for assessing the transport impact of developments of up to five dwellings on minor (mostly residential) and ‘C’ class roads where the speed limit is 30mph or less. This was reviewed in 2016, as agreed with LPAs. The HDM team offers support guidance and training to LPAs to assist them with understanding how to apply standing advice effectively.
- Since October 2016, for larger and more complex applications, the County Council has been providing LPAs with summary sheets giving a succinct overview of the main transport issues, concerns and recommendations. This is in addition to a more detailed substantive response. We have asked LPAs to provide copies of these summaries to their members and to include them in their reports to planning committee. The aim of this approach is to assure members on planning committees that the LHA has properly assessed the impact of a development and whilst we may have concerns these do not warrant a recommendation to refuse the application. Previously such concerns may not have been apparent in committee reports, which simply stated that the LHA has no objection.

3.3 Waste
3.3.1 Joint Waste Committee (update)
- The forecast for 2017/18 is a reduction in residual waste due to the full-year effect of the new improved waste services in Stroud and changes to recycling collections in other areas. This will result in an anticipated recycling rate of 54% for the year.
- Following approval by Cabinet in September 2017, a short-term interim arrangement for residual waste disposal has been prepared to cover the gap between expiry of the current landfill contract in August 2018 and commencement of operation of the Javelin Park Energy from Waste facility (Residual Waste Project) in or around summer 2019. A business case has been produced to consider the options for waste transfer arrangements once Javelin Park is operational. New arrangements for the transfer of waste from the north of the county will need to be established, and a decision on to procure this service is due in the spring.
- A project to replace the aging and unreliable waste compaction equipment at the HRCs is underway. This will introduce new mobile compaction equipment to the sites, initially at Hempsted and Pyke Quarry, and will provide reliability and flexibility for the operations at these sites. Associated ground repairs will take
place at the same time to provide a safer working environment. This will require temporary site closures of up to 2 weeks.

- Tendering for HRC materials recycling and disposal services has commenced. This utilises the Dynamic Purchasing System (DPS) to let contracts for all materials which will commence in April 2018. The new contract for Wood recycling commenced on the 1st January, offering an index linked pricing mechanism which is hoped will produce savings to the authority over its’ 3 year lifetime.

- A communications programme for 18/19 has been developed for approval by the Joint Waste Committee at the February meeting. This includes a number of campaigns aimed at reducing packaging waste, harnessing the current mood around the issues of plastic recycling.

- The governments 25 Year Environment Plan was published in January. This provides a blueprint for a number of focused actions on a range of issues including waste management. It also commits to producing a waste and resources strategy later this year, which will assist us in developing our plans in the future. We will take this opportunity to review our own waste strategy in line with this.

- The latest performance forecast is included at Annex 4.

3.3.2 Residual Waste Project (update)

- The project is making good progress.

- Process equipment has started to arrive and is being installed on site. Concrete groundworks and the erection of the steel framework continues, including for the visitor centre and the roof structure for the incinerator bottom ash treatment hall. There are now approximately 200 staff and operatives working onsite.

- Western Power Distribution’s electricity cable installation works continue. The cable will take power from the site to the national grid connection at the Ryeford substation, south of Stonehouse.

- Site operations and Health and Safety continue to a high standard.

- The Community Liaison Group met in January to discuss the project. Minutes of the meeting can be found at http://www.ubbgloucestershire.co.uk/get-involved/community-liaison.

4 Minerals and Waste Planning

4.1 Minerals Local Plan (MLP, update)

- Cabinet, at its meeting on 31st January 2018 resolved to recommend to Full Council the approval of the MLP for publication and submission to the Secretary of State for examination;

- The recommendations made by Cabinet are now to be heard by Full Council at its meeting on 28th March 2018;

- The MLP will likely be published in spring 2018 and then submitted to the Secretary of State for examination in later summer / autumn 2018. Adopted may occur early in 2019;

- Following adoption, the new MLP will provide a local policy framework to deal with all minerals-related planning matters that arise across the county through to the end of 2032.
5 Community Resilience

5.1 Renewable Energy Generation on the Council's Estate (no change)
- Following the significant reduction of Government subsidy officers are reviewing options for the way forward including the viability of future investment in ground-mounted solar PV generation on the Council’s estate.

5.2 Carbon Reduction Programme (update)
- The Council has a target to reduce carbon emissions from its estate by 60% by 2020/21 against the 2006/07 baseline.
- Emissions for the corporate estate (reported a quarter in arrears) continue to be significantly ahead of target; a 12% reduction for Apr to Sep 2017/18 with a target reduction of 6% against the same period 2016/17. This will mainly be as a result of LED Street Lighting installed under the new contract, together with ICT improvements and ongoing works to Shire Hall, coupled with mild weather.
- Renewable energy generation on the Council's estate remains limited, with solar PV on The Main Place, Coleford and Cirencester Fire Station. Solar panels will be installed on the roof of Shire Hall as part of the refurbishment and options for further investment across the estate are being investigated.

