

Environment and Communities Scrutiny Committee

16th January 2019

Director's Report, Communities & Infrastructure

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

1 Decisions

- 1.1 Relevant decisions by County Council, Cabinet, Cabinet Members and delegated to Officers, by date taken:
- [Climate Change Government Emissions Reduction Pledge](#) (Cabinet, Dec 2018)
 - [Lydney Cycling Improvements – Contract Procurement and Ancillary Orders](#) (Cabinet, Dec 2018)
 - [West Cheltenham Transport Improvement Schemes](#) (Cabinet, Dec 2018)
 - [Review of Parking on-street and in County Council owned car parks](#) (Cabinet, Dec 2018)
 - [Medium Term Financial Strategy – 2019/20 to 2021/22](#) (Cabinet, Dec 2018)
 - [Financial Monitoring Report 2018-19](#) (Cabinet, Dec 2018)
 - [Waste Transfer Service](#) (Cabinet Member – Environment & Planning, Nov 2018)
- 1.2 Relevant forthcoming decisions, by date due:
- [Gloucester South West Bypass – Llanthony Road improvements; compulsory purchase order and ancillary orders](#) (Cabinet, due Jan 2019)
 - [Food Waste Collection and Delivery Agreements for Stroud and Cotswold District Councils](#) (Cabinet Member - Environment and Planning, between 2 Jan 2019 and 31 Jan 2019)
 - [Library Management System](#) (Cabinet Member - Public Protection, Parking and Libraries, due between 18 Jan 2019 and 25 Jan 2019)
 - [Third Party Recycling Credits](#) (Cabinet Member - Environment and Planning, between 25 Feb 2019 and 25 Mar 2019)
 - [Medium Term Financial Strategy and Corporate Strategy 2019-20 to 2020-21 Onwards](#) (Cabinet, Jan 2019)
 - [Financial Monitoring Report \(Jan 2019\)](#) (Cabinet, Jan 2019)
 - [Financial Monitoring Report \(April 2019\)](#) (Cabinet, Apr 2019)
 - [Revenue and Capital Expenditure Outturn Report 2018/19](#) (Cabinet, Jun 2019)
 - [Producing the Council Strategy and Medium Term Financial Strategy 2020-21](#) (Cabinet, Jul 2019)
 - [Financial Monitoring Report \(July 2019\)](#) (Cabinet, Jul 2019)
 - [Financial Monitoring Report \(October 2019\)](#) (Cabinet, Oct 2019)
 - [Financial Monitoring Report \(Nov 2019\)](#) (Cabinet, Nov 2019)
 - [Financial Monitoring Report \(Dec 2019\)](#) (Cabinet, Dec 2019)
 - [Corporate Strategy and Medium Term Financial Strategy \(For Publication and Consultation\)](#) (Cabinet, Dec 2019)

2 Highway and Transport Authority

2.1 Highway Maintenance

2.1.1 Highways Contract (update)

- The Highways Term Maintenance Contract has been awarded to Ringway Infrastructure Services. Mobilisation with Ringway has begun ready for a 1st

April 2019 start, including significant planning around business and financial systems. Ringway met with Amey staff likely to TUPE transfer to Ringway in November and 1-2-1 meetings with staff are planned for December and January. Ringway's mobilisation team is based in the Highways Commissioning Team's contract management office on the 6th floor of Shire Hall.

- Cabinet Panel (cross-party) met in early September and was given a presentation on the details of the contract procurement evaluation and an update on the professional services contract procurement. The group will continue to meet during the procurement of the professional services contract and mobilisation with the next meeting scheduled for January where members will have the opportunity to meet Ringway managers.
- This is the first year that sees the doubling of the resurfacing programme as part of the £150m investment in highways. This year's programme is focusing on main roads with a significant number of large A road resurfacing schemes already completed. Years 3 and 4 of the programme are more focused on local C and Unclassified roads.

2.1.2 Highways Local (update)

- Members have now agreed their Highways Local works for the year and works are either in design or underway with £1.52m out of £1.58m committed. Approximately 40% of the programme has been completed for is programmed for completion. Approximately 54% is in the design phase. Delivery was slow during first quarter due to construction gangs being reassigned to safety defects in the spring following the effects of the winter on pothole numbers.

2.1.3 Lengthsmen (update)

- These are 2-person gangs focused on a range of activities over a 'length' of road, including:
 - Small carriageway and footway repairs
 - Clearing gully tops, digging out drainage grips
 - Cleaning sign faces, bollards and other street furniture
 - Minor repairs to street furniture (e.g., bollards, signposts)
 - Prune/ trim vegetation
 - Tidy up footways (e.g., weeds, siding out)
 - Resetting kerbs and gully grills.
- The programme has been completed for the year with gangs now being switched over to safety defect repairs. The scheme was funded by a one-off revenue provision for 2018/19 and officers are working with the Cabinet member to determine the future of the scheme.

2.1.4 Traffic Regulation Orders (TROs, update)

- 2017/18 TRO budget (£100k agreed at Council) – four schemes have been successfully scored in priority assessment:
 - Wotton-under-Edge Parking Restriction Package – under construction, due for completion by end of January.
 - Cheltenham Parking Restrictions Package – construction due January 2019, to be completed by end of January.
 - Gloucester Restricted Parking Zone – TRO consultation complete. Carrying out detailed construction design for build early 2019.
 - Gloucester Prohibition of Driving – Minor amendments to the draft TRO required which are currently being consulted on, deadline early January.
- 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 [here](#).

2.1.5 LED Street Lighting Project (update)

- 2018/19 will see completion of the required 54,000 conversions to LED with Central Management System (CMS). The programme of works is available on the Council's website.
- On unadopted estates older lighting units will be converted to LED when the roads are adopted by the Council, these having received planning approval before the specification in the Council's Manual for Streets was updated to require LED lanterns with Central Management System (CMS). 639 units converted to date.

2.1.6 Highways and Biodiversity Working Group (update)

- The Working (Scrutiny Task) Group will:
 - Work with districts, towns and parishes to develop highways management systems that protect and support biodiversity in Gloucestershire.
 - Review the Council's highways and biodiversity guidance for Gloucestershire, taking into consideration Plantlife's Road Verges and Wildlife Management Guidelines.
 - Embed action points into highway management contracts which give contractors clear instructions and communicate expectations. For example, the pro-active management of registered conservation verges.
- The most recent meeting was held on 26th November 2018 and discussed current practices and possibilities for changes and trials concerning highways verge management that could be better for biodiversity. A draft agenda and possible speakers was agreed for a biodiversity workshop on 11th January 2019. A variety of attendees would be invited to hear and give their views on ways forward including parish council, Plantlife, Butterfly Conservation, Areas of Outstanding Natural Beauty (AONB) and other representatives.

