

**COUNTY COUNCIL –11 September 2019
PUBLIC QUESTIONS**

<p>1. Questioner's name: Andrew Harley</p>	<p>Respondent's name: Cllr Vernon Smith</p>
<p>A year ago, I asked about the Council's use of recycled plastic mixed into asphalt when resurfacing roads, so-called "plastic roads". Councillor Smith replied that this innovative new material had been "trialled" during 2017 in the Innsworth Lane scheme, adding that "[a]long with Amey, Tarmac and MacRebur we are monitoring its performance."</p> <p>Could the Cabinet Member for Highways please:</p> <ul style="list-style-type: none"> a) Update me on any results gleaned from the monitoring process and any information exchange between other highways authorities; b) Indicate if this 'mix' has been trialled in the county's battle against potholes. 	<p>We are very disappointed with the performance of this material with areas having already starting to fail. We are in contact with the technical department of our contractor to investigate why this has occurred. Early opinion is that the plastic additive has reduced the materials normal flexibility resulting in brittle fractures.</p> <p>We are awaiting formal confirmation of this failure mode and will of course share our findings when confirmed.</p> <p>Given the performance of the trial site there are no plans to extend or use anywhere else in the county at this present time. We will continue to monitor the market to see what other innovations come forward.</p>
<p>2. Questioner's name: Henry Jones</p>	<p>Respondent's name: Cllr Patrick Molyneux</p>
<p>Will the council consider abolishing its departments focused on promoting economic growth in Gloucestershire, accepting that chasing economic growth is not compatible with environmental sustainability, and that in fact it is our quest for never ending materialistic economic growth over the past century which has landed us in this climate crisis? Given this council and central government acknowledge we are now, irrefutably, in a climate emergency, is it not plain as day that reducing polluting, unnecessary economic activity is the fundamental order of the day, rather than encouraging</p>	<p>No, we won't. Economic growth is vital to our county. That isn't just because it improves the living standards of people in Gloucestershire, or helps stop poverty, but because economic growth is crucial to tackling issues like climate change. When we invest in solar panels, and they generate value from the sun that didn't previously exist, that is economic growth. When companies make profit from selling electric and low emission vehicles, that is economic growth. As a country responsible for less than 1% of the world's carbon emissions, our most important role is to</p>

more?	demonstrate to the rest of the world that you can have jobs, you can have growth at the same time as being carbon neutral, and for that role in particular, economic growth is vital.
3. Questioner's name: Henry Jones	Respondent's name: Cllr Dave Norman
Might the council consider instigating Workplace Parking Levies in the county to facilitate public transport? Nottingham City Council has used powers to charge a levy for workplace parking and this has both encouraged a greater use of public transport and provided funds for the council which they ring-fence for public transport. It has delivered £44 million over 5 years, after an initial £4 million set-up cost.	We have no plans to do so at this time.
4. Questioner's name: Rob Brookes	Respondent's name: Cllr Lynden Stowe
As we are in a climate emergency and construction of roads, shopping malls, office blocks etc are one of higher contributors to CO2 emissions should Gloucestershire County Council immediately re-evaluate all construction work and and seriously consider stopping all of them that are not essential to our wellbeing.	We are in the process of reviewing our strategies in relation to the delivery of construction projects following the declaration of a Climate Change Emergency in May this year. However, construction, of more efficient buildings, and of the infrastructure we need to support our aims of carbon reduction, will inevitably have role to play in the future.
5. Questioner's name: David Willingham	Respondents name: Cllr Dave Norman
Since August 2017, the residents of Alstone Avenue have consistently struggled with parking on their street with commuters, displaced from nearby streets that had resident permit parking introduced, taking every available space. At the time, parking officers advised that things would improve over time or "settle down",	The 2017 Cheltenham West parking review was the last major review in Gloucestershire. At the time there was little appetite from residents of Alstone Avenue to be included in a resident parking zone. In June this year we published a prioritised list of parking reviews across the whole county over the next two years.