(*tCO$_2$e = ‘tonnes of carbon dioxide equivalent’, which is a standard unit for measuring carbon footprints. The idea is to express the impact of each different greenhouse gas in terms of the amount of CO$_2$ that would create the same amount of warming. That way, a carbon footprint consisting of lots of different greenhouse gases can be expressed as a single number. The conversion factors used in the UK are published annually by Government; see Government emission conversion factors for greenhouse gas company reporting.)

5.3 Adaptation and Resilience

5.3.1 Lead Local Flood Authority (LLFA)
- Delivering Sustainable Drainage Systems (update):
  - Gloucestershire County Council, as the Lead Local Flood Authority (LLFA), has a statutory duty to provide substantive responses within 21 days to consultation referrals received from the Local Planning Authority regarding developer’s proposals for the management of surface water on major planning applications.
  - During the period 1st October 2017 to 31st December 2017 the LLFA received 42 major planning application referrals and responded to 100% of these within the 21 day response deadline.
  - In the same period, in addition to the work required to provide advice on planning applications, officers have also had to deal with 10 requests for pre-application advice and 19 requests to discharge planning conditions.

- Flood Alleviation Schemes (update)
  - Work has commenced at Priors/Oakley north west of Cheltenham on a £2.5 million scheme to construct a flood alleviation scheme designed to reduce the risk from flooding to 179 properties. The scheme comprises two surface water attenuation basins and a number of channel diversions and improvements to watercourses on the Noerton Farm and Priors Farm sites. The scheme involves holding back surface water running off the Cleeve escarpment and releasing it back into the existing watercourses at a controlled rate. The nature of the scheme will mean that existing land uses can continue after completion of the scheme and minimise the impact on landowners and the local community. The pre-commencement work is
now finished and the civil engineering is expected to take about 10 months to complete, weather permitting.

- Investigations are ongoing at Brockworth and Churchdown to assess the number of properties at risk of flooding and the viability of installing property level protection. Threshold surveys will be undertaken over the coming weeks to refine and verify our flood model data. The next stage will be a technical survey during the summer with a view to installation in 2019 subject to funding approval from Defra.

5.3.2 Gloucestershire Local Nature Partnership (LNP, update)
- The LNP partnership will next meet on 15th March 2018.
- The LNP Manager post interviews have been held and the successful candidate will be announced at any time now. The postholder should be in place by the end of May or early June 2018.

- European Structural and Investment Fund (ESIF)
  - The final call for new project bids for the remaining £1.5M available closed last November. It is understood there were 3 bids showing expressions of interest. Both of these would have some County Council involvement if they go ahead; i.e. using funds for highways and PRoW improvements to bring in match funding for green infrastructure and ecological enhancement. Projects involving works on the Gloucester/Sharpness and Cotswold Canals plus Market Towns in the County are awaiting news to see if they can advance full bids for potential final approval and funding later this year.
  - The GI benchmark, produced by the Wildlife Trust with some assistance from the LNP was launched last November, called ‘Building with Nature’. It is being rolled out as a UK certification scheme at www.buildingwithnature.org.uk

5.3.3 National Adaptation Programme (NAP, update)
- The Climate Change Act (CCA) 2008 put in place a policy framework to promote adaptation action in the UK consisting of:
  - The UK Climate Change Risk Assessment (CCRA) is a five-yearly assessment of the major risks and opportunities from climate change to the UK. The Adaptation Sub-Committee (ASC) of the Committee on Climate Change has a duty to advise Government on the preparation of the risk assessment.
    - To inform the 2017 risk assessment, the ASC published an independent evidence report of the risks and opportunities to the UK from climate change in July 2016, UK Climate Change Risk Assessment 2017.
    - Defra used the ASC’s evidence report as the basis of the Government’s report, UK Climate Change Risk Assessment 2017, laid before Parliament in January 2017. The Government endorsed the conclusions of the Adaptation Sub-Committee, with the exception of some of those on food security.
  - The National Adaptation Programme (NAP) is the Government’s long-term strategy to address the main risks and opportunities identified in the CCRA, which is also produced every five years. The first National Adaptation Programme was published in July 2013. The ASC reported to Parliament on the progress made in the implementation of this programme in 2015, and again in June 2017; ‘2017 Report to Parliament - Progress in preparing for climate change’. It includes 28 recommendations, with its overall conclusion being that, despite some progress, the level of risk has increased for a significant number of priorities.
- Government’s response was published in October 2017 ([link](#)), addressing the ASC’s 28 detailed recommendations on preparing for the impacts of climate change (Chapter 6 covers Local Government).
- The next NAP will be published in July 2018, with an initial draft expected in March 2018.
  - The UK Adaptation Reporting Power grants the Secretary of State the power to require public service organisations to produce reports on what they are doing to adapt to climate change. Nearly 90 organisations, primarily infrastructure providers, reported under the first round. The Government published an updated strategy for the second round of reporting in July 2013, alongside the National Adaptation Programme. Under the new strategy, authorities report on a voluntary basis, and those that reported in the first round should provide an update on their progress of implementation.

