

**COUNTY COUNCIL – 17 February 2021  
PUBLIC QUESTIONS**

<p><b>1. Questioner's name: Flo Clucas</b></p>	<p><b>Respondent's name: Cllr Patrick Molyneux</b></p>
<p>Given the extraordinary circumstances caused by the delay in publication of 11+ results, would the Cabinet Member allow parents and carers the opportunity to add an additional school to the list previously submitted?</p> <p>Many parents and carers would have selected schools based on 11+ results as published, but the delay made that impossible.</p> <p>To ask the Cabinet Member what can be done for those parents and carers, who, following the delay in declaration of 11+ results and the requirement to select a secondary school before such results were available, now find, following the publication of results, that their children would have qualified for a school that was not in their original list of schools.</p> <p>The addition could be made before schools are allocated this year and give parents, carers and children an opportunity otherwise denied.'</p>	<p>Gloucestershire allows parents to change their preferences at any time but if changes are made after 31<sup>st</sup> October 2020 – then these will be considered late i.e. after all the on-time applications. We have to be fair and consistent to all families across Gloucestershire – and our message to families has been very clear regarding choosing their preferences wisely and the importance of applications being made by the closing date.</p> <p>Gloucestershire has always allowed parents to express more preferences than the minimum of three stated in the School Admissions Code. It is therefore felt that to offer five school preferences was sufficient for the 2021 transfer process.</p>
<p><b>2. Questioner's name: Flo Clucas</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>Traffic issues, Kingsditch roundabout Cheltenham</p> <p>Residents are rightly concerned both about the enormous queues of traffic waiting to get to McDonald's and the safety of road users and local residents.</p> <p>The problem could be eased by changing access for McDonald's to</p>	<p>The police are responsible for managing obstructions of the public highway. With our support they wrote last week to the managing agents of Kingsditch Retail Park and to the McDonalds management. We think there is space within their site for them to put safe queueing arrangements in place.</p> <p>We have worked well with the police and other fast food outlets to</p>

<p>the Tewkesbury Road entrance, or by asking the company to do an 'at your car service' where customers could park and wait to be served.</p> <p>There needs to be a review around the McDonald's access/exit from the trade park into Kingsditch Lane as well as the link from the Tewkesbury Road roundabout.</p> <p>Could a design strategy document be done, to look at these issues globally?</p> <p>Residents believe it would also be useful if there was a second roundabout by the Tewkesbury Road/Marks &amp; Spencer junction to provide direct access to vehicles going in and out of the commercial park. It could include PC World. This would avoid the horrible and unsafe yellow box junction for traffic turning right into Kingsditch Lane from the trade park</p> <p>Any proposal for McDonald's fast food is going to create issues elsewhere. The traffic needs to use the Tewkesbury Rd entrance .</p> <p>One suggestion is that the circulation around the 'restaurant' needs to be looked at with the traffic potentially circulating back out on to Tewkesbury Road.          Could the Cabinet member take this forward and look at a solution?</p>	<p>address similar problems elsewhere.</p>
<p><b>3. Questioner's name: Helen Munro</b></p>	<p><b>Respondent's name: Cllr Vernon Smith</b></p>
<p>Cycleway Bishop's Cleeve to Gothington</p> <p>This cycleway is due to be built by Bovis Homes as part of its planning permission to build in Bishop's Cleeve. To date work to construct the cyclepath has not started and progress towards a start</p>	<p>Bovis is required to construct this cycle path as a planning condition for the Homelands development. To work on the public highway they must enter into a section 278 agreement, first providing the council with land ownership information, securing technical approval for the works and paying our legal and inspection fees.</p>

date appears to have stalled. At one stage I was advised by Tewkesbury Borough Council of a date in April 2020 for work to start.

As at January 2021 I have been told by:

Bovis Homes: the works form part of a S278 agreement and they have yet to receive a legal agreement from GCC which they say they need for the works to proceed. Bovis Homes also say that they need Comparo to sign up to the legal agreement as the cycleway is routed partly over Comparo land.

GCC Highways Legal team: they are waiting for the developer to supply them with the estimated cost of the highways works and once received, they can advise of the fees , and once collected, the legal agreement can be signed. GCC advise that they have been asking for the figures for over a year from Bovis Homes.

Please can the Council advise

\*what is GCC's current position with regard to the necessary legal work that needs to be completed before this cycleway can start, and what is GCC doing to chase up Bovis Homes to reach a common agreement on the next steps to get this legal work complete?

\*what is the timetable GCC is working to and when do they expect Bovis Homes to start work on the cycleway ?

\* what powers does GCC have to force Bovis Homes to complete the legal work and start construction and when would it be appropriate to use them?

\* what assurance can GCC give residents that the work to complete the legal agreement, and anything else which needs to happen, is being prioritised?

Officers in Highways Development Management and Legal Services have repeatedly chased Bovis and are due to meet their Commercial Manager next week to progress this.

As construction of the cycle path is linked to the number of house completions Bovis cannot build more than 281 houses until it has completed this cycle path.

<p><b>4. Questioner's name: Paul Barker</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>I understand that the site has long stand drainage issues, and therefore with the increasing climate crisis resulting in increased intense rainfall I believe the site should be turned into a recreational / nature site. Having extra green space in the local area would be of huge benefit, the pandemic has highlighted how important green spaces are for health and as such I ask the council to return this space for public recreation and drop the plan to build on it.</p> <p>Planting up the site as a small nature reserve etc would be great for local residents, help reduce flooding risk locally and create a wildlife haven.</p>	<p>Up to ten new houses have planning permission to be built on the site – providing both much needed homes, but also capital to support the council in providing vital services. Any development will require a detailed drainage scheme in place before work begins.</p>
<p><b>5. Questioner's name: Jan Mallett</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>We are a local resident's group called Teddington &amp; Alstone A46 Advisory Group (TAAG). We were set-up due to concerns raised about the expansion and realignment of the A46 from Junction 9 of the M5 to Teddington Hands roundabout and any consequent detrimental effect on our villages.</p> <p>We participated in the Local Transport Plan (LTP) public consultation last year and were therefore keen to see the revised LTP when it was presented to Cabinet in January.</p> <p>However we were unable to put questions about the revised LTP to the Cabinet meeting, due to the limited time frame available. We understand from the minutes, that Cabinet approved the revised LTP and it is now due to go to the County Council meeting on 17th March 2021 for adoption. We are therefore raising our questions/observations now, ahead of the that formal adoption.</p> <p>Firstly, we welcome the change in tone in the LTP following the</p>	<p>The following Local Transport Plan (LTP) targets can be used to assess overall travel demand levels and mode shift form the private car to other modes of transport:</p> <ul style="list-style-type: none"> <li>• LTP PI-2: Number of peak hour vehicle journeys</li> <li>• LTP PI-7: Increase use of rail</li> <li>• LTP PI-8: Increase use of cycling</li> <li>• LTP PI-9: Increase use of bus</li> </ul> <p>Regarding agile working, LTP policy PD0.1 – Reducing Carbon Emissions and Adapting to Climate Change, sets out our support for digital connectivity and agile working to reduce travel demand. Land use policy (PD0.4 – Integration with Land Use Planning and New Development) sets the step change in sustainable land use planning that reduces car dependency.</p>