<p>however nothing has changed from this date. Can the Cabinet Member please confirm what recent approaches have been made by parking officers to residents on Alstone Avenue in order to find an appropriate solution?</p>	<p>This includes the All Saints and Tivoli areas within Cheltenham. We are fully aware of requests by residents in the Alstone area of Cheltenham for changes however given that parking in some other areas hasn't been reviewed for many years it would not be reasonable to jump the queue.</p>
<p>6. Questioner's name: David Willingham</p>	<p>Respondents name: Cllr Dave Norman</p>
<p>Would the Cabinet Member give me, and the residents I represent, a commitment that before the 30th November 2019, the County Council will hold a public meeting at a suitable location in St Peter's ward to consider representations from residents who would like changes made to the current permit parking scheme as part of a post-implementation review, and to hear first hand the parking problems experienced by residents living just outside the current parking zone whose lives are now disrupted due to the displacement of commuter parking?</p>	<p>GCC officers are always willing to meet the public to consider any concerns that local residents and business have surrounding parking. Following feedback from local members we have identified a list of priority parking reviews across the county to be conducted over the next two years. This was recently shared with local members at a borough council parking seminar. Included within this review programme are two areas within Cheltenham: All Saints and Tivoli. As St Peters is not part of this two year programme it is unlikely that we could justify significant resources being diverted to a project here during this period unless external developer funding became available.</p>
<p>7. Questioner's name: David Willingham</p>	<p>Respondents name: Cllr Vernon Smith</p>
<p>During the recent overnight closures of the B4633 Gloucester Road for resurfacing works, the junctions with Honeybourne Way, Arle Road, Millbrook Street, Alstone Lane, St George's Road and Malvern Road were all closed. These roads are used by a significant number of road users to cross Gloucester Road. However, the County Council failed to provide adequate diversion signage, resulting in dangerous traffic chaos, including some large vehicles having to perform three point turns in St George's Road. Could the Cabinet Member explain why adequate diversion signage was not provided for these significant cross routes?</p>	<p>The County Council disagrees that the diversion signing for this scheme was inadequate- it was designed and erected in accordance with national best practice, keeping traffic from any section of road to be closed and diverting onto roads of similar or higher classification.</p> <p>Diversions are not erected on side roads anywhere in the country. The reason for this is that drivers would simply be unable to navigate the maze of signs that would be required.</p> <p>All of our schemes are advertised in the press twice and details</p>

	are shared with the local council (Borough/ Town/ Parish and District). We advertised on social media as well as on roadworks.org from where it is picked up by satnav systems. The scheme was further communicated by individual letter drop, business engagement, by press release and on our own website.
8. Questioner's name: David Willingham	Respondents name: Cllr Vernon Smith
What lessons about signing diversions for traffic that cannot cross stretches of closed roads will be learnt from this dangerous chaos to ensure that is not repeated elsewhere in Gloucestershire?	We do not consider there to be any failings on this particular scheme. As with all schemes full consideration is given and the most suitable mitigation measures are put in place within the physical or legislative constraints involved.
9. Questioner's name: David Willingham	Respondents name: Cllr Vernon Smith
During the recent overnight closures of the B4633 Gloucester Road for resurfacing works, the junctions with Millbrook Street and Market Street were closed. Both of these closures avoidably trapped approximately 300 households on Amos Close, Millbrook Street, Millbrook Gardens, Old Millbrook Terrace, Gloucester Cottages, Park Street, Great Western Road, Great Western Terrace, and Market Street during those overnight closures. If the County Council had made temporary suspensions of the traffic regulation orders on Great Western Terrace and New Street, as well as removing some bollards from New Street and providing some addition safety signage on Great Western Terrace, these residents would have been significantly less inconvenienced. Could the Cabinet Member explain why this was not done?	Officers were in touch with local residents, and the issue wasn't raised, nor did the local county council, as far as I'm aware, raise any concerns. There are always opportunities to learn lessons from major schemes and I will ask officers to reflect on this.
10. Questioner's name: David Willingham	Respondents name: Cllr Vernon Smith
Could the Cabinet Member please explain why, when the road lines	

<p>were re-painted at the signalised junction of B4633 Gloucester Road with Alstone Lane and St George's Road following the resurfacing of Gloucester Road, the opportunity was not taken to provide cyclists' Advanced Stop Lines at this junction?</p>	<p>The design process does include checking of all existing features and where appropriate changes are made. The installation of these features at this junction would have a detrimental effect on vehicle detection. In addition, data available did not indicate that there are sufficient right turn movements to make a case for installation.</p>
<p>11. Questioner's name: David Willingham</p>	<p>Respondents name: Cllr Vernon Smith</p>
<p>Could the Cabinet Member please explain why, when the road lines were re-painted following the resurfacing of Gloucester Road, the opportunity was not taken to also re-paint the worn-away double yellow lines that needed to be reinstated on Alstone Lane between Gloucester Road and Alstone Avenue?</p>	<p>These lines were not identified as part of the capital resurfacing scheme.</p> <p>If programme time permits we do extend the lining and refresh what we can in the adjacent vicinity. There is of course always a balance of efficiency. Costs associated with full closures are relatively high, the lining crews are scheduled to get around all live resurfacing jobs in an efficient manner.</p>
<p>12. Questioner's name: David Willingham</p>	<p>Respondents name: Cllr Vernon Smith</p>
<p>A number of roads in the ward I represent have grass verges between the road and the pavement, there are also signs attached to lampposts stating "The driving or parking of any vehicle on this verge is an offence. Max penalty £500", a number of constituents have contacted me because they are concerned that at some locations, the driving and parking of vehicles on these verges causes them to become a muddy quagmire following wet weather. Could the Cabinet Member please clarify whether the County Council is responsible for enforcement, and if not, who is? Recognising that these verges are a small, but valued piece of green space, that enforcement is not always the best option, that having a muddy quagmire instead of a grass verge is undesirable from both a safety and an aesthetic point of view, and that there are costs to the public purse in trying to get</p>	<p>The signs in question were placed by Cheltenham Borough Council and relate to a local byelaw, which can only be enforced by the borough council..</p> <p>The county council can only enforce against parking restrictions brought in under civil parking. Where there is a parking restriction such as a double or single yellow line, the restriction is considered to cover both the verge and the footpath adjacent to the line, and enforcement will cover the area. The penalty for a parking contravention is £70.</p> <p>Parking on verges and pavements is a complex issue. It is not</p>