- The Local Adaptation Advisory Panel (LAAP) for England (update)
  - The LAAP, chaired by the Council’s Commissioning Director, Communities & Infrastructure, acts as an efficient forum for dialogue between local Government, central Government and arms length delivery bodies.
  - The LAAP met again in January to continue its preparations for submitting evidence to the Government’s anticipated NAP consultation.
  - Defra outlined preparations for the new NAP and will be consulting the LAAP on the local government chapter in preparation for the draft NAP expected to be published in March.
  - The Met Office gave an overview of the revised UK Climate Projections (UKCP) 2018, which will include:
    - Global projections for future climate (new), needed to understand impacts and variability
    - Sea level rise and storm surge, with updated emissions, thermal expansion and melting
    - Land probabilistic (likelihood) projections, with new high resolution projections at 25km2 and month-by-month changes to illustrate variability
    - This will be available at [www.metoffice.gov.uk/climate](http://www.metoffice.gov.uk/climate), with information entry points:
      - Climate data
      - ‘Big picture’ pre-packaged information
      - Sector specific data, guidance and case studies
      - Practical guidance on how to adapt
  - The Association of Directors of Environment, Economy, Planning and Transport (ADEPT) gave an overview of their role and how they and the LAAP could better work together. ADEPT represents ‘Place’ Directors from county, unitary and metropolitan authorities, along with Local Enterprise Partnerships and corporate partners drawn from key service sectors. The County Council is a member; the Commissioning Director, Communities & Infrastructure is one of three Vice Presidents, currently chair of the South West Board and is the Resilience Lead for ADEPT.

5.4 25 Year Environment Plan (25YEP, new item)
- The 25YEP, published in January, sets out the Government’s goals for improving the environment within a generation and leaving it in a better state than we found it. It details how Government will work with communities and businesses to do this. The Executive Summary and Summary of Targets are attached as Annex 5a and 5b respectively.

The 25-year goals include achieving:
1. Clean air.
2. Clean and plentiful water.
3. Thriving plants and wildlife.
4. A reduced risk of harm from environmental hazards such as flooding and drought.
5. Using resources from nature more sustainably and efficiently.
6. Enhanced beauty, heritage and engagement with the natural environment.

And managing pressures on the environment by:
7. Mitigating and adapting to climate change.
8. Minimising waste.
10. Enhancing biosecurity.

Highlights include:
- Air quality – publish a new Clean Air Strategy for consultation in 2018; clean air pledge inc meeting legally binding targets; ban on petrol and diesel cars and vans by 2040; measures for wood burning and smokeless fuels; emissions from farming.
- Natural flood risk management.
- Planning – principle proposed of ‘net environmental gain’ through the planning system for housing and infrastructure development; review of National Parks and Areas of Outstanding Natural Beauty (AONBs).
- Waste Management – commits to producing a waste and resources strategy later this year; pledge to eliminate avoidable plastics by 2022.
- Reducing CO₂ emissions and improving resilience to climate change.
- Overall strategy for nature – update Biodiversity 2020 strategy.
- Farming – agri-environment schemes will be more focussed on paying land owners for environmental benefits; pesticides restrictions inc neonicotinoids (harmful to bees and other pollinators).
- Consultation on environmental principles and watchdog.

The Plan sits alongside two other government strategies: the Industrial Strategy and Clean Growth strategy.

6 Community Resources and Partnership Projects

6.1 GlosCol RFD Campus Cinderford (no change)

Plans to establish a high quality further education and training facility in Cinderford are continuing to progress following the securing of additional capital resource from the Homes and Communities Agency (HCA), the Growth Deal 3 confirmation of a further £2.6 million (see 3.1.2) and the County Council’s completion of the construction of Phase 1 of the Cinderford Northern Quarter Spine Road. Serving as the new Royal Forest of Dean campus for Gloucestershire College and the cornerstone of the education-led regeneration proposals for the Northern Quarter in Cinderford, the project involves the relocation of GlosCol’s current campus at Five Acres in Coleford to a 6,000 sq. meter, purpose-built facility in Cinderford, with the Five Acres site being released for housing. The college build programme started in May 2017 and they are working towards a planned occupation and formal opening in September 2018.
6.2 Gloucester and Sharpness Canal (no change)
- The County Council submitted a European Structural and Investment Fund (ESIF) Outline Application Form for funding to support the improvement and upgrade of canal towpaths in and around Gloucester, on the 10th November. Subject to approval the full ESIF business case will be prepared in early 2018 with a view to commencing works on site in May 2018. S106 monies from the Kingsway development have been secured for £450k (which could increase further depending on the rate of development). An application for an Environmental Trust Grant of £200k was submitted in December 2017. There are two sections of canal towpath upgrade being proposed:
  1) Approx. 2.7km from High Bridge to Sims Bridge
  2) Approx. 2.9km from Sims Bridge to The Pilot Public House

