

**COUNTY COUNCIL – February 2022
PUBLIC QUESTIONS**

<p>1. Questioner's name: Max Wilkinson</p>	<p>Respondent's name: Cllr Vernon Smith</p>
<p>Residents in Prestbury Road Cheltenham, are concerned that the poor state of the road. This issue has been raised by householders between the Prestbury Road junctions with Whaddon Road and Cromwell Road. As one of the local councillors for the area, I have asked whether the road is on the list for repairs. I have been told only that the structural maintenance team is assessing the road and any repair work may subsequently be brought forward or moved down the priority list. However, details on what assessments are being made and when they are taking place have been withheld, to the confusion of local residents seeking a resolution. In light of the concerns expressed to me by multiple households, please could the appropriate cabinet member confirm:</p> <ol style="list-style-type: none"> a. When did the structural maintenance team most recently visit Prestbury Road to assess the state of the road and, if the planned visit and assessment has not yet happened, when is it due to take place? b. If an assessment has taken place, what was the outcome? c. On the current schedule, when is that area of Prestbury Road due to receive repairs? d. As part of any eventual work, will any measures be considered to reduce speeding? 	<p>Investment decisions around where best to use our capital resources on Structural Maintenance is data led. This involves using SCRIM (skid resistance) SCANNER (surface deformation, cracking & texture) as well as Defect cluster data. There is also an ongoing system of engineer assessment dealing directly with road condition queries raised through our area team members.</p> <p>Prestbury Road was last formally scanned by the surveying equipment during this current year (21/22), its ranking of 250 is confirmed as current.</p> <p>Prestbury Road is a location for which a scheme has been developed. A full resurfacing is currently scheduled for delivery during 23/24 financial year.</p> <p>Whilst there are currently no plans to introduce features to reduce speed our budget does contain sizeable funding for speed reduction schemes (including 20 is plenty schemes), which will be rolled out across the county over the coming financial year.</p>
<p>2. Questioner's name: Max Wilkinson</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>The DfT's Traffic Signs Manual, chapter 6, states "as vehicle flow and speed increase pedestrians, particularly more vulnerable people, may find it harder to establish themselves on the carriageway and are likely to need a dedicated facility in order to feel secure enough to cross." Please could the appropriate cabinet member confirm what assessment has Gloucestershire County Council made of the need to enable safer and</p>	<p>Many of us use a car for journeys that cover very short distances so a key aim of our transport strategy is to make it easier and safer to walk or to use a wheelchair to encourage less car journeys. We assess the need for pedestrian crossings and other improvements by:</p>

<p>more pleasant journeys by blind people, people with restricted mobility and wheelchair users by installing more pedestrian crossings in Cheltenham?</p>	<ul style="list-style-type: none"> • listening to local concerns raised through local highways managers; • working closely with Inclusion Gloucestershire, the Physical Disability & Sensory Impairment Board and other groups to engage people with disabilities • annually reviewing collision data with the police to identify high risk locations and consider appropriate road safety interventions; • carrying out traffic surveys and video surveys of pedestrian crossing activity • engaging local stakeholders in the development of Local Cycling & Walking Infrastructure Plans (LCWIPs), assessing routes in detail to help secure investment. Officers were accompanied by members of a local disability forum while assessing walking routes in Cheltenham.
<p>3. Questioner's name: Max Wilkinson</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>Please could the appropriate cabinet member confirm what assessment has been made of the need to install audible signals at pedestrian crossings where audible signals are not currently used, to accommodate the needs of blind pedestrians in Cheltenham? In your answer, please make specific reference to crossings on the route from Priors Road into Cheltenham town centre.</p>	<p>National standards require us to make provision for people who are visually impaired. This can either be through audible warnings, or through rotating tactile cones. It is recognised that audible warnings are not appropriate at junctions where there could be confusion as to which crossing phase is being permitted at a particular time.</p> <p>We work with a number of visually impaired residents to “sense check” changes in the systems used. If there is particular resident or group of residents who has contacted you about this issue, my traffic signal team would be happy to meet with them to discuss their concerns.</p>
<p>4. Questioner's name: Norman Kay</p>	<p>Respondent's name: Cllr David Gray</p>
<p>How many discrete instances of sewage pollution/spill and runoff from</p>	<p>Gloucestershire County Council (GCC) does not have a</p>