<p>these verges reinstated, could the Cabinet Member please advise what the county council will do to try to prevent, minimise or otherwise mitigate the damage to these grass verges?</p>	<p>illegal unless there are restrictions in place, however it can result in obstruction, which is enforced by the police.</p>
<p>13. Questioner's name: David Willingham</p>	<p>Respondents name: Cllr Vernon Smith</p>
<p>The recent works to resurface Coronation Square were extended by a number of days. Could the Cabinet Member please advise when notice of these over-runs were formally given to public transport providers?</p>	<p>This scheme experienced programme delay due to an unforeseeable fatality on the M5. We were unable to start when planned due to M5 traffic being diverted through Cheltenham by the Police. There was a further delay a couple of days later due to weather conditions preventing work. Communications about changes were sent out to our key stakeholder list, which includes public transport providers, on 8th August 2019 and also communicated by social media on the same dates.</p>
<p>14. Questioner's name: Elizabeth Ashley</p>	<p>Respondents name: Cllr Dave Norman</p>
<p>In line with the requirements contained in the Civil Contingencies Act (2004), has Gloucestershire County Council made public any published assessments and plans relating to future emergencies brought about by climate change - such as flooding, food shortages or the need to ration electricity?</p>	<p>As a Local Resilience Forum (LRF) partner, Gloucestershire County Council supports the maintenance and regular review of a number of LRF Emergency Plans that already exist to deal with the consequences of climate change such as flooding and extreme weather. Many of these plans are reviewed by Gloucestershire County Council's Civil Protection Team.</p> <p>Some of the LRF's plans are listed on the Gloucestershire LRF website www.glosprepared.co.uk, but the LRF does not make all of the plans public, as releasing such information could be detrimental to the effectiveness of the emergency response.</p> <p>All Gloucestershire County Council services have reviewed and tested their Business Continuity Plans in relation to the impacts of severe weather, to ensure that critical council services can be</p>

	<p>maintained.</p> <p>Under the Civil Contingencies Act (2004), LRF partners are collectively required to undertake risk assessments for a range of risks and hazards as detailed in the Government's National Security Risk Assessment (NSRA). The NSRA 2019 has recently been issued to LRF's. Gloucestershire LRF will be reviewing all of the risk assessments accordingly and publishing information on specific risks on Gloucestershire LRF website in the future.</p>
<p>15. Questioner's name: Matthew Sidford</p>	<p>Respondents name: Cllr Nigel Moor</p>
<p>Having endorsed the declaration of a climate emergency, will the council consider appointing a Climate Champion to oversee all areas of its activity? A Climate Champion could help identify and drive forward meaningful climate actions, and ensure the avoidance of any activities that would undermine those actions.</p>	<p>As cabinet member for the environment, this is one of my key roles.</p>
<p>16. Questioner's name: Matthew Sidford</p>	<p>Respondents name: Cllr Nigel Moor</p>
<p>To its credit, North of Tyne is one of the first UK local authorities to instigate climate change science and strategies lessons in schools. For this teachers are able to train via a UN-accredited course. Does the council agree that it is vital that children are accurately informed about climate change, and will it follow North of Tyne's lead in providing this education? For reference, here is a link to the teacher training: https://educateglobal.org/index.html</p>	<p>The council considers that young people are key to responding to the climate emergency and securing a sustainable future, which is why the council is in the process of establishing the new Youth Climate Panel, aimed at young people aged 16-25. The council is also engaging with schools to involve younger pupils. Schools, with direction from government, are responsible for setting the school curriculum, however the council will communicate this and other initiatives to schools for them to consider.</p>