6.3 Gloucester Transport Hub (was Gloucester Bus Station, update)
- Funding has been secured from GFirst LEP and GLTB.
- Britannia was appointed Contractor for the Highway Works following an open tender process, with the City Council acting as Employer under the contract.
- Construction works are substantially complete on the highway scheme with some defects and the Stage 3 Safety Audit outstanding. The works included the reopening of Station Road/Bruton Way junction and kerb-line alterations to Station Road, the upgrading of the Bruton Way/Station Approach junction resurfacing and traffic signal upgrade. Bruton Way Spur (outside the Land Registry Office) has been upgraded with a new shared use footway/cycleway and the highway has been re-opened to Westbound traffic. Work has been completed on Market Parade to upgrade the taxi rank and install a zebra crossing and puffin crossing.
- Additional Traffic Regulation Orders are required to formalise the parking restrictions on Market Parade and prevent motorists from entering Bruton Way Spur in the wrong direction.
- Kier was appointed by Gloucester City Council to take forward the design and build the new Bus Station. Work is underway to install the drainage and the steel frame structure.

6.4 Lydney (no change)
- The overflow rail station car park is now open and discussions are taking place regarding future lease arrangements.

6.5 Libraries
6.5.1 Stonehouse Library relocation (update)
- Discussions are still ongoing with Stonehouse Town Council about the opportunity to relocate the library into the current Town Council building but are taking time. The current library building is deteriorating so there is now some urgency in needing to come to an agreement which works for both parties. The terms of occupation and a further draft layout have been produced and need to be agreed by the Town Council before the proposal goes through the Council’s governance processes. There will also need to be a full 12 week public consultation on the proposal.

6.5.2 Growth Hub – Tier 3 network (update)
- The last phase of the library Growth Hubs will be rolled out by 31st March 2018. The innovation lab is being set up at Coleford Library and we are working on its launch. Sarah Danson from the main Gloucester Growth Hub has been asked to speak at the National Growth Hub Network meeting about their link with libraries and the Chartered Institute of Library and Information Professionals saw our
stand at the Vision 2050 launch and also wants a piece written about the link between the Growth Hub and Libraries for their Journal. There appears to be a lot of interest nationally about the Gloucestershire model.

6.5.3 Nailsworth Library (no change)
- Nailsworth Town Council is in discussions to move their Tourist Information Centre (TIC) into an area of Nailsworth Library. The TIC is provided by volunteers who also volunteer at the library. By offering the service from the same building we hope to reduce the demand on the pool of volunteers and the Town Council will move their provision to the building vacated by the TIC. Further areas of joint working/joint use of the building are being explored.

6.6 ROBUST (Rural-Urban Outlooks – Unlocking Synergies) project (no change)
- ROBUST is a European research project being delivered by a consortium of 24 research institutes, local and regional authorities. The overall goal is to:
  a) Advance our understanding of the interactions and dependencies between rural, peri-urban and urban areas; and
  b) Identify and promote policies, governance models and practices that foster mutually beneficial relations. Improved governance arrangements and synergies between rural, peri-urban and urban areas will in turn contribute to Europe’s smart sustainable and inclusive growth, maximising the creation of rural jobs and value-added.
- Gloucestershire is one of the settings for the research, and Gloucestershire County Council and the University of Gloucestershire’s Countryside and Community Research Institute are amongst the partners in the consortium. The project receives funding from the European Union’s Horizon 2020 research and innovation programme and will run for four years from June 2017. The UK Government has recently launched the Industrial Strategy which acknowledges the importance and value of the UK’s collaboration with partners in the Horizon 2020 programme.

7 2018/19 Budget

7.1 Budget consultation (update)
- County Council at its meeting in February approved the Council budget.
- 784 people responded to the Council’s budget consultation and 74% agreed with the overall budget proposals. 89% of people agreed that protecting the most vulnerable people in the county was important to them – specifically ensuring they get the help they need, when they need it. The Council has listened and invested additional resources in supporting our most vulnerable.
- Figure 1 shows how the 2018/19 budget will be allocated:
Key highlights in the budget include:
- An extra £16.3 million to help the most vulnerable children and young people in the county
- An extra £2.5 million overall to protect vulnerable older people
- On-going commitment to the £150 million investment in highways over five years
- £2.74 million to support Highways England’s A417 safety improvement scheme
- New Growing Our Communities Fund will provide each county councillor with £30,000 over three years to spend on community projects

Gloucestershire was one of only ten bids nationally to be successful as a Business Rate Retention pilot, which allows the Council to keep more of the county’s business rates. This means a one-off extra £4.6 million will be added to the overall budget for 2018/19. This money will be invested as follows:
- £2.6 million for children’s social care
- £1 million for adult social care
- £0.53 million for the Highways Local Scheme
- £0.47 million for electric vehicle infrastructure

The public infographic is attached as Annex 5.