<p>consultation, especially regarding climate change and the uncertainty around COVID and its legacy. We also welcome the decision to bring forward the target date for decarbonisation to 2045 to support the UK100 Pledge. The new structure and reduced size of the LTP is also an improvement and much appreciated.</p> <p>Why are there no targets or monitoring indicators for reducing travel demand including transferring from private car to other modes and more agile working?</p>	
<p><b>6. Questioner's name: Jan Mallett</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>Why are there no targets or monitoring indicators for the transition to ULEVs?</p> <p>It doesn't look as if the Targets and indicators have been updated (apart from LTP PI-14 Reduce per capita transport carbon emissions Zero tonnes per capita by 2045) to reflect the revised LTP.</p>	<p>As part of our commitment to reducing the impact of transport on climate change, our vision is to improve accessibility across Gloucestershire through low carbon modes. For journeys that are unavoidable by motorised transport, we are committed to encouraging a switch to Ultra Low Emission Vehicles (ULEVs) and strive to facilitate this through enabling access to a charging infrastructure network. To support the LTP, GCC has developed a draft ULEV Strategy. Along with implementing the actions in the draft strategy, GCC has been working over the past year to apply the methods set out in the ULEV strategy to identify locations to prioritise investment in ULEV charging infrastructure and produce an implementation plan. Prioritisation and implementation of ULEV charging infrastructure will require community engagement to further inform identification of locations due to the likely usage and to help encourage people to make a switch by talking through benefits of ULEV use. We will continue to monitor ULEV take up in each district in the county using vehicle registration data and will monitor mode share data to achieve our wider transport objectives to achieve modal shift towards sustainable modes.</p>

<b>7. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p>Why is there still reference to the proposed realigned A46 being an Expressway (Strategic Vision 4.7.18)? Surely this is pre-empting the conclusions of the design phase of the scheme. We raised this in our consultation feedback and were assured that all reference to an Expressway would be removed from the plan.</p>	<p>Following the LTP consultation, the word "Expressway" was removed from the scheme description of the A46 realignment scheme. The strategic vision in paragraph 4.7.18 describes the overall ambition for the area and how an A46 alignment would allow for the expedient movement of through traffic while leaving the existing A46 alignment for local traffic and multi modal use. It is therefore not to be seen as a description of a specific scheme design, but the word was used to contrast the purpose of the newly aligned road against that of the then old alignment.</p>
<b>8. Questioner's name: Jan Mallett</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p>On page 94 there is a graph Figure PD4 (A) - Gloucestershire annual growth in the number of peak demand vehicle journeys (am peak) which on the face of it, shows a decline in vehicle journeys year-on-year. However there is no key to explain the vertical axis (% change of what?) and the text that accompanies the graph states that journeys are increasing. Please can you clarify?</p>	<p>Unfortunately the text on page 94 in the emerging Local Transport Plan (LTP) does not match the graph in Figure PD4 (A). The graph is reported correctly on p. 17 of our 2019 LTP Annual Progress Report, which is available on the GCC website. GCC officers will correct this mistake before the emerging LTP is adopted by full Council in March.</p>
<b>9. Questioner's name: Chloe Turner</b>	<b>Respondent's name: Cllr Dave Norman</b>
<p>In the past week, the council's Traffic Regulation Order team have abruptly withdrawn from speed reduction projects in Nailsworth, Rodborough, Minchinhampton and Chalford – projects that have been years in the making, especially in the case of Nailsworth which was all but implemented. We hear they have been halted in favour of a centralised strategy on active travel, which may not include the 20 mph zones central to these projects.</p>	<p>The council is keen to work with these parish councils on this project. I am told that there has been something of a miscommunication, for which I apologise, and which I have asked senior officers to address.</p>

<p>If these projects are not permitted to go ahead as planned, colossal amounts of local councillor and public volunteer time will have been wasted. These parishes are united in their desire to reduce speeds across their networks, in particular in their village and town centres, in order to prioritise active travel road users including pedestrians, horse riders and cyclists. Why is Gloucestershire County Council standing in their way?</p>	
<p><b>10. Questioner's name: Dilys Neill</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>In dealing with ash dieback, the safety of the public is paramount &amp; major roads are considered high risk areas where falling branches present a significant hazard. Felling of ash trees along highways is a necessary precaution. However, it seems that trees other than ash have been felled in large numbers for example along the Fosse between Moreton &amp; Stow.</p> <p>I am the district councillor representing Stow on the Wold where the Town Council recently conducted a survey of its trees. Out of 150 trees surveyed, the arboricultural consultant recommended that five be felled, others needed work doing such as the removal of dead wood &amp; so 97% of the mature trees surveyed were preserved.</p> <p>Can the Council confirm that the same rigour has been applied when assessing its trees, &amp; that no mature tree which could have been saved by judicious tree surgery have been felled?</p>	<p>All of our assessments are undertaken by our professional arboriculturist team. Sadly, pruning is not an option for dealing with Ash Die Back fungus. It is predicted that 85% of Ash trees will be killed by it. I hate to see any trees felled - but we can't change the outcome of this disease, neither can we put people in danger by not taking action. We will be planting at least two trees for every one felled.</p>
<p><b>11. Questioner's name: Dilys Neill</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>Countywide tree planting policy. As part of its response to the climate emergency, the County Council has committed to plant 35 million trees across the county by 2030. The way in which this is to</p>	<p>GCC supports Gloucestershire Local Nature Partnership in their Gloucestershire Tree Strategy, along with a range of partners including Gloucestershire Farming &amp;</p>