2.2 Highway Useage

2.2.1 Network Management

- Asset Management (no change)
 - The Transport Asset Management Plan (TAMP) 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](#).
 - The Asset Management Policy statement was approved by Cabinet in July; it is available on the Council's website [here](#). Cabinet also approved the adoption of the new Code of Practice for Management of Highway Infrastructure; the TAMP has been amended to reflect this.
- Parking (update)
 - Cheltenham Railway station – construction of the expanded station carpark is underway and discussions with Great Western Railway (GWR) on providing a link to Lansdown Road are progressing well.
- Air Quality (update)
 - The Air Quality and Health Partnership has now met twice. At its meeting in December it considered feedback from the 3 working groups, which have also been meeting. This has helped to inform the development of an Air Quality Strategy and electric vehicle infrastructure investment proposals.
 - The use of EVs and hybrid pool cars by County Council staff in Gloucester city centre has already reduced the Council's carbon emissions by 14 tonnes (CO2e) compared to paying staff to use their own vehicles.

2.2.2 Cheltenham Transport Plan (update)

- Phase four (Trial Boots Corner Closure) – commenced on 28th June 2018 under an Experimental Traffic Regulation Order (ETRO). An update on the scheme is expected to be published in December which will set out a timeline for how decisions on the scheme are considered.
- The December report is anticipated to include analysis of the traffic monitoring data collected. Data is expected to be published on the Council's website in January.
- Changes to the trial are being considered based on the traffic monitoring and consultation responses received to date and these will be outlined in the December report.
- Cheltenham Borough Council (CBC) has installed additional seating, planters and other street furniture at Boots, which will give the area a more pedestrian-friendly feel and a sense of what could be delivered long term if the scheme is adopted. They have also recently reported improved pedestrian footfall and bus passenger figures for the town centre.

2.2.3 Cycling (update)

- There are a number of initiatives/projects currently underway for cycling. [Annex 1](#) provides an update on each.
- Following changes to the way the County Council delivers road safety services, staff in the former Road Safety Team are now actively engaged in reviewing cycle schemes at a formative stage. As well as assisting in the development of the county's emerging Local Cycling and Walking Investment Plan, they have also reviewed the proposed Cheltenham to Gloucester cycle link being proposed by Highways England. Under the Gloucestershire Moves programme we will be working with Active Gloucestershire to support local communities to walk and cycle more as we invest in better cycle infrastructure in the vicinity. We will start to apply this approach to the Gloucester Canal Towpath scheme, which is currently under construction.

2.2.4 Public Transport (update)

- Work continues on a project at the Arle Court Park and Ride (P&R) site to implement a new parking management system to free up capacity for P&R customers. We are now working with suppliers on systems integration, with hardware procurement and TRO changes to follow before we can set a 'go live' date. Consultation on a draft TRO to support the proposed changes ended in December; at the time of writing responses were being evaluated.
- Community transport providers remain concerned over proposed Government changes to guidance around sections 19 and 22 of the Transport Act. County Council officers continue to work closely with the providers to minimise any impact of extra regulations on service users, while monitoring the Government's position. Work is taking place to establish a workable scheme to support wider rural transport provision.
- The contract for service 882 (Gloucester to Cirencester to Tetbury) has been retendered and has come back at a 30% higher cost to the County Council. Tenders for central Forest services (717 etc.) currently operated by Bevans have also been evaluated and will pass to a new provider in April. Furthermore tenders for the 606 and W1/W2 (Cheltenham – Bishops Cleeve – Winchcombe – Mickleton) have been returned and the contract will be awarded in late January.

2.2.5 Commons and Rights of Way (CROW) Committee

- Deregulation Act (update)
 - No further announcements on a possible commencement date for the rights of way provisions contained within the Act.
- Definitive Map Modification Orders (DMMOs, update)
 - Application to re-align bridleway at Bentley Lane, Southam determined by CROW Committee at December meeting.
 - CROW Committee given update on outstanding workload and on use of alternative legal mechanisms to resolve applications.
 - Creation orders under s.26 of 1980 Highways Act for additional footpaths at Lechlade and at Bisley Manor Street have both been confirmed.
 - S.25 (of 1980 Highways Act) dedication agreement has been sealed to incorporate claimed right of way within the Woodside Field development at King's Stanley.
 - No appeal against CROW Committee decision to refuse application for additional footpath at Debenhams Field, Gloucester.
 - Instigated application to delete section of footpath running through five residential properties at Dursley to be determined this month.

2.2.6 Staff Travel (update)

- On 24th April the County Council launched the staff pool car pilot with Enterprise Car Club. This is also open to elected Members. The rate of take-up to date has exceeded that seen by Enterprise in any of its other schemes in the country. By 1st December 450 staff had registered as users, equivalent to 27% of staff based at Shire Hall, with over 6,700 miles travelled in the electric, hybrid and low emission cars in November alone. 25% of the 196 trips made in the pool cars in November were in the electric-only vehicles. An extension for a further 12-18 months has been agreed and Council Officers are exploring increased partnership working with district councils and other agencies.
- Other measures to encourage sustainable travel are being progressed, including the use of smart travel cards for local bus trips and trialing electric bike trials that can help you go further, faster.

3 Infrastructure and Major Projects

3.1 Major Transport Projects

3.1.1 Major Schemes

- A417 Missing Link (update)
 - Work continues by Highways England to progress the scheme.
 - The next step is for Highways England to make a formal 'Preferred Route Announcement' (PRA), which it will do in Spring 2019.
 - A period of statutory consultation will take place around the PRA in summer 2019.
 - The various working groups have been established and have met to cover the more detailed technical aspects of the scheme. County Council officers sit on all 4 of these groups.
 - It is important to keep lobbying for the scheme, as announcements for the next Road Investment Strategy (RIS2) will be made over the next year.
- A419 Stonehouse to M5 Corridor (update)
 - The scheme to improve and 'future proof' 4 key junctions along the A419 corridor between M5 Junction 13 and Stroud is nearing the completion of detailed design. Works will take place at Chipmans Platt Roundabout,

Oldends Lane Roundabout, Downton Road Junction and Horsetrough Roundabout. The Scheme will be funded by a capital growth deal grant of £4.36M through the Gfirst LEP and £0.495M Highways Capital Funding.

- Scheme design has been completed and the project went out to open tender in November, for contract award at the start of 2019 and construction start Spring 2019.
- 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 s.106 funding, developer contributions and the County Council's highways budget.
 - Public share events were held at three locations at the end of September, with the scheme being generally well received.
 - The scheme achieved Cabinet approval in October 2018 to procure the scheme.
 - Detailed design was completed in early December, procurement is due to be completed in February 2019, with construction start aimed at April/ May 2019.
- Metz Way/ Abbeymead Avenue Highway Improvements (update):
 - The County Council appointed contractors to North Midland Construction Plc in July 2018 to complete works on eight sites over a distance of three miles of Abbeymead Avenue and Metz Way.
 - Traffic Management has been undertaken to accommodate safe working for both the contractors and members of the public. Night time closures have been carried out in November/December for the resurfacing of Metz Way/ Eastern Avenue Junction.
 - Works have been completed at Asda/ Metz Way junction and St Lawrence Road/Metz Way junction. Works at all other sites is ongoing and will continue until the end of January 2019.
 - Bulletins being issued by the contractor to keep interested parties up to date.