<p>agricultural enterprises in Gloucestershire have there been in the past twelve months? Has there been an annual increase over the past five years?</p> <p>Given cuts to Environmental Agency staffing and resources, which means they do not follow up all complaints, what steps are GCC taking themselves to monitor and proactively to challenge the alleged culprits?</p>	<p>responsibility for monitoring or management of watercourse pollution, so does not have direct access to the requested data. The relevant Water and Sewage Companies hold records and the Environment Agency has powers to investigate pollution incidents. However, following a motion at Full Council in September 2020, GCC Members have formed a Restoring our Rivers task group, which is seeking to coordinate relevant agencies with a view to reducing river pollution and improving water quality.</p>
<p>5. Questioner's name: Dr Kath Brent</p>	<p>Respondent's name: Cllr David Gray</p>
<p>I would like to ask the council whether they are able to strengthen the monitoring and regulation of sewage overflow discharges into our streams?</p> <p>I am part of a Riverfly Monitoring group at Wotton under Edge and we are noting a significant drop in invertebrate nymph numbers between Dyers Brook above and below Water Lane which we understand has a number of discharge points.</p> <p>Best wishes</p>	<p>Gloucestershire County Council (GCC) does not have a responsibility for monitoring or management of watercourse pollution or Combined Sewer Overflows, so does not have the power to investigate or regulate these. Enquiries should be directed to the relevant Water and Sewage Companies and concerns forwarded to the Environment Agency, which has powers to investigate pollution incidents. However, following a motion at Full Council in September 2020, GCC Members have formed a Restoring our Rivers task group, which is seeking to coordinate relevant agencies with a view to reducing river pollution and improving water quality.</p>
<p>6. Questioner's name: Les Richards</p>	<p>Respondent's name: Cllr Vernon Smith</p>
<p>The above canal underpass continues to be a source of great frustration and suffers from ASB, vandalism and criminal activity.</p> <p>As the SVCC Coordinator for Lengths persons and Lock keeper volunteers I have 9 that look after that area alone. There are so many because there are far too many issues for a normal sized team and I try</p>	<ol style="list-style-type: none"> 1. An instruction has been made to investigate the ease and cost of upgrading to LED lighting. I shall advise in due course. 2. and 3. For camera surveillance to be effective it requires manning and that as you appreciate is an expensive operation. What I can advise is that GCC has been working with SDC and STC to assist in their levelling up bid for the

and spread the workload so as not to get resignations as has happened in the past. So the Wallbridge team maintain the locks, gardens and towpaths on a day to day basis. Clearing litter, high lighting dog mess, removing vomit and drug paraphernalia particularly from the unloved underpass.

Today, I was part of a team of 15 project volunteers through SDC who attended to the underpass. We brushed away cobwebs from the lights, cleared the drains, removed and overpainted obscene graffiti from the mural, ceiling, capstones and brickwork. We removed from the canal itself traffic cones & cafe signage, etc.

We are trying to establish a team of reactionary volunteers who will react to new graffiti by removing or overpainting shortly after it is done BUT I'm looking for support in terms of deterrents and as this is a GCC bridge hence the questions to stop ASB, vandalism and criminal activity in the underpass. This is how I think you can help please.

1. Replace existing lighting with LEDs?
2. Fit either a mosquito, CCTV or at the very least false CCTV on the offside ceiling?
3. Install CCTV warning signs?
4. Have routine maintenance in terms of cleaning lights and clearing drains?

I believe all these would act as deterrents in the underpass, assist my volunteers and make it a place the public no longer fear to walk or cycle through.

I'm happy to provide more information, send you photos or indeed meet on site if necessary.

entire Wallbridge area, with a repurposing of the land and existing highway in the area, the anti-social aspects currently should hopefully be designed out.

4. There is a regular inspection and cleaning, but perhaps this is not as regular as SVCC would like. I will ask our representative who works with SVCC to discuss how this may be improved.