<p>be done is less clear. Town &amp; Parish Councils have been invited to take part in the scheme &amp; I understand that landowners will also be asked to participate in this project. Therefore, I ask:</p> <ul style="list-style-type: none"> <li>• How many trees have been planted during this winter planting season?</li> <li>• How does the County Council intend to roll this scheme forward? Will they be supplying the “whips” free of charge &amp; if so will they also be providing stakes &amp; tree guards?</li> <li>• Will those groups taking part in the scheme be offered advice &amp; practical help with the planting?</li> <li>• The Gloucestershire Local Nature Partnership stresses the importance of the right tree in the right place. Will local group be advised what to plant &amp; where?</li> <li>• What about ongoing maintenance of the planted trees? Planting a tree is a commitment. Proper preparation prior to planting is crucial, adjacent vegetation needs to be controlled to make sure that saplings are not overwhelmed, they need to be protected from animal damage. Tree guards &amp; tree ties need to be removed when they become tight. Perhaps most importantly, they need to be watered until they are established.</li> </ul>	<p>Wildlife Advisory Group (FWAG), the Woodland Trust, Forest of Dean District, Gloucester City, Cotswold District and others.</p> <p>GCC has a strategic role in enabling and supporting partners whose expert knowledge of this subject area is key to the effective delivery of the tree strategy. Together we will be taking into consideration the important points you have raised to ensure that there is a mix of tree species and to help saplings become established.</p> <p>To enable us to monitor implementation of the strategy we have asked the LNP how we can support them with resourcing ongoing comprehensive measurement against the targets.</p> <p>For much of the past year the council’s focus has been on Covid, however there has been considerable planting by partners in this growing season and I expect to see a significant increase in planting in the next year.</p>
<p><b>12. Questioner’s name: Dilys Neill</b></p>	<p><b>Respondent’s name: Cllr Nigel Moor</b></p>
<p>The County Council has declared a climate emergency, &amp; its tree planting policy is an important response. However, surely preserving one mature tree is more significant in terms of an immediate response which will enhance carbon capture than planting any number of saplings which may or may not survive.</p>	<p>Carbon capture varies by tree species and with the age of the tree. There will also be times when mature trees have to be felled because they are diseased or dangerous, or as part of new development. In such cases it is important that replacement planting takes place.</p>



<b>13. Questioner's name: Chris Chiswell</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p>The cabinet decision to recommend LTP revision 4 to council includes proposing monitoring indicator LTP-PI1 which aims for a 15% increase in peak vehicle traffic from 2015 to 2031, whilst also proposing LTP-PI8, which aims for only a 3% increase in cycling over the same period. How can recommending five times more growth in motor travel compared to cycling be compatible with the cabinet's leadership responsibility on Gloucestershire's climate emergency?</p>	<p>As part of the LTP review process a thorough Integrated Sustainability Appraisal (ISA) was commissioned. This reviewed LTP policies, objectives, delivery and monitoring. As a result changes were made and the draft LTP taken to Cabinet in January now incorporates enhanced sustainability considerations and a more comprehensive monitoring programme. These will enable early identification and remediation of any adverse effects during the life of the LTP.</p>
<b>14. Questioner's name: Chris Chiswell</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p>Whilst leading local authorities are now setting 'vision zero' targets to eliminate all serious injuries and fatalities from their roads, this cabinet's recommendation sets no amended target to make further progress beyond 2020 (LTP-PI12a). How many deaths and serious injuries of children on Gloucestershire's roads does the cabinet ask the council and citizens to accept beyond 2020, and why does it not believe in setting a target to save the other 60% of children's lives lost on the roads it leads responsibility for?</p>	<p>We are committed to improving the safety of all people using Gloucestershire's roads by taking a coordinated approach involving statutory partners, communities, road users and vehicle manufacturers.</p> <p>Targets need to be ambitious but also realistic. Since 2015 changes in the reporting of road casualties have been rolled out in Gloucestershire and some, but not all areas of the country. This creates inconsistency which undermines the robustness of comparisons made between areas and significantly affects target setting. The Department for Transport is aware of this problem and is currently reviewing target setting nationally.</p>
<b>15: Questioner's name: Alan Mossman</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
<p>Do you agree with this statement by PM Boris Johnson in his foreword to the Department for Transport's <i>Gear Change A bold vision for cycling and walking</i> (Published 27 July 2020) <a href="https://www.gov.uk/government/publications/cycling-and-">https://www.gov.uk/government/publications/cycling-and-</a></p>	<p>Yes.</p>

<p><a href="#">walking-plan-for-england:</a></p> <p>“The joy of cycling is that doing it doesn’t just benefit you. It doesn’t just make you happier. It doesn’t just make you healthier. It helps millions of others too, whether or not they have any intention of getting on a bike. It means less pollution and less noise for everyone. It means more trade for street-front businesses. It means fewer cars in front of yours at the lights.”</p>	
<p><b>16: Questioner’s name: David Willingham</b></p>	<p><b>Respondent’s name: Cllr Vernon Smith</b></p>
<p>In his response to me on 26<sup>th</sup> June 2019, the Cabinet Member for Highways and Flood responded to my question about the road safety scheme to close Alstone Croft by saying “<i>If a solution is agreed, we would hope to see it delivered this year.</i>” That year came and went with no progress, so in September 2020, I followed this up with further enquiries to the Executive Director of Economy, Environment and Infrastructure. This road safety scheme has still failed to make any progress. Could the Cabinet Member for Highways and Flood please explain why despite this scheme being funded, and being raised with both himself and the Executive Director, the County Council has failed to deliver it?</p>	<p>A trial has been discussed previously to look at impacts of various measures in this location however due to the COVID pandemic and much reduced traffic flows this would currently not give a real and full indication of the issues or the measures required to resolve them. The trial has therefore been put on hold until we see traffic flows and patterns return to normal or a new normal. The Local Highways Manager is happy to engage with the relevant Councillors and residents in the coming months to enable us to carry this scheme forward.</p>
<p><b>17: Questioner’s name: David Willingham</b></p>	<p><b>Respondent’s name: Cllr Nigel Robbins</b></p>
<p>To: Chair of Audit and Governance</p> <p>In the 2017/2018 municipal year, £30,000 of Highways Local was assigned to pay for the design and build of a road closure to motor vehicles of Alstone Croft at its junction with Alstone Lane. In the years that have passed, no progress seems to have been made to deliver this. £30,000 of public funds has knowingly been allowed to</p>	<p>While it is fair to say that traffic issues can be challenging to resolve within a financial year, particularly in instances where trials and consultations have to be undertaken, the fact that this issue has been outstanding for four years is wholly unacceptable.</p> <p>I am reassured that the funds for this scheme remain in reserves, meaning work can proceed as soon as a solution is identified.</p>