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 the 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:
 - Innsworth Gateway – £4.53 million
 - West Cheltenham Transport Improvement Schemes – UK Cyber Business Park – £22 million
 - Gloucestershire College Forest of Dean Campus – £2.6 million
- The final funding decision for all of the Growth Deal funded projects lies with Gloucestershire's Local Enterprise Partnership: Gfirst LEP. In addition to the major tail-end funding allocation (see above), £52,907,000 of the total Growth Deal allocation for Gloucestershire is allocated to the following transport-related schemes:

Scheme	Allocation £'000	Indicative Gfirst LEP Board decision date	Promoter
A419 corridor	4,360	10/10/2017 - approved	Gloucestershire County Council
Lydney strategy	1,000	04/12/2018 - approved	Gloucestershire County Council
Berkeley bridges	1,990	15/12/2015 - approved	Gloucestershire County Council
Cinderford Northern Qtr	3,800	15/12/2015 - approved	Gloucestershire County Council
Glos South West Bypass	2,000	20/02/2018 - approved	Gloucestershire County Council
St Barnabas Roundabout	1,000	Q4 2018/19	Gloucestershire County Council
B4063 Junction	1,600	Q4 2018/19	Gloucestershire County Council
A40 Over Rnd & Highnam	2,230	13/12/2016 - approved	Gloucestershire County Council
Abbeymead / Metz Way	500	04/10/2016 - approved	Gloucestershire County Council
Gloucester Transport Hub	6,400	16/02/2016 - approved	Gloucester City Council
Cheltenham Spa Railway	1,497	12/12/2017 approved	Great Western Railway
Innsworth Gateway	4,530	02/07/2019	Tewkesbury Borough Council
West Cheltenham Transport Improvement Schemes - UK Cyber Business Park	22,000	tbc	Gloucestershire County Council
Total Transport	52,907		

- In October 2018, Gloucestershire County Council Cabinet approved to transfer the role of scheme promoter for the West Cheltenham Transport Improvement Schemes - UK Cyber Business Park project from Cheltenham Borough Council to Gloucestershire County Council. The Gfirst LEP Board meeting on 4th December 2018 subsequently approved that the County Council will be responsible and accountable for the planning and delivery of the project and the associated Growth Deal funding.
- On 19th December 2018, Gloucestershire County Council Cabinet:
 - Approved the proposed portfolio of works associated with the £22M Growth Deal 3 allocation for the West Cheltenham Transport Improvement Schemes and the development of the Full Business Cases for submission to GFirst LEP, subject to future Cabinet approval, if required; and
 - Approved entering into a funding agreement with the GFirst LEP to commission £3.3M of funding 2018/19.

3.1.3 Capital Programme, 2018/19 (update)

- Delivery of the 2018-19 Highways Programme is going very well with £30M having actually been expended so far and many high profile surfacing schemes having been implemented over the summer. We currently propose to spend £49.8M this financial year but have had to defer several projects to keep within available budgets. This was due to the condition of many of the sites chosen for resurfacing deteriorating since the initial assessment, hence requiring more work or different treatments, and the need to include additional bridge, wall and landslip schemes in the programme due to the need to undertake urgent repairs.
- Whilst recent funds allocated by government should go some way towards easing the pressure in the short term. Long term liabilities remain a concern; in particular the condition of the county's bridge and traffic signal stocks, and the long term need to address several major landslips affecting the network.

3.1.4 Highways England (HE, update)

- 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 County Council has entered the 'co-development' stage with Ministry of Housing, Communities and Local Government (MHCLG) to develop the business case for the £249M M5 Junction 10 package of measures. The Council will submit an Outline Business Case to MHCLG on 1 March 2019.
 - This is still a competitive process with no guarantee that the Council will be successful. Decisions will be made by MHCLG in May 2019.
 - Construction needs to be completed by April 2022.
- The Government released information regarding a 'Transforming Cities' fund – aimed at 'city regions' with a working day population of >200k, and with the aim of improving public and sustainable transport connectivity. The County Council submitted a bid to the fund on 8 June. The bid focused on the Central Severn Vale area of the county, primarily aimed at improving the public transport offer, and other sustainable transport measures. The Council was notified on 1 October that it had not been successful with its bid; feedback was that this was largely due to the first round of funding being focused at large urban centers. A further tranche of Transforming Cities funding was announced in the autumn budget 2018, although details are currently not known.

3.1.5 Great Western Rail Franchise (no change)

- 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 DfT has subsequently decided not to split the franchise in the face of overwhelming opposition. No other feedback from the DfT has been received.
- The DfT response to the consultation has now been published. It confirms its support for the overall MetroWest Phase 2 scheme. However, the proposed Gloucester extension does not appear so prominently as in the original consultation document and its timescale has slipped beyond the initial Direct Award period of 2020 – 2022. The overall DfT response appears more circumspect in ambition following the significant disruption with the introduction of the May 2018 timetable changes.
- As a result the planned enhancements to GWR and Cross Country services in the December 2018 timetable have now been postponed until May 2019. These include an hourly direct service to London from Cheltenham and Gloucester.

3.2 Planning

3.2.1 Community Infrastructure Levy (CIL) and Section 106 (S106) Agreements (update)

- Within Gloucestershire, progress on District Community Infrastructure Levy (CIL) Charging Schedules is as set out in [Annex 2](#).
- The County Council continues to work with the CIL Charging Authorities to support on governance arrangements, CIL preparation and administration. The Joint Core Strategy (JCS) CIL Charging Schedules underwent formal examination (15-17 May), and received the Examiner's Report in August. The JCS Authorities have now adopted the Charging Schedules and are implementing CIL as of January 1st 2019.

- At Gloucestershire County Council, the financial contributions that arise through S106 Planning Agreements, agreed with developers to mitigate against the specific impacts of a particular development, relate mainly to strategic infrastructure, such as highways and transportation, schools and libraries. [Annex 3](#) shows the quarterly statistics for S106 contributions agreed, due and received.
- The Government has consulted on changes to developer contributions to support the delivery of housing. County Council officers provided officer responses to the various consultations, and further changes have been signaled, including amendments to CIL and to the 'pooling limits' on signed S106 Agreements. These will be reported as details emerge.

3.2.2 Joint Core Strategy (JCS, update)

- Following receipt of the Inspector's final report, all three of the JCS authorities have now adopted the JCS. The JCS is being reviewed, with an 'Issues and Options' consultation undertaken between 12th November 2018 and 11th January 2019.

3.2.3 Highways Development Management (HDM, update)

- Work is underway to recruit several apprentices as part of a strategy to develop capacity and skills within the team. Interim consultancy support will also continue.
- Since 2012/13 the County Council, as Local Highway Authority (LHA), has provided Local Planning Authorities (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. 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 also been providing LPAs with summary sheets with an overview of the main transport issues, concerns and recommendations. We have asked LPAs to provide copies of these summaries to their members and to include them in their reports to planning committee.