Contact Officer
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nigel.riglar@gloucestershire.gov.uk, 01452 328470
ANNEX 1: CYCLING UPDATE

Updates on the cycling initiatives/projects currently underway are set out below:

<table>
<thead>
<tr>
<th>Initiative/Scheme</th>
<th>Update</th>
</tr>
</thead>
</table>
| **Capital programme/s106** | Purpose: The County Council has a capital programme for scheme delivery, some of which is allocated for cycling schemes. Update: The following schemes have funding allocated for 2017/2018 **2017/18 Schemes**  
- Barriers to Cycling Gloucester: Cycle signs, kerbing alterations, tree removal and surfacing, completed October 2017  
- Barriers to Cycling Cheltenham: Contraflow cycle lane, completed October 2017  
- Bristol Road Cycle and Safety Scheme: Cycle lane alterations, completed December 2017  
- Pedestrian Cycle Linkages Cold Pool Lane to Morrisons: shared use footway/cycleway, consultation underway. Provisional construction date February 2018  
- Kingsditch Lane, Cheltenham Cycle Improvements: shared use footway/cycleway, completed October 2017  
- Bishops Cleeve to Tewkesbury Cycle Signing: cycle signing improvements. Design complete, delivery in March 2018 **2018/19 Schemes**  
- Northway Lane, Tewkesbury Cycletrack: Shared use footway/cycleway. Land Acquisition and detailed design underway  
- Gloucester Canal Towpath: Upgrading the Canal Towpath between Gloucester and Hardwicke. Construction programmed for May 2018 by the Canal and River Trust  
- Bishops Cleeve to Cheltenham Cycle Improvements: Provision of new shared use cycleway parallel to A435. Design and landowner negotiations underway  
- Pittville to The Park Student Cycle Route: Cycle signing improvements Route investigation undertaken, detailed design to follow  
- Lydney Transport Strategy: Create and enhance cycle provision to improve connectivity in Lydney. LEP Funded scheme and business case being prepared. |
| **Highways England – SRN barriers** | Purpose: Highways England is managing a £100m budget for improving facilities for cyclists on the Strategic Road network (SRN). Their top priority for the Gloucestershire area is the link between Gloucester and Cheltenham and a package of improvements, worth £3.5m has been proposed by Highways England for the B4063. Action: HE is expected to lead on the detailed design and consultation for this scheme throughout 2018/19. Construction is likely to take place in 2019/20 and has to be complete by March 2020. The County Council is working with both the HE and the LEP to secure additional funds for further improvements on the route. |
| **Cycling and Walking Investment Strategy (CWIS)** | The Department for Transport launched its Cycle and Walking Investment Strategy (CWIS) in April 2017. The strategy outlines Government’s ambition for cycling in England, which is ‘to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey’. The strategy introduces a set of aims and targets for 2025 including the doubling of cycle activity. The County Council was successfully identified as a pioneer authority to be one of the first wave of authorities to produce a LCWIP. Council officers intend to roll out a countywide LCWIP in phases. Phase 1 will cover the Central Severn |
### Initiative/Scheme | Update
--- | ---
Vale area, phase 2 will cover Stroud and Tewkesbury and Phase 3 will cover the Forest of Dean and the Cotswolds. This is based on outputs generated from the Propensity to Cycle modelling tool. There are 5 deliverables expected from the LCWIP process and include:
1. **Background Report** – This is the outward facing document which links the LCWIP into local policy and explains the local commitment to walking and cycling.
2. **Network Planning Document** – This is a technical document which uses several of the DfT technical modelling tools to build the evidence for investment in the walking and cycling network.
3. **Prioritised list of improvements** – This is the delivery plan prioritising where we will invest, it will be reported in terms of delivery timeframe and expected costs. Essentially this is the pipeline of future schemes.
5. **Impacts of plan** – This is the monitoring report which we need to keep updated to explain what has worked and provide evidence to demonstrate the rate of change in cycling and walking levels in our area.