<p>languish by the administration, and the road safety concerns this scheme was intended to address remain dangerously unresolved. In light of both the financial and procedural issues with this matter, would the Chairman of the Audit and Governance Committee be willing to ask the internal auditors to formally investigate this matter and consider bringing a report back to the Audit and Governance Committee?</p>	<p>While the delays to this one scheme, by itself, might not be a subject for the Audit Committee; if this is an indication of systemic failure within the Highways Team, I would be happy to proceed with your suggestion. In the meantime, it is critical that the Cabinet Member for Highways provides you with a guaranteed time-frame for this longstanding issue to be resolved.</p>
<p><b>18: Questioner's name: David Willingham</b></p>	<p><b>Respondent's name: Cllr Vernon Smith</b></p>
<p>The recent rainy weather has highlighted a number of problems with highways drains, in some cases causing large areas of standing water. However, when these are reported to the County Council, we are told for example that the drain was cleaned in June 2020, and is on a three year cleaning cycle. When a drain is currently blocked to the extent that standing water is halfway across the carriageway every time it rains, could the Cabinet Member for Highways and Flood please explain why the Council seems to expect people to wait until June 2023 for action to be taken?</p>	<p>Since the start of January we have deployed additional resources to remedy issues which have come to light following recent storms. However all issues relating to reports of drainage problem are investigated by the area teams and works are then arranged (which can included rodding, gully cleansing or jetting) as required and commensurate with the level of risk posed by the problem. In some cases where the risk to the traveling public and property is low we may decide to take no further action if a scheduled clean is due in the near future, however we do prioritise works where the aforementioned risks are high. We also review locations based on historic data and adjust frequency of cleansing if necessary.</p>
<p><b>19: Questioner's name: David Willingham</b></p>	<p><b>Respondent's name: Cllr Vernon Smith</b></p>
<p>When reporting blocked drains, it is common to get a standard response from Gloucestershire Highways which states "<i>Over the last 5 years we have been collecting data about gully condition and location and have now moved to what we refer to as a 'risk-based approach' to gully cleaning. Effectively each gully is set its own risk level based on a scientific model using the data and flooding considerations. Using this approach we can target our resources to where they will have the most positive effect i.e. clean the gullies that readily silt up more often and before the silt causes blockages</i></p>	<p>Gully cleansing frequencies are not currently available as part of our on line portal, however it is a development that's being considered for future versions. Residents with particular concerns can contact our Highway Customer Service Team (<a href="mailto:highways@gloucestershire.gov.uk">highways@gloucestershire.gov.uk</a>) where we will be happy to provide specific information about gully cleansing in the vicinity of their property. .</p>

<p><i>in the drainage system. This in turns reduces the risk of roads and properties from flooding. We continue to collect data so that we can review &amp; refine our approach.”</i> There are a number of areas where this approach seems to have classified drains with a low priority, but they regularly block and flood, there are also members of the public who are very worried about pluvial flooding exacerbated by regularly blocked drains damaging their homes. How can the public access the individual data for gullies that concern them, and feedback concerns about the flood risk classification if it doesn’t match the local knowledge of their lived-experience?</p>	
<p><b>20: Questioner’s name: Chris White</b></p>	<p><b>Respondent’s name: Cllr Nigel Moor</b></p>
<p>Budget 2021-2022</p> <p>Can the council confirm that budgeted amounts, to combat climate change and environmental issues that has not been allocated/spent from the 2020/2021 budget, will not just be rolled over into the 2021/2022?</p> <p>That the county will not be disadvantaged from what would/will have been allocated in 2021/2022 as well?</p> <p>Can the council also please confirm the breakdown of the budget set aside to fight climate change and environmental pollution by category, for 2020-2021 as well as the upcoming 2021-2022?</p>	<p>Funding for climate change and environmental issues will be managed in accordance with the council’s rules and relevant accounting instructions.</p> <p>Last year a £1m climate change action fund was agreed by Council in setting the 2020/21 budget. Unspent or uncommitted money in this fund will be rolled over to the 2021/22 financial year.</p> <p>The council does not have a specific budget for environmental pollution.</p>
<p><b>21: Questioner’s name: Chris White</b></p>	<p><b>Respondent’s name: Cllr Lynden Stowe</b></p>
<p>County Council Investment Funds</p> <p>Can the council confirm exactly the proportion invested in companies involved in mining, oil extraction and refining as well as</p>	<p>The Council has a Responsible Investment Policy for all future treasury investment. This ensures with new direct investments that the council ensures counterparties (excluding the UK Government and other UK local authorities) have no direct investment in fossil</p>

<p>any other environmental polluting companies?</p> <p>It appears some local authorities have committed to divestment, for example Campaigners in Southwark, Islington, Lambeth and Waltham Forest have persuaded their local authorities to commit to full divestment from coal, oil and gas.</p> <p>Other local-authority pension schemes have made partial divestment commitments – these include the Environmental Agency Pension Fund, Merseyside, South Yorkshire, Hackney and Haringey.</p> <p>I wonder if GCC have made any commitment to divestment, if not is this something the council should seriously consider and when can we expect an announcement?</p>	<p>fuel companies prior to investing, and, in the case of pooled funds, that there is no exposure to fossil fuels. There is still some historic exposure amounting to 0.56% of the portfolio, which will age out in time.</p> <p>In respect of the Gloucestershire local government pension fund, the county council helps administer this on behalf of 200 other employers, with the funds being owned beneficially by their employees and pensioners. The fund, as part of the wider Brunel Partnership is signed up to the UN Principles of Responsible Investment, which aims to use investments as a tool for change. 2.9% of the fund is held in assets under the industries you mention at present.</p>
<p><b>22: Questioner's name: Chris White</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>NO2 Emission Targets</p> <p>Can the council confirm if they will be looking to reduce NO2 pollution targets in much the same way as Oxford Council have done? If so will GCC then be encouraging/expecting the City and Town Councils to follow suit?</p> <p>Oxford Scheme  <i>"Oxford City Council becomes the first local authority to set out a city-wide air pollution target.</i></p> <p><i>The new Air Quality Action Plan, which was approved yesterday (January 20) outlines a list of actions that the council and its partners will take to improve air quality across the city between 2021 – 2025.</i></p> <p><i>In the plan, the Council has set its own target for nitrogen dioxide</i></p>	<p>Whilst air pollution is a responsibility of district and borough councils in Gloucestershire, the county council has always sought to work with them and provide support and assistance where we can. It's not for us to tell other councils how to carry out their responsibilities – but we are ready to help where we can.</p>