3.2.4 Western Gateway Sub-National Transport Body (update)

- The role of the Western Gateway is to demonstrate strategic leadership at a sub-national level by providing one single voice when discussing strategic transport infrastructure requirements with Government. These conversations will be supported by the production of a regional evidence base (REB). The aim is for the REB to be completed by March 2021. This would include the production of a Long-term Transport Plan which would sequence strategic transport investment up to 2041.
- The production of the REB is being managed by the Senior Officer Group. Nine separate work packages have been identified to deliver the REB across three work streams. The aim is to have completed the first work stream, which will outline the Strategic Context of the REB by Spring 2019.
- At the Board meeting in December 2018 a constitution was agreed, associate members were elected onto the Board and a funding request to the Department for Transport to support the next stage of the REB. The outcome of the funding request is expected during Spring 2019.

3.3 Waste

3.3.1 Joint Waste Committee (update)

- The recycling rate for 2018/19 is forecast as 54%; more detail is provided in [Annex 4](#).

- Following negotiations with Cheltenham Borough Council and Tewkesbury Borough Council, a decision has been taken to award contracts for the bulking and transfer of residual waste to Javelin Park. Cheltenham will make a financial contribution towards full use of the transfer facility. Tewkesbury will use the facility for a proportion of its waste, undertaking direct delivery to Javelin Park for the remainder. Bulking and transfer contracts are also being awarded for the Forest of Dean and Cotswold District areas.
- Consultation is underway with the district councils regarding the adoption of a waste 'tipping away' policy. This policy will be used as a model for providing a reasonable financial contribution to district councils when they are required to deliver waste outside their administrative areas.
- The replacement of the aging static compactors at Hempsted Household Recycling Centre (HRC) is Static compactors are being replaced by mobile machinery in order to improve the operation of the site and reduce the costs associated with repairs of the existing equipment.
- Changes to the opening hours of all HRCs took effect on 28th October. There are reduced opening hours during the winter at all sites, with extended opening hours during the summer. All sites are also now closed during one midweek day per week.
- Cheltenham Borough Council has made a decision to leave the Joint Waste Partnership as a formal member and have given 12 months' notice of their intention to do so.

3.3.2 Residual Waste Project (update)

- The project continues to make good progress.
- The site now has mains electricity, which is in the process of being distributed to all parts of the facility.
- Erection of the air cooled condensers is progressing well and installation of pipework and cable pulling is ongoing. The boiler is now being insulated externally and refractory added internally.
- The fire water tank is complete and now being covered with soil that will be landscaped.
- The attenuation ponds and the foundations of the staff and visitor carpark are being excavated and permanent roads, kerbs and pavements are being constructed.
- Building Services is progressing well. Glass is being installed in the external walls in the reception area of the administration/ visitor center building.
- Site operations and Health and Safety continue to a high standard.
- The Community Liaison Group met in November to discuss the project. Minutes of the Group's meetings can be found [here](#).

4 **Minerals and Waste Planning**

4.1 Minerals Local Plan (MLP, no change)

- On the 31st May 2018 the MLP was published for public inspection for a period of 6 weeks, ending on 13th July 2018. This engagement exercise provided the final opportunity for interested parties (including the public) to consider and express their views on the MLP. Representations must be tightly focused on whether the plan is considered to be 'legally complaint' and/ or 'sound'. Soundness represents the collective judgement of whether the plan: has been positively prepared; is justified; will be effective; and is consistent with national policy. The County Council is unable to make changes to the plan at this stage and can

simply note the representations made and consider what possible (if any) changes it might be willing to investigate further.

- The next stage for the MLP is submission to the Secretary of State (SoS) for the Ministry of Housing, Communities and Local Government (MHCLG). All representations made between the end of May and July 2018 must also be submitted at this time. The SoS will then appoint an Inspector (from the Planning Inspectorate (PINS)) to review the plan and the comments made as part of an Independent Examination. This exercise is likely to include public hearing sessions to allow further detailed discussion of points raised and to debate what (if any) options are acceptable to resolve issues. County Council officers will be involved in all public hearing sessions.
- Officers have successfully concluded consultation with the Cabinet Member for Environment and Planning regarding the details of the Council's submission to the SoS. The aim is to complete submission of the MLP by the end of January 2019. The Independent Examination is anticipated to take place in early/ mid 2019.
- If the MLP successfully passes through the Independent Examination, the County Council will be able to proceed to adoption. The ambition is to achieve a newly adopted MLP before the end of 2019.

5 Community Resilience

5.1 Carbon Reduction Programme (no change)

- 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; 30% reduction for Q1 2018/19 on 2017/18 levels. Ahead of target performance is due to the on-going LED street lighting works, improvements to Shire Hall and the trial of pool cars at Shire Hall for staff business travel.
- Renewable energy generation on the Council's estate remains limited, with solar PV on The Main Place, Coleford and Cirencester Fire Station. Solar PV is being installed on the roof of Shire Hall as part of the refurbishment. Officers are working to ensure the installation remains eligible for the Feed-in Tariff, which Government proposes to close to new applications after 31st March 2019. The installation is expected to be fully commissioned by Autumn 2019, with estimated CO2 savings of up to 400 tonnes per annum. Options for further investment across the estate are being investigated.

5.1.1 Intergovernmental Panel on Climate Change (IPCC) Special Report (no change)

- The IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels was published on 8th October. It states that around 100% of the global warming since pre-industrial levels is the result of human activity and that 20-40% of the global population live in regions that have already experienced warming of more than 1.5°C in at least one season. The report projects that global average warming is likely to reach 1.5°C between 2030 and 2052.
- Cutting emissions to meet a 1.5°C limit will require *“rapid and far-reaching transitions in the way energy is used and the sources it comes from; the way land use and agricultural systems are organised; and the types and quantities of food and material that are consumed... With clear benefits to people and natural ecosystems, limiting global warming to 1.5°C compared to 2°C could go hand in hand with ensuring a more sustainable and equitable society.”*

- The headline statements from the report are attached as [Annex 5](#). The report is available [here](#).
- Gloucestershire's local response to this is covered in 5.1.2.

5.1.2 Climate Change – Government Emissions Reduction Pledge (ERP) 2020 (update)

- In the Clean Growth Strategy (2017) the Government introduced a voluntary target for the wider public and higher education sectors in England. This target would aim to reduce greenhouse gas (GHG) emissions across these sectors by 30% by 2020/21, compared to a 2009/10 baseline.
- The Council has already more than halved its carbon emissions in a shorter time period; our 52% reduction in eleven years is significantly ahead of the national target.
- The Department for Business, Energy & Industrial Strategy (BEIS) has published the 'Emissions Reduction Pledge 2020': guidance for public and higher education sector organisations in England that want to support and report against the voluntary emissions reduction target.
- Cabinet at its meeting on 19th December approved signing up to the ERP, committing to:
 - Report annual carbon emissions performance to BEIS, with emissions from maintained schools included but shown separately, and to publish this performance on the Council's website; and
 - Review the Council's ambition and the effectiveness of its policies in delivering sustainable development in Gloucestershire, with a stakeholder workshop to be held by the end of March 2019, with the ambition for Gloucestershire to become carbon neutral by 2050.