7. Questioner's name: Liam Nolan	Respondent's name: Cllr David Gray
<p>The annual monitoring reports on the County Council's website (e.g. ltp-progress-report-2019-20-final.pdf) clearly show very little progress towards the council's target to reduce per capita transport carbon emissions to zero tonnes per capita by 2045 and to increase cycling by 50% from 2015 to 2031. What is the council doing in practical terms to get back on track against these targets?</p>	<p>The Local Transport Plan monitoring report states that cycling levels in Gloucestershire remain relatively steady across all monitoring sites and that, while tonnes of CO² per person in the county were rising, the rate of increase is declining and began to reduce in 2018. GCC has made significant investments in sustainable transport infrastructure, with over £30 million of investment in new cycling infrastructure, investment in bus services through our Bus Service Improvement Plan, supporting schools and businesses with their travel plans and we are about to award a contract for over 1,000 electric vehicle charging points. GCC will continue to work with all relevant stakeholders to reduce transport carbon emissions, including the development of a more detailed 'Carbon Reduction Pathway' later in 2022.</p>
8. Questioner's name: Liam Nolan	Respondent's name: Cllr Philip Robinson
<p>GCC's Bus Service Improvement Plan is a great document and the County are to be congratulated on their ambition. However most other counties also have big ambitions so the government is unlikely to be able to provide as much funding as the county needs. What are GCC's priorities?</p>	<p>It is good to hear that the ambition shown in Gloucestershire's BSIP is recognised. We are hoping to hear about a government funding announcement for the BSIP in due course, but it is currently unclear how much funding Gloucestershire will receive. In the meantime, we are continuing to implement the priorities outlined in the BSIP with the resources currently available to us. This includes an estimated £20 million investment in the Arle Court Transport Hub, investigating the option of a Mass Rapid Transit system in central Gloucestershire, the launch of a Demand Responsive Transport pilot project worth £1.3 million and a recent proposal to include £2.6 million for bus priority at signals in future GCC budgets.</p>

9. Questioner's name: Paul Barker	Respondent's name: Cllr David Gray						
<p>The council has pledged to plant over 1 million trees between now and 2030. To date it has only planted around 60,500 trees (as per the councils response to my FOIA request).</p> <p>At the current rate this would be a huge shortfall in numbers planted. Please can i therefore ask why the council wont use the land at Paygrove lane as a nature reserve instead of attempting to continue to try and sell it? The council pledged to never sell the land or build on it as per record at Gloucester records office and I therefore would ask why building on this is more important than protecting the local area from flooding and protecting nature?</p>	<p>The land at Paygrove Lane has been sold.</p>						
10. Questioner's name: Richard Pineger	Respondent's name: Cllr Vernon Smith						
<p>In the UK 19%* of people do not have access to a car and 40%** of people living with disability do not have a driving license. The cost of buying, insuring and maintaining a car is beyond the reach of a great number of people and that's even before you consider the cost of conversion for disability. As walking and cycling champion for Cheltenham I'm determined to promote mobility options that go beyond cars – including assisted mobility. What funding is the county council/the cabinet member willing to commit to improving our local cycling and walking infrastructure to enable more people to travel across Cheltenham without using cars?</p> <p>* ons.gov.uk, CT0378_2011 Census - Age by sex by car or van availability - England and Wales</p> <table border="1" data-bbox="107 1284 638 1428"> <thead> <tr> <th data-bbox="107 1284 286 1428">Total: Car or van availability</th> <th data-bbox="286 1284 465 1428">No cars or vans in household</th> <th data-bbox="465 1284 638 1428">As a percentage</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Total: Car or van availability	No cars or vans in household	As a percentage				<p>In Gloucestershire there are a number of mobility offers aimed at people with disabilities and without access to a car. This includes services offered by community transport providers, as well as the imminent launch of a Demand Responsive Transport (DRT) pilot project worth £1.3 million. Gloucestershire has also invested over £30m in new cycling infrastructure, primarily on the new Gloucester cycle spine linking Gloucester and Cheltenham, ultimately this will extend as far as Bishops Cleeve and Stroud with direct access to employment, education and major transport hubs. We will continue to invest in cycle infrastructure in Gloucestershire as outlined in our existing and emerging Local Cycling and Walking Infrastructure Plans. Gloucestershire has also submitted a bid to the latest round of the Active Travel Fund, which includes an application to implement a mini-Holland scheme in some of the most deprived areas in Cheltenham. If successful, this project would see the introduction of Dutch-style cycling infrastructure such as traffic calming, segregated bike lanes and safety measures at junctions with the aim to encourage modal shift from car to bike for short</p>
Total: Car or van availability	No cars or vans in household	As a percentage					