*(NO2) emissions of 30 µg/m3 of, which they have pledged to achieve by 2025 at the latest.*

*The current legal limit for NO2 is 40 µg/m3, however, research has now shown that this is not a 'safe limit.'*

*The plan also sets out 30 actions and measures that the council will deliver across four priority areas:*

- 1. Developing partnerships and public education;*
- 2. Support for the uptake of low and zero-emission vehicles;*
- 3. Reducing emissions from domestic heating, industry and services*
- 4. Reduce the need to travel, explore opportunities for mode shift and increase the uptake of sustainable transport*

*The main priorities are the delivery of Oxford's Zero Emission Zone (ZEZ) and Connecting Oxford – two major schemes which have been developed to tackle road traffic emissions and the dominance of the car on our roads.*

*Cllr Tom Hayes, deputy leader and cabinet member for green transport and zero-carbon Oxford said: 'We all have a right to breathe clean air. However, harmful levels of air pollution are harming people's health and cutting lives short, with poorer and more disadvantaged people disproportionately affected. Air pollution is, at its heart, a social justice issue.'*

*'By setting a new Air Quality Action Plan, and a city-wide air pollution reduction target, we go further and faster than the Government's national legal target, and we'll be the first council to do so with an Air Quality Action Plan. We want to race to our nitrogen oxide target of 30 by 25.'*

<p><i>'Approval of our Air Quality Action Plan is an exciting and significant step in our journey to tackle emissions in the city, and I want to thank everyone who responded to our consultation and shape the final version of the plan.'</i></p>	
<p><b>23: Questioner's name: Chris White</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>Non- Exhaust Emissions</p> <p>With the council declaring a 'Climate Emergency' Cllr. Moor has stated the council will take into account of 'non-exhaust emissions' from road vehicles when planning any new roads, if they are included in the Governments requirements at the time.</p> <p>Surely the council should leading not just following what are currently out of date Government regulations and policies?</p> <p>I would have thought that declaring a climate emergency and then setting out to make it an even worse emergency is perverse and unreasonable and contrary to policy, would the council not agree?</p>	<p>It is important to note that any new roads built during the Local Transport Plan period will be implemented not in isolation but as part of a wider programme of investment that aims to deliver local and national policy objectives and will include sustainable transport schemes.</p> <p>Major transport schemes are assessed and reviewed using nationally set criteria so it is right that we follow these and respond as they evolve. Setting our own local regulations for non-exhaust emissions would require specialist knowledge that few, if any, councils possess. It would also be of questionable value as road dust, tyre and brake particulates have a local air quality impact but are not greenhouse gases which contribute to climate change.</p>
<p><b>24: Questioner's name: Chris White</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p>All Pollutants</p> <p>a) It is worth noting that pollution and climate change is not just about CO<sub>2</sub>, how will the Council evaluate all pollutants moving forward?</p> <p>b) Can the Council also provide the latest figures, for Gloucestershire, for all pollutants, and do these meet World</p>	<p>As I mentioned in answer to Q.22, this is something you would be best to raise with the district council responsible.</p>

Health Organisation recommendations?	
<b>25: Questioner's name: Chris White</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p>Local Transport Plan</p> <p>With such little to time to review the changes in the LTP prior to last month's Cabinet meeting I would like to raise issues at Council.</p> <p>If the percentages from the council's public survey are added up, then those requesting improvements in public transport, cycle as well as concerns over the environment is much greater than those commenting on road building. Can council explain the apparent lack of considerations in the public views when road building is not high on the public's agenda?</p> <p>It is good to note that the council have revised its target for decarbonisation from 2050 to 2045, however, many reports indicate that this is not soon enough, with many countries and cities setting earlier targets.</p> <p>Can council confirm that reducing this even further is a priority and if this should be a standing agenda item for Council and the Environmental Scrutiny Committee?</p> <p>Would it not make sense for GCC to set up a working party to review best practice from other councils, countries, towns and cities and adopt these principles as soon as possible?</p> <p>In the section on 'Digitisation of Transport' it states that transport needs may well change, can the council please confirm how this will be monitored? As well as the timescales for when the council can pull back from unnecessary expense?</p> <p>Working from home would become more attractive to many if broadband speeds could be increased across the board. Can the</p>	<p>This LTP puts a stronger emphasis on active and sustainable transport schemes. There are now in total 152 LTP schemes; 57 are Active Travel and Health &amp; Wellbeing, 38 are Public Transport, and 57 are Highway schemes. These include vital, strategic highway infrastructure, such as the A417 Missing Link, M5 J10, M5 J9 and A46 improvements.</p> <p>GCC is committed to the UK100 pledge and we have reviewed our LTP target PI-14 Reduce per capita transport carbon emissions (zero tonnes by 2045). In signing up to the pledge, to accelerate the transition to this net zero society, UK100 brings together local authorities to collaborate and share knowledge. Alongside this, GCC, as a member of the Western Gateway Sub National Transport Body, represented by local authorities in our region, are working together to support the transition to reducing carbon emissions on a local and regional level.</p> <p>Fastershire is a partnership between GCC and Herefordshire Council to bring faster broadband to the two counties in two phases. Phase 2 will extend fibre coverage further across the county, bringing ultrafast speeds to the most difficult to reach rural homes and businesses. Further information can be found on the Fastershire website.</p>



council confirm if the current 'Fastershire' scheme will be developed further to provide terabyte speeds for all and if so what are the timescales?