5.2 Adaptation and Resilience

5.2.1 Lead Local Flood Authority (LLFA)

- Delivering Sustainable Drainage Systems (update):
 - During the period 1st September 2018 to 30th November 2018 the LLFA received 64 referrals from the Local Planning Authorities and responded to 95% of the major planning application referrals within the 21 day response deadline.
 - In the same period, in addition to the work required to provide advice on planning applications and discharge of conditions, officers have also had to deal with 10 requests for pre-application.
- Flood Alleviation Schemes (update)
 - Work is now completed at Priors/Oakley, northwest of Cheltenham on a flood alleviation scheme designed to reduce the risk of flooding to 179 properties. The scheme comprises two surface water attenuation basins and a number of channel diversions and improvements to watercourses on the Noverton Farm and Priors Farm sites. It involves holding back surface water running off the Cleve escarpment before 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 and minimise the impact on landowners and the local community.
 - 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 have been undertaken to refine and verify our flood model data. The next stage will be to consult residents and then carry out a technical survey during the summer with a view to installation in 2019, subject to funding approval from DEFRA.

- A new Principal Flood Risk Management Officer has been appointed and took up his position with the team on 26th November.

5.2.2 Gloucestershire Local Nature Partnership (LNP, update)

- The LNP Board and wider partnership last met on 25th November 2018. Updates were received from members including:
 - An aspiration to build a Gloucestershire Integrated Mapping System for all partners to contribute into and use in their daily work. Part of this would be the creation of a Nature Recovery Network map which had now been started under the guidance of a working group.
 - The proposed introduction of great crested newt District Licencing for Gloucestershire Local Planning Authorities facilitated by NatureSpace; i.e. an extension of a [South Midlands Scheme](#).
 - The LNP Manager reminded attendees that there was still match funding available (about £600K) from GFirst's European Structural and Investment Fund (ESIF) allocation, which must be spent on Green Infrastructure-related projects (suzannah.newham@gloucestershirewildlifetrust.co.uk). The County Council is already involved in a number of those already being progressed.
 - The LNP was asked to input views soon into developing a social prescribing model for the Clinical Commissioning Group (CCG).
- The main part of the November meeting of the LNP comprised of a workshop to feedback views for the forthcoming Health & Well-being Strategy due for 2019. This was led by Zoe Clifford and Jennifer Taylor from the County Council.

5.2.3 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, published in [2012](#) and [2017](#). The [Adaptation Sub-Committee](#) (ASC) of the Committee on Climate Change has a duty to advise Government on the preparation of the UK Climate Change Risk Assessment (CCRA).
 - The [National Adaptation Programme](#) (NAP) is the Government's long-term strategy to address the main risks and opportunities identified in the CCRA, also produced every five years; the first was published in [2013](#). The second NAP (2018 to 2023) was published in July; "[The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting](#)".
 - 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. A consultation on the Government's proposed strategy for the third round of the climate change Adaptation Reporting Power was conducted in Feb/Mar; the second NAP states that "*In view of the ongoing discussions with reporting organisations on their involvement, we will publish a list of participating organisations by the end of 2018*". Councils are currently not required to report; this is not expected to change.

5.2.4 The Local Adaptation Advisory Panel (LAAP) for England (update)

- The LAAP acts as an efficient forum for dialogue between local Government, central Government and arms-length delivery bodies.
 - The LAAP met in November and discussed what a 'good' local authority looks like. A final draft of this is now being circulated within the

LAAP, the Association of Directors of Environment, Economy, Planning & Transport (ADEPT) Adept and the Local Government Association (LGA) for input and comment.

6 Community Resources and Partnership Projects

6.1 Gloucester and Sharpness Canal (update)

- There are two sections of canal towpath upgrade planned:
 - 1) Approx. 2.7km from High Orchard Bridge to Sims Bridge
 - 2) Approx. 2.9km from Sims Bridge to The Pilot Public House
- The County Council submitted a European Structural and Investment Fund (ESIF) full business case in July, with a decision expected in early 2019.
- S106 monies from the Kingsway development have been secured for £597k (which could increase further depending on the rate of development).
- Gloucestershire Environmental Trust (GET) grant of £200k was secured in April. A further £50k grant has recently been secured from GET for this project. The first phase of work (funded by the S106 contributions) commenced onsite in September and will include a short section of the phase 2 works from Simms Lane Bridge to Elmore Lane West (funded by the GET grant). This phase of work is now substantially complete.

6.2 Gloucester Transport Hub (was Gloucester Bus Station, update)

- Kier has completed all works on the bus station, which was opened to the public as planned in late October 2018.
- Work is underway to implement TROs required to formalise the parking restrictions on Market Parade and prevent motorists from entering Bruton Way Spur in the wrong direction, for completion by the end of January.

6.3 Libraries

6.3.1 Stonehouse Library relocation (update)

- Capital bid for works will be considered as part of the MTFs process. Hope to begin a customer engagement exercise in the New Year to ascertain whether there will be any adverse effect on customers or residents of Stonehouse if the library were moved to the Town Hall.

6.3.2 Library Growth Hubs (new item)

- Recent statistics have shown that the light touch interactions are growing with 117 enquiries in October. In addition, since March, 8 individuals have met the criteria entitling them to 3 hours support and 2 entitled to 12 hours support – this level of business signposting was not anticipated and exceeds original expectations.

6.4 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.

- A small focus group involving policy partners and key stakeholders was held in Gloucester on 8 June 2018. The aim of this group was to inform the future work of the project and to test the terms and concepts proposed for use as part of the ROBUST analytical framework.

7 2018/19 Budget

7.1 Budget consultation (new item)

- Cabinet in December approved the budget for consultation and scrutiny, the proposed detailed budget for 2019/20 and the Medium Term Financial Strategy, for the period covering 2019/20 to 2021/22.
- The proposed budget will be considered by Overview and Scrutiny Management Committee in January. Comments will be considered by Cabinet in January prior to being presented to Full Council in February.