In July 2017 the County Council submitted an Expression of Interest (EoI) to the DfT for 29 days consultancy support to produce our Phase 1 LCWIP. In October 2017 the Council was informed that the EoI was successful and we are to receive our full ‘ask’ in terms of support. This will commence from April 2018.

| Gloucestershire County Council Travel Plan | Purpose: The Travel Plan for the Shire Hall Complex has been developed as part of the Green Impact review, which aims to support, recognise and accredit organisations for supporting actions on sustainability. The Travel Plan also supplements the ongoing brand of Thinktravel, which was developed under the now ended LSTF funded programme aimed at encouraging and promoting sustainable travel within Gloucestershire. Update: The intention was for the travel plan to be adopted by Corporate Management Team (CoMT) in February 2016 but this has been delayed due to the ongoing changes likely with car parking in relation to the Blackfriars development works and Quayside redevelopment. An officer working group has been established to take this forward. The ‘Thinktravel’ website continues to promote and support cycling see [https://www.thinktravel.info/](https://www.thinktravel.info/). |
| LTP-Cycle and Think travel strategies | LTP was adopted at Full Council on 29 June 2016. The plan will be reviewed in 2018. |
| Cycle liaison group update | Cycle liaison group met on Monday 11 December 2017. |
| Cycle Champions | The cross-party Cycling Advisory Group met Friday 12 January 2018. |
ANNEX 2: Community Infrastructure Levy

The table below shows progress on District CIL Charging Schedules.

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>PDCS Consultation</th>
<th>DCS Consultation</th>
<th>Proposed rates</th>
<th>Next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stroud DC</td>
<td>Feb 2014</td>
<td>April – Jun 2016</td>
<td>Resi¹: £80/Sqm Retail²: £75/Sqm</td>
<td>Adopted and effective as of Apr 2017</td>
</tr>
<tr>
<td>Gloucester City Council</td>
<td>May – Jul 2015</td>
<td>May – Jun 2016</td>
<td>Resi: 1-10 units: £0/Sqm 11+ units: £45/Sqm Strategic Sites¹: £variable but generally £35/Sqm Out-of-Town retail: £100/Sqm</td>
<td>A further consultation to align the DCS with the JCS changes was carried out in Jul-Sep 2017 Examination: mid-2018 Adoption: 2018</td>
</tr>
<tr>
<td>Cheltenham BC</td>
<td>May – Jul 2015</td>
<td>May – Jun 2016</td>
<td>Resi: 1-10 units: £148/Sqm 11+ units: £200/Sqm Strategic Sites¹: £variable but generally £35/Sqm Retirement Homes: £200/Sqm Extra Care Homes: £100/Sqm Out-of-Town retail: £100/Sqm</td>
<td>A further consultation to align the DCS with the JCS changes was carried out in Jul-Sep 2017 Examination: mid-2018 Adoption: 2018</td>
</tr>
<tr>
<td>Tewkesbury BC</td>
<td>May – Jul 2015</td>
<td>May – Jun 2016</td>
<td>Resi: 1-10 units: £104/Sqm 11+ units: £200/Sqm Strategic Sites¹: £variable but generally £35/Sqm Out-of-Town retail: £100/Sqm</td>
<td>A further consultation to align the DCS with the JCS changes was carried out in Jul-Sep 2017 Examination: mid-2018 Adoption: 2018</td>
</tr>
<tr>
<td>Cotswold DC</td>
<td>Published for consultation Jun - Aug 2016</td>
<td>Oct 2016</td>
<td>Resi¹: £80/Sqm Retail³: £60/Sqm</td>
<td>Examination: Dec 2017 Adoption: 2018</td>
</tr>
<tr>
<td>Forest of Dean DC</td>
<td>Not yet published</td>
<td></td>
<td></td>
<td>The Forest of Dean DC Cabinet resolved in Apr 2015 to support the development of a potential CIL in the District when resources are available.</td>
</tr>
</tbody>
</table>

Notes:
1) Strategic sites are excluded from CIL charge as infrastructure will most likely be secured through S106.
2) Supermarkets and retail warehouses
3) All retail
ANNEX 3: Section 106 Planning Quarterly Contributions

The tables below show the quarterly statistics for S106 contributions agreed, due and received.

**Negotiated Financial Contributions – Table 1**

**Overview:**
- Table 1 details the number of S106 Planning Agreements/Unilateral Undertakings signed and total contributions negotiated and agreed to support the provision of highways, education & libraries infrastructure in Gloucestershire per quarter.
- These contributions will only become due to the County Council on implementation of the planning permission and respective trigger dates as detailed in individual agreements.
- The signed agreements include those with a valid planning consent as well as those that are subject to appeal. For example; the headline figure in Q3 (October 2015 – December 2015) included the Leckhampton (Shurdington Road, 650 dwellings) development/agreement, with a negotiated value of over £6.5m, which was dismissed on appeal. In Q4 (January 2016 – March 2016), the Leckhampton (Farm Lane, 377 dwellings) development/agreement with a negotiated value of £2,728,142.00 was allowed on appeal.