Annex A states "Make a positive contribution towards a step change in sustainable land use planning to enable a priority towards sustainable travel choices and reduce travel demand, while supporting digital connectivity to improve agile working." If this is the case then why are the council looking at extremely expensive road building schemes?

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**COUNTY COUNCIL – 17 February 2021**  
**Members' Questions**

<p><b>1. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>Does the council leader agree with me that voters have a right to hear from those seeking their vote – door by door, street by street – and that elections should be pushed back until we are free of the constraints of lockdown and Covid?</p> <p>If so, what is he personally doing, in his capacity as leader of this council and as the Chairman of the Conservative Councillors' Association, to encourage Government Ministers not to rush through an election at a time that could be dangerous and undemocratic?</p>	<p>As Cllr Hodgkinson will be aware, the Conservative Party suspended all campaigning during the current lockdown in order to do all we can to support our NHS and reduce any risk of infection. That's been very frustrating for councillors of all parties who are following the rules, and that's something I have been at pains to point out to the government. The government is confident that safe elections can go ahead in May – and that will no doubt include legal, covid safe leafleting in due course.</p>
<p><b>2. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>For the elections that will be taking place this Spring or Summer, what is the County Council planning to do to actively encourage postal vote registrations? This will ensure that no residents are disenfranchised because they are afraid of mixing with others in a polling station or, as is likely to be the case in my division, because local polling stations cannot open due to lockdown measures.</p>	<p>This is primarily a role for our six District Councils who have the responsibility for delivering the elections on 6 May. However, as always, we are working with them to make sure they have the support and resources they need to deliver a COVID-safe election, and to that end we welcome the Government's announcement of an additional £31m of funding nationally on 5 February 2021. Districts will be making use of Electoral Commission materials to make sure that voters are aware of the full range of ways in which they can vote safely, including information on how to register for a postal vote and what to expect at polling stations if they choose to vote in person.</p> <p>In addition, we are making a financial contribution to the costs that will be incurred by each District Council in writing to each household to provide information on the elections taking place and the ways that people can vote. The District Councils organise polling stations but we work with them to identify alternative venues, including our</p>

	own properties, where a particular venue becomes unavailable. We will also work with colleagues to understand any collective issues that we can resolve together such as PPE and screens.
<b>3. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr Nigel Moor</b>
Can the Cabinet Member please confirm how many trees have been planted in Gloucestershire since the Cabinet Meeting on 27 January?	By the end of March 2021, 7780 trees and 2410 hedging plants will be planted on highway verge or on third party land.
<b>4. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr Nigel Moor</b>
Can the Cabinet Member please confirm the total number of trees GCC has chopped down throughout 2020 and Q1 of 2021 – either through Ash Dieback programmes or in GCC's capacity as the highways authority – and what proportion have been replaced?	3,057 trees which posed a safety risk to the public highway. By the end of March 2021 we will have planted 7780 trees and 2410 hedging plants (a rate of almost 3 to 1).
<b>5. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr Richard Boyles</b>
<p>On the 26<sup>th</sup> of June, 2019, this council unanimously supported a motion with the following resolution:</p> <p>“This Council therefore resolves to work with Leadership Gloucestershire to establish a Youth Council to give young people a voice on the issues that affect them across Gloucestershire, irrespective of which body is responsible for those services.”</p> <p>Can the Cabinet Member please explain why this resolution, which every single councillor here voted in favour of, was quietly binned without any explanation being provided in this chamber?</p>	<p>Leadership Gloucestershire were consulted about the best way forward for the engagement of young people in order to ascertain their views on the quality of services provided to them and to seek their advice about the future configuration of services for young people. Leadership Gloucestershire felt strongly that the establishment of a county wide Youth Council would not deliver the necessary reach for a cross section of young people's views and that there were more creative and effective means of engaging with young people. This was a view supported by Dame Janet Trotter, Chair of Child Friendly Gloucestershire.</p>
<b>6. Questioner's name: Cllr Kate Haigh</b>	<b>Respondent's name: Cllr Tim Harman</b>
It is now possible to end HIV transmission through regular testing, condom use, access to pre-exposure prophylaxis (PrEP), and	The HIV diagnosis rate for Gloucestershire is 3.4 per 100,000 people. This is significantly better than the England rate (8.1 per

advice. Treatment now means that people living with HIV cannot pass it on. What are the rates of HIV diagnosis in Gloucestershire and what proportion are classed as late diagnosis? What steps is the County taking to meet the Government target of zero HIV transmission in England by 2030 and are you confident that it can be achieved here?

100,000) and the rate of new HIV diagnosis has been decreasing in the county since 2015. In 2019, 18 individuals were diagnosed with HIV in the county.

The earlier HIV is diagnosed, the better the health outcomes for the individual. Over the three year period (2017-2019) 54.5% of HIV cases diagnosed in the county were classified as 'late diagnoses'; above the percentage for England (43.1%). While we have relatively few cases of HIV in Gloucestershire, it is important to understand the causes of late diagnosis and identify interventions to reduce the risk.

A number of actions have been taken forward by Public Health and key partners to address the issue. This includes an audit to identify any missed opportunities in the care of patients diagnosed late to inform service improvement; and a pilot of Point of Care HIV testing for a group of higher risk individuals who may not access mainstream services. The audit has been paused through the pandemic, but it is hoped that work will resume as a priority in the coming months.

A key part of HIV prevention is pre-exposure prophylaxis, or PrEP, a medication to help prevent HIV. Following the three year national PrEP IMPACT trial, PrEP is now available free of charge in Gloucestershire via the specialist sexual health service for people at highest risk of contracting HIV. The service was only introduced as part of routine commissioning in December 2020, and commissioners will be working with the specialist sexual health service to monitor uptake, and help ensure that PrEP is reaching those with the most opportunity to benefit.