Contact Officer

Colin Chick, Strategic Adviser (Communities & Infrastructure)

colin.chick@gloucestershire.gov.uk, 01452 328470

ANNEX 1: CYCLING UPDATE

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

Initiative/ Scheme	Update
Transforming Cities Fund	<p>The Government announced, as part of the Autumn Budget 2017, the creation of the £1.7bn Transforming Cities Fund. The aim of the Fund is to invest in new local transport infrastructure to boost productivity by improving public and sustainable transport connectivity.</p> <p>On 1 October 2018 the County Council was notified that it had been unsuccessful with its bid.</p> <p>A further round of Transforming Cities funding was announced in the Autumn budget in 2018 although details are not available yet.</p>
Capital programme/ s106	<p>The County Council has a capital programme for scheme delivery, some of which is allocated for cycling schemes. The following schemes have funding allocated for 2018/2019:</p> <p>2018/19 Schemes</p> <ul style="list-style-type: none"> • Northway Lane, Tewkesbury Cycletrack: Shared use footway/ cycleway. Land acquisition has now been completed and work is now subject to appropriate funding becoming available in a future financial year. • Metz Way to Abbeymead Avenue Highway Improvements: Highway improvements at junctions including cycle and pedestrian improvements. Works began in July 2018 across 8 sites and to date 2 locations have been completed, with the remaining 6 due to be completed before the end of January 2019. • Gloucester Canal Towpath: Upgrading the Canal Towpath between Gloucester and Hardwicke. The first phase of works between Monk Meadow and Elmore Lane West began in August 2018, the works are programmed for 12 weeks and are currently ahead of schedule. An additional ESIF funding application has now been submitted to secure funding to deliver a subsequent phase of works in 2019, a decision on whether this has been successful is now overdue and expected imminently. In addition we have received a further £50k grant funding from Gloucestershire Environmental Trust for this project. • Bishop's Cleeve to Tewkesbury Cycle Signing: cycle signing improvements. Design complete, delivery programmed for Autumn/Winter 2018. Works now substantially complete. • Bishop's Cleeve Cycle Parking: Cycle stand location design underway and consultation with affected stakeholders, works programmed for February 2019 half term holiday. • Bishop's Cleeve to Cheltenham Cycle Improvements: Provision of new shared use cycleway parallel to A435. Design and landowner negotiations underway. Capital funding is not yet secured. • Pittville to The Park Student Cycle Route: Cycle signing improvements Route investigation undertaken, detailed design now underway. Design continuing along with TRO work. • Lydney Transport Strategy: Create and enhance cycle provision to improve connectivity in Lydney. LEP funded scheme, business case approved and will be delivered in 2019/20. • Developer funded improvements to the Highnam Cycletrack. • Longford Cycle Improvements – early stage review of route options.

Initiative/ Scheme	Update
Highways England (HE) – Strategic Road Network barriers	<p>HE continues to progress their proposals to undertake improvements to cycle provision between Gloucester and Cheltenham along the B4063 (extending from Benhall Roundabout in Cheltenham to the end of London Road in Gloucester passing through Churchdown and Longlevens).</p> <p>At present, HE are continuing the process of data collection and survey work, and their intention remains to complete the design by March 2019 - acknowledging that this will be driven by survey findings and the requirements for public consultations etc. Similarly, the proposed procurement and construction will be driven by contract requirements and the mechanism chosen for implementation, but is programmed for April 2019-March 2020.</p> <p>Gloucestershire County Council are in the process of finalising a legal agreement with Highways England to provide services to support delivery of the project, which will include (but are not limited to) design reviews, consultation support, support with Traffic Regulation Orders and professional advice.</p> <p>HE is proposing to hold a share event in January/February for officers, Members and MPs, to explain the details of the scheme.</p>
Cycling and Walking Investment Strategy (CWIS)	<p>Work is underway on the production of the first phase of the County's Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>The cycling element of the CSV CWIP supports the delivery of the Countywide Cycleway by identifying those sections of the route within the urban environments of Cheltenham and Gloucester. The improvements identified will link into the proposed Cheltenham to Bishop's Cleeve cycleway, Highways England's Cheltenham to Gloucester Cycleway and the improvements planned for the Gloucester to Sharpness Canal. The aim is to provide a high quality continuous cycleway through the CSV area, which is key to encourage new or returning cyclists. The walking element of the CSV CWIP aims to improve access to and from Gloucester and Cheltenham railway stations to key destinations including Gloucestershire Royal Hospital, Gloucestershire College and key employment sites.</p> <p>Stakeholders have been engaged at different stages of the plan's progression to ensure it is fit for purpose and relevant to the target audience. The Cycling Advisory Group (CAG) and Cycle Liaison Group (CLG) met on 10 October to discuss the emerging CSV CWIP. The CSV CWIP is expected to be completed by Autumn/Winter 2018 and will inform the wider Local Transport Plan review.</p>
Government Response to CWIS safety review- November 2018	<p>In November 2018 the DfT issued the 'Government Response to Call for Evidence - Cycling and Walking Investment Strategy Safety Review'. This includes a new two year action plan that sets out interventions including:</p> <ul style="list-style-type: none"> • Reviewing guidance in The Highway Code to improve safety for cyclists and pedestrians; • Encouraging local councils to invest around 15 per cent of their local transport infrastructure funding over time on safe and efficient cycling and walking infrastructure; • Investing £100,000 to support the police to improve enforcement by developing a national back office function to handle footage provided through dash-cam evidence; • Enforcement against parking in mandatory cycle lanes; • Appointing a cycling and walking champion to raise the profile of Active Travel; and • Engaging with key cycling and walking organisations to develop a behaviour change campaign fully aligned with our Action Plan. <p>A thorough analysis of the review is underway and aspects relevant to Gloucestershire will be identified.</p>

Initiative/ Scheme	Update
Road Safety Team update	<p>Following changes to the way the County Council delivers road safety services, staff in the former Road Safety Team are now actively engaged in reviewing cycle schemes at a formative stage. As well as assisting in the development of the county's emerging Local Cycling and Walking Investment Plan, they have also reviewed the proposed Cheltenham to Gloucester cycle link being proposed by Highways England. Under the Gloucestershire Moves programme they will be working with Active Gloucestershire to support local communities to walk and cycle more as we invest in better cycle infrastructure in the vicinity. They will start to apply this approach to the Gloucester Canal Towpath scheme, which is currently under construction.</p>
Gloucestershire County Council Travel Plan	<p>The County Council's Staff Travel Plan for the Shire Hall complex has been developed as part of the NUS Green Impact project, which aims to support, recognise and accredit organisations for supporting actions on sustainability. The Staff Travel Plan specifically focuses on the Council's commitment to the Thinktravel programme and Sustainable Transport.</p> <p>The Travel Plan was adopted in April 2018 by Corporate Management Team (CoMT) and has launched a series of initiatives to enable staff to make smarter sustainable travel choices using the resources and information available through Thinktravel website and Traveline SW. The initiatives currently include the following:</p> <ul style="list-style-type: none"> • Cycle to work scheme – contract has been retendered and is being evaluated. There will be more flexibility including electric bicycles. • More showers in the workplace –new facilities should be implemented in early 2019. • Pool Cars: 6 month pilot being extended for 18 months. See earlier item on Staff Travel. • Pool Bikes: Improvements to the booking system, promotion and training are being considered. • BUG: Bike Users Group: Work on promotion and group • 10% Discount is available on Bus Passes and bike purchases from Halfords through ThinkTravel. • Flexible working policy: make it easier to adopt for all as well as the access to different conference meeting. • Video and phone conference facilities: these are being taken forward as part of WorkSmarter, with measures to increase awareness. <p>Research into staff journeys and primary modes of travel is also being considered to provide base level data measuring current journey patterns to give more insight in to current and future staff travel needs.</p>
LTP-Cycle and Think travel strategies	<p>LTP was adopted at Full Council on 29 June 2016. The plan will be reviewed in 2019, including a revised cycle strategy.</p>
Cycle liaison group update	<p>The Cycle liaison group last met on 17 December 2018 where the potential merging of the Cycle Liaison Group and the Cycling Advisory Group was discussed.</p>
Cycle Champions	<p>The cross-party Cycling Advisory Group last met on 7 January 2019, with Cycle Liaison Group attending to discuss the potential merging of the Cycle Liaison Group and the Cycling Advisory Group .</p>

ANNEX 2: Community Infrastructure Levy

The table below shows progress on District CIL Charging Schedules.