Latest Analysis Q2 - 2017:
- The total negotiated value is much higher in this quarter and there are 5 agreements alone with negotiated values which together amount to over £10m as follows:
  - £5m – Hunts Grove
  - £2.25m – Tewkesbury Road, Twigworth – subject to appeal
  - £1.66m – Par Four Lane, Lydney
  - £997k – Columbine Road, Tewkesbury
  - £727k – Innsworth Lane

**Table 1:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Quarter</th>
<th>No. of Agreements Signed</th>
<th>Total Value Negotiated</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015/2016</td>
<td>Q1 April - June</td>
<td>11</td>
<td>£1,935,109.45</td>
</tr>
<tr>
<td></td>
<td>Q2 July - September</td>
<td>10</td>
<td>£1,574,110.00</td>
</tr>
<tr>
<td></td>
<td>Q3 October - December</td>
<td>7</td>
<td>£8,327,342.00</td>
</tr>
<tr>
<td></td>
<td>Q4 January - March</td>
<td>15</td>
<td>£8,216,894.00</td>
</tr>
<tr>
<td>2016/2017</td>
<td>Q1 April – June</td>
<td>11</td>
<td>£1,737,570.00</td>
</tr>
<tr>
<td></td>
<td>Q2 July - September</td>
<td>11</td>
<td>£2,234,717.00</td>
</tr>
<tr>
<td></td>
<td>Q3 October - December</td>
<td>6</td>
<td>£1,246,812.00</td>
</tr>
<tr>
<td></td>
<td>Q4 January – March</td>
<td>3</td>
<td>£1,437,439.00</td>
</tr>
<tr>
<td>2017/2018</td>
<td>Q1 April – June</td>
<td>11</td>
<td>£4,117,000.00</td>
</tr>
<tr>
<td></td>
<td>Q2 July - September</td>
<td>17</td>
<td>£15,641,000.00</td>
</tr>
<tr>
<td></td>
<td>Q3 – October - December</td>
<td>10</td>
<td>£3,746,880.00</td>
</tr>
</tbody>
</table>
**S106 Contributions Due:**

The table below shows details of developments with contributions valued over £100,000 that have become due in Jan-Feb 2018.

<table>
<thead>
<tr>
<th>Developer</th>
<th>Amount</th>
<th>Development/Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persimmon Homes Severn Valley</td>
<td>£102,673.59</td>
<td>Land at GCHQ Oakley, Cheltenham – Education</td>
</tr>
<tr>
<td>Taylor Wimpey Bristol</td>
<td>£169,708</td>
<td>Travis Perkins Site, Gloucester Road, Cheltenham – Library and Education</td>
</tr>
<tr>
<td>Bloor Homes Western</td>
<td>£245,323.88</td>
<td>Land to North of Roman Way &amp; Land to E Bourton Industrial Park – Education</td>
</tr>
<tr>
<td>Redrow Homes Limited</td>
<td>£100,218.02</td>
<td>Land at Former Aggregate Industries Site, South Cerney – Public Transport</td>
</tr>
<tr>
<td>David Wilson Homes South West</td>
<td>£128,117.85</td>
<td>Land at Kingshill, London Road, Cirencester – Library and Education</td>
</tr>
</tbody>
</table>

**S106 Contributions Received:**

Contributions become due on trigger dates which are set out in each agreement. The table below shows the contributions valued over £100,000 that have been received during Jan-Feb 2018.

<table>
<thead>
<tr>
<th>Developer</th>
<th>Amount</th>
<th>Received in Jan-Feb 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persimmon Homes Severn Valley</td>
<td>£102,673.59</td>
<td>Land at GCHQ Oakley, Cheltenham – Education</td>
</tr>
<tr>
<td>Redrow Homes</td>
<td>£100,218.02</td>
<td>Land at Former Aggregate Industries Site, South Cerney – Public Transport</td>
</tr>
</tbody>
</table>
### ANNEX 4: Waste Performance for 2016/17