Gloucestershire is also working towards the national goal of zero HIV transmissions by 2030 using a combination of preventative interventions, including the C-Card condom distribution scheme which makes condoms available free of charge to young people; and opportunistic condom outreach, provided by the Eddystone Trust (as part of the sexual health prevention service), which

	<p>focuses on individuals likely to be at most risk of poor sexual health and HIV. During 2020, despite the impacts of the pandemic, over 16,000 condoms were distributed free of charge in Gloucestershire with a specific focus on higher risk groups.</p> <p>HIV testing is integral to the treatment and management of HIV infection; and the prevention of onward transmission. In Gloucestershire HIV testing is available free from the specialist sexual health service, either in clinic, or via home testing ordered online. The council also commission community based HIV testing to provide testing in the community for higher risk groups outside of traditional clinical settings. While community testing has been paused through the pandemic, testing has remained available via the specialist service; and Eddystone Trust has continued reaching out to higher risk groups via alternative channels.</p> <p>Targeted health education and health promotion work is also key to HIV prevention and awareness. The Eddystone Trust provide training sessions on HIV awareness to relevant services and organisations and also provide information on testing, condom use and PrEP as part of their outreach with clients.</p> <p>We hope that through this combination of prevention measures, Gloucestershire will support the Government's national ambition to achieve zero HIV transmissions by 2030; and commissioners will continue to work towards this with the specialist sexual health service and key partners across the system.</p>
<p><b>7. Questioner's name: Cllr Rob Bird</b></p>	<p><b>Respondent's name: Cllr Patrick Molyneux</b></p>
<p>Can I congratulate Cllr Molyneux on the site for the new Bishops Cleeve primary school. It's excellent news that this site will be near homes, as requested. Can he confirm when the design will be available for local residents to comment on?</p>	<p>As we've only just secured the site, we won't have that information for a while – but I will ensure that you are kept updated, as well as the council's website to ensure local residents can get the latest updates.</p>

<b>8. Questioner's name: Cllr Rob Bird</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
<p>Is there are timescale available for the likely progress of the Bishops Cleeve primary school project?</p>	<p>The proposed new primary school will open for children in Reception from September 2023 and will continue to grow year on year in Reception. The school will not open for all year groups from September 2023.</p> <p>FAQs are now available on the Councils website for all to review.</p>
<b>9. Questioner's name: Cllr Paul Hodgkinson</b>	<b>Respondent's name: Cllr Tim Harman</b>
<p>Supermarket and food shop workers have been the unsung heroes of this pandemic. They have worked tirelessly throughout the entire lockdown periods and are often on low wages. Yet they are at high risk due to exposure to many people visiting the stores. Given this, will the Cabinet Member agree with me that these key workers must have access to regular and easily available covid tests - ideally in their workplace? These could be offered by this Council quickly and without delay if it is really serious about protecting those on the front line, helping to feed us all at this time of crisis.</p>	<p>I think we all record our thanks for the remarkable workers in the supermarket and food sectors who've worked so hard on behalf of us all.</p> <p>Any business with over 50 staff who can't work from home can access the Workplace Testing Scheme directly – see <a href="https://www.gov.uk/get-workplace-coronavirus-tests">https://www.gov.uk/get-workplace-coronavirus-tests</a></p> <p>For smaller companies, as Cllr Hodgkinson is aware, we've made available a rapid testing site in Gloucester City, with further sites opening soon in Cirencester and in the Forest of Dean. More information is here; <a href="https://www.gloucestershire.gov.uk/covid-19-information-and-advice/community-testing/">https://www.gloucestershire.gov.uk/covid-19-information-and-advice/community-testing/</a></p>
<b>10. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
<p>Can the Cabinet Member confirm what proportion of children in receipt of free school meals have received a laptop and 4G router from the Government or GCC?"</p>	<p>Not all children on free school meals will need a laptop (many, for example, have been working in school throughout the lockdown) and many children who don't qualify for free school meals really will. That's why we've been working with schools and teachers who know the needs of their students best to target distribution. So far, the council has distributed over 1,500 laptops.</p>

<b>11. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
How many requests for laptops and 4G routers have you received from schools and parents?	The government reports 4,084 laptops have been distributed across Gloucestershire, with 1,500 coordinated by GCC in the first wave, and the rest directly via schools. Additionally, Cabinet allocated £200k last money to provide further support.
<b>12. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
Are you confident that every child who needs a laptop or 4G router in order to continue their education during lockdown has one? If not can you confirm how many children are still without the necessary hardware?	Schools are prioritising equipment to ensure that all children and young people are able to access remote learning. The council has just agreed to provide a further £200,000 funding to provide more technology capacity into the system. This will support the purchase of laptops, tablets and the associated peripherals that are required for remote learning (4G, webcams, microphones etc).
<b>13. Questioner's name: Cllr Iain Dobie</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p>Given the prioritisation of the cycle route linking Cheltenham to Gloucester, it is essential that we make this a scheme that Gloucestershire can be proud of and futureproofed for a generation.</p> <p>With certain elements still to be finalised – for example, junctions that intersect the cycle route – will you commit to following established best practice and give priority access to cyclists and pedestrians over motorists along the entire stretch of the cycle route?</p>	I entirely appreciate Cllr Dobie's views on this project. As he is aware, the county council is conducting a consultation on this scheme, which I would strongly encourage him to take part in.
<b>14. Questioner's name: Cllr Iain Dobie</b>	<b>Respondent's name: Cllr Nigel Moor</b>
Any cycling route is only as strong as its weakest part – as such, what work is being done at either end of the B4063 cycle improvements scheme to ensure that it is safe and accessible from the centre of Cheltenham and Gloucester for all users, including young children.	The cycle route provides full continuity between Gloucester and Cheltenham, and is aided by other investment along the route including the West Cheltenham Transport Improvement Scheme with the £1.6million investment currently being delivered between Arle Court and Lansdown Rail Bridge between January and December 2021. This provision will also include cycle