Local Authority	PDCS Consultation	DCS Consultation	Proposed rates	Next steps
Stroud DC	Feb 2014	April – Jun 2016	Resi ¹ : £80/Sqm Retail ² : £75/Sqm	Adopted and effective as of Apr 2017
Gloucester City Council	May – Jul 2015	May – Jun 2016	Resi: 1-10 units: £0/Sqm 11+ units: £45/Sqm Strategic Sites ¹ : £variable but generally £35/Sqm Out-of-Town retail: £100/Sqm	Adopted and effective as of Jan 2019
Cheltenham BC	May – Jul 2015	May – Jun 2016	Resi: 1-10 units: £148/Sqm 11+ units: £200/Sqm Strategic Sites ¹ : £variable but generally £35/Sqm Retirement Homes: £200/Sqm Extra Care Homes: £100/Sqm Out-of-Town retail: £100/Sqm	Adopted and effective as of Jan 2019
Tewkesbury BC	May – Jul 2015	May – Jun 2016	Residential: 1-10 units: £104/Sqm 11+ units: £200/Sqm Strategic Sites ¹ : £variable but generally £35/Sqm Out-of-Town retail: £100/Sqm	Adopted and effective as of Jan 2019
Cotswold DC	Published for consultation Jun - Aug 2016	Oct 2016	Resi ¹ : £80/Sqm Retail ³ : £60/Sqm	Examination: Dec 2017 Adoption and Implementation 2019

Local Authority	PDCS Consultation	DCS Consultation	Proposed rates	Next steps
Forest of Dean DC	Not yet published			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.

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 – 2018/19:

- There are 3 new agreements in this quarter one of which relates to Coopers Edge, Brockworth with nearly £2m agreed towards Highways and Transport Infrastructure.

Table 1:

2015/2016	No. of Agreements Signed	Total Value Negotiated
Q1 Apr – Jun	11	£1,935,109.45
Q2 Jul – Sep	10	£1,574,110.00
Q3 Oct – Dec	7	£8,327,342.00
Q4 Jan – Mar	15	£8,216,894.00
2016/2017		
Q1 Apr – Jun	11	£1,737,570.00
Q2 Jul – Sep	11	£2,234,717.00
Q3 Oct – Dec	6	£1,246,812.00
Q4 Jan – Mar	3	£1,437,439.00
2017/2018		
Q1 Apr – Jun	11	£4,117,000.00
Q2 Jul – Sep	17	£15,641,000.00
Q3 Oct – Dec	10	£3,746,880.00
Q4 Jan – Mar	2	£429,580.00
2018/2019		
Q1 Apr – Jun	2	£439,500.00
Q2 Jul – Sep	3	£2,160,000.00

S106 Contributions Due:

The table below shows details of developments with contributions valued over £100,000 that have become due between October / December 2018.

Developer	Amount	Development/Contribution
Persimmon Homes South Midlands South Midlands	£133,901.30	Land Adj Cornerways, High Street, Twyning
Persimmon Homes South Midlands	£411,893.56	Land at Malleson Road, Gotherington, Cheltenham
Redrow Homes SW	£980,812.23	Land at Farm Lane, Leckhampton
Newland Homes Limited	£147,802.64	Land adjacent to Newark Farm, Hempsted Lane
Bloor Homes Western	£348,978.84	Land at Columbine Road, Tewkesbury
QUVL c/o Gardiner Theobald	£610,197.00	Former RAF Quedgeley
QUVL c/o Gardiner Theobald	£610,196.00	Former RAF Quedgeley
QUVL c/o Gardiner Theobald	£409,078.00	Former RAF Quedgeley
Anthony and Janice Tily	£476,930.11	Land North East of Draycott, Box Road, Cam
Crest Nicholson Operations Ltd	£298,028.11	Land at Colethrop Farm (Hunts Grove)
Robert Hitchins Ltd	£119,185.71	Land at Longford

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 from October to December 2018.

Developer	Amount	Received in Jan-Feb 2018
Redrow Homes Limited	£241,296.33	Land adj 74 Evesham Road, Bishops Cleeve
Miller Homes	£322,761.06	Land off Broad Marston Road, Mickleton – Education
Persimmon Homes South Midlands	£133,901.30	Land Adj Cornerways, High Street, Twyning – Library/ Transportation
Redrow Homes SW	£980,812.23	Land at Farm Lane, Leckhampton – Education/ Library
Newland Homes Limited	£147,802.64	Land adjacent to Newark Farm, Hempsted Lane
QUVL c/o Gardiner Theobald	£409,078.00	Former RAF Quedgeley – Education

ANNEX 4: Waste Performance for 2018/19

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19 forecast
Total Municipal Waste	293,833	288,680	280,205	278,355	287,823	298,019	301,432	309,470	304,103	306,557
Variance	-4.4%	-1.8%	-2.9%	-0.7%	3.4%	3.5%	1.1%	2.7%	-1.7%	0.8%
Municipal Waste Landfilled	169,023	152,956	147,092	144,822	155,366	161,009	156,498	153,556	143,249	142,893
Variance	-4.2%	-9.5%	-3.8%	-1.5%	7.3%	3.6%	-2.8%	-1.9%	-6.7%	-0.2%

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19 forecast
Total Household Waste	276,816	273,373	261,792	261,291	266,475	275,949	277,864	286,638	281,906	284,747
Variance	-4.5%	-1.2%	-4.2%	-0.2%	2.0%	3.6%	0.7%	3.2%	-1.7%	1.0%
Household Waste Landfilled	161,072	145,911	137,337	134,504	138,141	146,335	146,158	136,435	127,564	129,040
Variance	-3.6%	-9.4%	-5.9%	-2.1%	2.7%	3.6%	-0.1%	-6.7%	-6.5%	1.2%
Reuse & Recycling	66,501	70,348	68,771	70,189	71,075	69,967	73,029	80,116	82,241	83,425
Variance	-5.7%	5.8%	-2.2%	2.1%	1.3%	-1.6%	4.4%	9.7%	2.7%	2.7%
Food & Garden Waste	49,244	54,914	55,100	55,803	56,637	60,104	59,132	69,618	71,363	70,315
Variance	-2.9%	11.5%	0.3%	1.3%	1.5%	6.1%	-1.6%	17.7%	2.5%	-1.5%
Total Recycling	115,744	125,262	123,871	125,992	127,712	130,071	132,161	148,832	153,604	154,740
Variance	4.5%	-8.2%	1.1%	-1.7%	-1.4%	-1.8%	1.6%	12.6%	3.2%	0.7%

Global Warming of 1.5 °C an IPCC special report on the impacts of global warming of 1.5 °C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty

Headline Statements

A. Understanding Global Warming of 1.5°C⁴

A1. Human activities are estimated to have caused approximately 1.0°C of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C. Global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate (*high confidence*).