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Municipal Waste</strong></td>
<td>293,833</td>
<td>288,680</td>
<td>280,205</td>
<td>278,355</td>
<td>287,823</td>
<td>298,019</td>
<td>301,432</td>
<td>309,470</td>
<td>305,733</td>
</tr>
<tr>
<td>Variance</td>
<td>-4.4%</td>
<td>-1.8%</td>
<td>-2.9%</td>
<td>-0.7%</td>
<td>3.4%</td>
<td>3.5%</td>
<td>1.1%</td>
<td>2.7%</td>
<td>-1.2%</td>
</tr>
<tr>
<td><strong>Municipal Waste Landfilled</strong></td>
<td>169,023</td>
<td>152,956</td>
<td>147,092</td>
<td>144,822</td>
<td>155,366</td>
<td>161,009</td>
<td>156,498</td>
<td>153,556</td>
<td>145,038</td>
</tr>
<tr>
<td>Variance</td>
<td>-4.2%</td>
<td>-9.5%</td>
<td>-3.8%</td>
<td>-1.5%</td>
<td>7.3%</td>
<td>3.6%</td>
<td>-2.8%</td>
<td>-1.9%</td>
<td>-5.5%</td>
</tr>
<tr>
<td><strong>Total Household Waste</strong></td>
<td>276,816</td>
<td>273,373</td>
<td>261,792</td>
<td>261,291</td>
<td>266,475</td>
<td>275,949</td>
<td>277,864</td>
<td>286,638</td>
<td>283,792</td>
</tr>
<tr>
<td>Variance</td>
<td>-4.5%</td>
<td>-1.2%</td>
<td>-4.2%</td>
<td>-0.2%</td>
<td>2.0%</td>
<td>3.6%</td>
<td>0.7%</td>
<td>3.2%</td>
<td>-1.0%</td>
</tr>
<tr>
<td>Variance</td>
<td>-3.6%</td>
<td>-9.4%</td>
<td>-5.9%</td>
<td>-2.1%</td>
<td>2.7%</td>
<td>3.6%</td>
<td>-0.1%</td>
<td>-6.7%</td>
<td>-5.9%</td>
</tr>
<tr>
<td><strong>Reuse &amp; Recycling</strong></td>
<td>66,501</td>
<td>70,348</td>
<td>68,771</td>
<td>70,189</td>
<td>71,075</td>
<td>69,967</td>
<td>73,029</td>
<td>80,116</td>
<td>82,819</td>
</tr>
<tr>
<td>Variance</td>
<td>-5.7%</td>
<td>5.8%</td>
<td>-2.2%</td>
<td>2.1%</td>
<td>1.3%</td>
<td>-1.6%</td>
<td>4.4%</td>
<td>9.7%</td>
<td>3.4%</td>
</tr>
<tr>
<td><strong>Food &amp; Garden Waste</strong></td>
<td>49,244</td>
<td>54,914</td>
<td>55,100</td>
<td>55,803</td>
<td>56,637</td>
<td>60,104</td>
<td>59,132</td>
<td>69,618</td>
<td>72,761</td>
</tr>
<tr>
<td>Variance</td>
<td>-2.9%</td>
<td>11.5%</td>
<td>0.3%</td>
<td>1.3%</td>
<td>1.5%</td>
<td>6.1%</td>
<td>-1.6%</td>
<td>17.7%</td>
<td>4.5%</td>
</tr>
<tr>
<td><strong>Total Recycling</strong></td>
<td>115,744</td>
<td>125,262</td>
<td>123,871</td>
<td>125,992</td>
<td>127,712</td>
<td>130,071</td>
<td>132,161</td>
<td>148,832</td>
<td>155,580</td>
</tr>
<tr>
<td>Variance</td>
<td>4.5%</td>
<td>-8.2%</td>
<td>1.1%</td>
<td>-1.7%</td>
<td>-1.4%</td>
<td>-1.8%</td>
<td>1.6%</td>
<td>12.6%</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

The 2017/18 forecast continues to show that Gloucestershire is on course to recycle and compost more waste than is landfilled, with a forecast recycling rate in the region of between 54.5% for the full year. The improved performance this year is largely due to changes to the collection services in Stroud and Cheltenham. These are the last planned major service changes within Gloucestershire and step changes of this scale are unlikely to be seen again with the current configuration of services. As stated in previous reports, the Joint Waste Committee has agreed to look at new options for increasing performance and establishing common service aspects across all partner areas when opportunities arise in the coming years. An opportunity to further improve will occur when the Joint Waste team and
Cotswold District Council review their services in 2019. This will also provide an opportunity to develop a template for agreed common services across the county, which itself will be a focus for the partnership as we move forward.

Figure 1 - Recycling and Landfill Tonnage 2009-2018

- Recycling - All
- Landfilled
- Total waste
Investing in Gloucestershire’s future
We want to improve the quality of life for Gloucestershire people and communities. That’s why the budget is focused on what local people tell us is important to them and which delivers value for money to the council taxpayer. It is a budget that invests in the people of Gloucestershire’s futures, in particular the most vulnerable people in our area.

Our budget 2018/19
£412.9 million

How will the budget be spent?
- £133.172m Adult services
- £102.924m Children and families
- £79.806m Communities and Infrastructure
- £24.271m Public Health (ring fenced grant)
- £27.917m Business Support
- £44.720m Technical and corporate (including cost of funding infrastructure investment)

Extra £16.3 million
to keep the most vulnerable children and young people in Gloucestershire safe and well

Road investment
Biggest ever investment in roads
£150 million over five years
Support for A417 highways safety improvement work
£2.74 million

Moving with the times
£0.47 million for electric vehicle infrastructure

Taking care of our increasing ageing population
Extra £2.5 million for older people

Extra £220,000 for people with mental health problems

New school for Cheltenham
£30 million cash injection

Money at the heart of local communities
£1.59 million for Growing Our Communities Fund over three years

Tackling period poverty
£50,000 for sanitary products to the most vulnerable women

Gloucestershire County Council