	<p>enhancements to local roads in the St Marks area linking with Cheltenham Spa Station and a new crossing between the station and the Honeybourne Cycle Link. These works will be supported fully by the GWR cycle link between Lansdown Rail Bridge and Cheltenham Rail Station providing full access to the existing network of cycle routes in Cheltenham Town Centre. At the Gloucester end the scheme will tie in with the £417k cycle investment on London Road Gloucester. The Cheltenham to Gloucester Cycle route will also extend the facility to Gloucester Station via Great Western Road and extend the London Road cycle link to the end of Northgate Street in Gloucester City Centre ensuring uninterrupted and safe access between Gloucester City Centre and Cheltenham Town Centre. The route, subject to further funding commitments, will contribute to 26 miles of continuous cycle facility investment from Stroud to Saul, Gloucester, Cheltenham and Bishops Cleeve.</p>
<p><b>15. Questioner's name: Cllr Brian Robinson</b></p>	<p><b>Respondent's name: Cllr Vernon Smith</b></p>
<p>The A417 north of Gloucester has recently been closed because of flooding causing disruption to traffic on this major route and consequential congestion on minor local roads. The frequency of closure due to flooding is increasing. Can the Cabinet member confirm when steps to improve this road to avoid closure from flood will be implemented?</p>	<p>As Cllr Robinson will be aware, GCC applied for £25m to address this in 2015, and continues to seek funding to solve the problem. Most recently we are looking into Flood and Coastal Erosion Risk Management Grant in Aid funding as one potential route.</p> <p>I recognise just what a challenge this poses for people in this area – resulting in very significant detours and traffic congestion. The issue has been recognised by the county council. In 2015, we applied for a grant towards a £25M scheme to address the issue.</p> <p>The £25M cost in 2015 will have increased significantly today and this is not a project we will be able to fund ourselves.</p> <p>More recently, we have identified fixing this problem as a key issue in our latest Local Transport Plan, approved by Cabinet last month – and we are continuing to seek funding to do so. At present, we are looking into Flood and Coastal Erosion Risk Management Grant in Aid funding as one potential route. We know climate change is only going to make this problem worse in time.</p>

<b>16. Questioner's name: Cllr Brian Robinson</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
<p>At the Budget Scrutiny meeting when asked about plans to bring super fast broadband to Churcham the Cabinet member said "Cost is not the problem." Will he therefore confirm that the Churcham residents will soon be able to benefit from full fibre broadband like the communities that surround Churcham.</p>	<p>Cost has never been a problem – EU state aid rules have been. Before we commit public funding to an area, we have to carry out an "Open Market Review". If a commercial provider says they are going to roll out broadband in an area, as they did with Churcham, we can't invest there. I share the frustration of local residents – and I hope this sort of bureaucracy can be minimised following our departure from the EU.</p> <p>Fastershire are trying to find a way around this problem – allowing local residents to sign up to register interest in superfast fibre. A virtual briefing session has been arranged for the 3<sup>rd</sup> March and Fastershire has written to all of the affected local premises to invite them to attend.</p>
<b>17. Questioner's name: Cllr Brian Robinson</b>	<b>Respondent's name: Cllr Lynden Stowe</b>
<p>The Social Care Levy is being applied at 2.76% in this years budget. Can the Cabinet member confirm the cumulative amount of Social Care Levy applied in the past 4 years both in amount collected and percentage of overall council tax.</p>	<p>In the period 2017/18 to 2020/21 the Adult Social Care Levy has generated £74.1m for GCC all of which has been invested in social care for vulnerable adults. This represents 6% of the total Council Tax income generated in this period.</p>
<b>18. Questioner's name: Cllr Brian Robinson</b>	<b>Respondent's name: Cllr Vernon Smith</b>
<p>Just before Christmas heavy rain caused flash flooding to many communities in Gloucestershire. What will the Council be doing to learn from this event and help communities reduce the impact of future high rainfall events.</p>	<p>The County Council has a central role in flood events such as that in December 2020 which had such terrible impacts on communities across Gloucestershire. We work hard to build resilience before events happen, we respond directly when they do, and carry out extensive investigations in their aftermath. In early January 2021, we coordinated a series of district-based multi-agency debrief sessions to bring reports from the 23<sup>rd</sup>/24<sup>th</sup> December 2020 together and discuss initial lessons learnt. We are currently in the process of compiling the various datasets into a single summary, including meteorological comparisons and flooding reports, which will be presented to GCC's Environment Scrutiny on 3<sup>rd</sup> March 2021. Following on from this, we will be carrying out detailed flood risk</p>

	assessments of the worst-hit communities to build up an accurate picture of the causes at each location and to look into possible future solutions. In the meantime, officers continue to liaise closely with a wide range of community representatives, officers and external agencies to learn all we can from the event.
<b>19. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
What is the teaching provision in Gloucestershire for children who have been excluded while schools are largely closed during lockdown?"	Children who have been excluded in Gloucestershire will have access to Alternative Provision Education from day 6 of being out of education. If the children aren't part of the current vulnerable cohort the alternative provision schools are providing a remote education.
<b>20. Questioner's name: Cllr Colin Hay</b>	<b>Respondent's name: Cllr Patrick Molyneux</b>
Being classed as vulnerable, what percentage of excluded pupils are being taught in a school setting?	<p>Alternative Provision, like all schools, are open for vulnerable children and those of key workers and provide remote education for all children that are not able to attend on site. So all children at alternative provision continue to receive education provision.</p> <p>Attendance on site fluctuates based on parental choice, but is broadly operating at around 30-35%. Attendance for more vulnerable groups is slightly higher:</p> <p>40% of children with EHCP's and 35.8 % of children open to a SW are attending</p>
<b>21. Questioner's name: Cllr Lesley Williams</b>	<b>Respondent's name: Cllr Richard Boyles</b>
In March 2019 Council supported a motion to undertake a study which would provide an analysis of attainment and achievement of students in the county. When will this study be available?	The study was planned and due to be undertaken by a former HMI. The work included a series of interviews with LA officers and secondary headteachers scheduled for the spring/ summer 2020. During Lockdown 1, several alternative options were considered. The former Director of Education agreed that the study should be postponed until schools were open and operating normally.

<b>22. Questioner's name: Cllr Lesley Williams</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
Council agreed that there would be a display of notable Women in the County to celebrate their achievements. What has happened to this?	The work on this display is underway and some fantastic images have been collated by our Archives team. The display was due to be aligned with the wider redesign of our reception and public spaces in Shire Hall. Unfortunately it has been delayed by the Covid 19 pandemic but we look forward to when we can promote the display after the reopening of Shire Hall. In the meantime some of the amazing stories of our notable women can be read on the Great Gloucestershire Achievers page on our website. These stories were collated and published in 2018 to commemorate 100 years of women getting the vote.
<b>23. Questioner's name: Cllr Lesley Williams</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
Council has signed Charters to support the Unison Ethical Charter for Care Workers and Co-operative Modern Slavery Charter. What progress has been made to support these Charters.	<p>The Unison Ethical Charter for Care Workers was debated at Council in September 2018 but the motion was lost.</p> <p>The council is working together across several areas to implement the recommendations in the Modern Slavery charter and we are now making reference to the requirements of charter in newly awarded large contracts. We will be publishing a statement in accordance with the Modern Slavery act.</p>