A2. Warming from anthropogenic emissions from the pre-industrial period to the present will persist for centuries to millennia and will continue to cause further long-term changes in the climate system, such as sea level rise, with associated impacts (*high confidence*), but these emissions alone are unlikely to cause global warming of 1.5°C (*medium confidence*).

A3. Climate-related risks for natural and human systems are higher for global warming of 1.5°C than at present, but lower than at 2°C (*high confidence*). These risks depend on the magnitude and rate of warming, geographic location, levels of development and vulnerability, and on the choices and implementation of adaptation and mitigation options (*high confidence*).

B. Projected Climate Change, Potential Impacts and Associated Risks

B1. Climate models project robust⁷ differences in regional climate characteristics between present-day and global warming of 1.5°C, and between 1.5°C and 2°C. These differences include increases in: mean temperature in most land and ocean regions (*high confidence*), hot extremes in most inhabited regions (*high confidence*), heavy precipitation in several regions (*medium confidence*), and the probability of drought and precipitation deficits in some regions (*medium confidence*).

B2. By 2100, global mean sea level rise is projected to be around 0.1 metre lower with global warming of 1.5°C compared to 2°C (*medium confidence*). Sea level will continue to rise well beyond 2100 (*high confidence*), and the magnitude and rate of this rise depends on future emission pathways. A slower rate of sea level rise enables greater opportunities for adaptation in the human and ecological systems of small islands, low-lying coastal areas and deltas (*medium confidence*).

B3. On land, impacts on biodiversity and ecosystems, including species loss and extinction, are projected to be lower at 1.5°C of global warming compared to 2°C. Limiting global warming to 1.5°C compared to 2°C is projected to lower the impacts on terrestrial, freshwater, and coastal ecosystems and to retain more of their services to humans (*high confidence*).

B4. Limiting global warming to 1.5°C compared to 2°C is projected to reduce increases in ocean temperature as well as associated increases in ocean acidity and decreases in ocean oxygen levels (*high confidence*). Consequently, limiting global

warming to 1.5°C is projected to reduce risks to marine biodiversity, fisheries, and ecosystems, and their functions and services to humans, as illustrated by recent changes to Arctic sea ice and warm water coral reef ecosystems (*high confidence*).

B5. Climate-related risks to health, livelihoods, food security, water supply, human security, and economic growth are projected to increase with global warming of 1.5°C and increase further with 2°C.

B6. Most adaptation needs will be lower for global warming of 1.5°C compared to 2°C (*high confidence*). There are a wide range of adaptation options that can reduce the risks of climate change (*high confidence*). There are limits to adaptation and adaptive capacity for some human and natural systems at global warming of 1.5°C, with associated losses (*medium confidence*). The number and availability of adaptation options vary by sector (*medium confidence*).

C. Emission Pathways and System Transitions Consistent with 1.5°C Global Warming

C1. In model pathways with no or limited overshoot of 1.5°C, global net anthropogenic CO₂ emissions decline by about 45% from 2010 levels by 2030 (40–60% interquartile range), reaching net zero around 2050 (2045–2055 interquartile range). For limiting global warming to below 2°C, CO₂ emissions are projected to decline by about 20% by 2030 in most pathways (10–30% interquartile range) and reach net zero around 2075 (2065–2080 interquartile range). Non-CO₂ emissions in pathways that limit global warming to 1.5°C show deep reductions that are similar to those in pathways limiting warming to 2°C (*high confidence*).

C2. Pathways limiting global warming to 1.5°C with no or limited overshoot would require rapid and far-reaching transitions in energy, land, urban and infrastructure (including transport and buildings), and industrial systems (*high confidence*). These systems transitions are unprecedented in terms of scale, but not necessarily in terms of speed, and imply deep emissions reductions in all sectors, a wide portfolio of mitigation options and a significant upscaling of investments in those options (*medium confidence*).

C3. All pathways that limit global warming to 1.5°C with limited or no overshoot project the use of carbon dioxide removal (CDR) on the order of 100–1000 GtCO₂ over the 21st century. CDR would be used to compensate for residual emissions and, in most cases, achieve net negative emissions to return global warming to 1.5°C following a peak (*high confidence*). CDR deployment of several hundreds of GtCO₂ is subject to multiple feasibility and sustainability constraints (*high confidence*).

Significant near-term emissions reductions and measures to lower energy and land demand can limit CDR deployment to a few hundred GtCO₂ without reliance on bioenergy with carbon capture and storage (BECCS) (*high confidence*).

D. Strengthening the Global Response in the Context of Sustainable Development and Efforts to Eradicate Poverty

D1. Estimates of the global emissions outcome of current nationally stated mitigation ambitions as submitted under the Paris Agreement would lead to global greenhouse gas emissions in 2030 of 52–58 GtCO₂eq yr⁻¹ (*medium confidence*). Pathways

reflecting these ambitions would not limit global warming to 1.5°C, even if supplemented by very challenging increases in the scale and ambition of emissions reductions after 2030 (*high confidence*). Avoiding overshoot and reliance on future largescale deployment of carbon dioxide removal (CDR) can only be achieved if global CO₂ emissions start to decline well before 2030 (*high confidence*).

D2. The avoided climate change impacts on sustainable development, eradication of poverty and reducing inequalities would be greater if global warming were limited to 1.5°C rather than 2°C, if mitigation and adaptation synergies are maximized while trade-offs are minimized (*high confidence*).

D3. Adaptation options specific to national contexts, if carefully selected together with enabling conditions, will have benefits for sustainable development and poverty reduction with global warming of 1.5°C, although trade-offs are possible (*high confidence*).

D4. Mitigation options consistent with 1.5°C pathways are associated with multiple synergies and trade-offs across the Sustainable Development Goals (SDGs). While the total number of possible synergies exceeds the number of trade-offs, their net effect will depend on the pace and magnitude of changes, the composition of the mitigation portfolio and the management of the transition (*high confidence*).

D5. Limiting the risks from global warming of 1.5°C in the context of sustainable development and poverty eradication implies system transitions that can be enabled by an increase of adaptation and mitigation investments, policy instruments, the acceleration of technological innovation and behaviour changes (*high confidence*).

D6. Sustainable development supports, and often enables, the fundamental societal and systems transitions and transformations that help limit global warming to 1.5°C. Such changes facilitate the pursuit of climate-resilient development pathways that achieve ambitious mitigation and adaptation in conjunction with poverty eradication and efforts to reduce inequalities (*high confidence*).

D7. Strengthening the capacities for climate action of national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities can support the implementation of ambitious actions implied by limiting global warming to 1.5°C (*high confidence*). International cooperation can provide an enabling environment for this to be achieved in all countries and for all people, in the context of sustainable development. International cooperation is a critical enabler for developing countries and vulnerable regions (*high confidence*).