55,071,113	10,671,316	19%	journeys. In addition, Gloucestershire's LTP makes a clear commitment for all new cycle infrastructure to be LTN 1/20 compliant, which clearly states that infrastructure and routes should be accessible to all regardless of age, gender, ethnicity or disability and should not create hazards for vulnerable pedestrians.
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11 Questioner's name: Clare Stone **Respondent's name: Cllr Philip Robinson**

<p>The cancellation of the 32/132 buses between Newent, Ross and Ledbury is a severe blow to our community and will leave many local residents with no access to jobs, schools, supermarket , social and medical facilities.</p> <p>What assessments has the council made of the transport needs of our community?</p> <p>And how does it plan to help our community "Bus Back Better" and reduce private car journeys to fight climate change?</p>	<p>We have analysed the passenger data from Stagecoach.</p> <p>Given the low passenger numbers and the high cost it would not be a sustainable use of public funds to reverse the commercial decision of Stagecoach and subsidise a replacement service.</p> <p>The estimated cost of replacing the service on a like for like basis would be in the region of £150,000 a year, making it one of the most expensive in the county.</p> <p>As we have finite resources and need to provide value for money we have a policy to cap the maximum subsidy per return trip in rural areas. This now stands at £9.42 per person.</p> <p>We expect that replacing the existing service would cost over £20 per person, more than double our policy cap.</p> <p>The Council already heavily subsidises many transport services in the Forest of Dean and elsewhere in the county and is putting together a package of measures to help support affected communities.</p> <p>We are committed to reducing the impact of transport on our climate, spending over £10m per year on public and community transport and concessionary travel. Last autumn we submitted proposals to the government to significantly increase investment in</p>
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rural and urban transport services to help tackle Climate Change and support local communities. Further details can be found on the council's web site.

12. Questioner's name: Hazel Downing

Respondent's name: Cllr Philip Robinson

Households in the Dymock area will shortly be denied any public transport at all between Newent and Ledbury. I would therefore like to put the following question to the council for the meeting on 16th Feb.

How does the council propose to discharge it's legal duty to provide appropriate public transport provision to ensure that my granddaughter, living in Dymock, can continue her 6th form education following the cancellation of the 132 bus between Newent and Ledbury... This being the only means of transport to and from the railway station?

This is also an important network link for many other commuters, students, shoppers, medical appointments etc.

The changes to the 32/132 are the result of a commercial decision made by Stagecoach.

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Given the low passenger numbers and the high cost it would not be a sustainable use of public funds to reverse the commercial decision of Stagecoach and subsidise a replacement service.

The estimated cost of replacing the service on a like for like basis would be in the region of £150,000 a year, making it one of the most expensive in the county.

As we have finite resources and need to provide value for money we have a policy to cap the maximum subsidy per return trip in rural areas. This now stands at £9.42 per person.

We expect that replacing the existing service would cost over £20 per person, more than double our policy cap.

With regards to transport for education, the Council is responsible for students up to and including year 11 who both live over 3 miles from the school and are travelling to their catchment school.

The Council already heavily subsidises many transport services in the Forest of Dean and elsewhere in the county and is putting together a package of measures to help support affected communities.

13 Questioner's name: Clare Stone	Respondent's name: Cllr Philip Robinson
<p>Stagecoach have stated that the 32/132 bus services are being withdrawn because they run at a loss and receive no subsidy from the council.</p> <p>Did Stagecoach approach the council for subsidy or support on the routes before (in the past 5 years) applying to amend and withdraw the services?</p> <p>If so, what was the councils response and reasoning?</p>	<p>The changes to the 32/132 are the result of a commercial decision made by Stagecoach. No direct approach for subsidy was made. However during discussions with Stagecoach they made it clear that were financial support to be requested, it would need to be in the region of £150,000 per year.</p> <p>Given the low passenger numbers and the high cost it would not be a sustainable use of public funds to reverse the commercial decision of Stagecoach and subsidise a replacement service.</p> <p>The estimated cost of replacing the service on a like for like basis would be in the region of £150,000 a year, making it one of the most expensive in the county.</p> <p>As we have finite resources and need to provide value for money we have a policy to cap the maximum subsidy per return trip in rural areas. This now stands at £9.42 per person.</p> <p>We expect that replacing the existing service would cost over £20 per person, more than double our policy cap.</p> <p>The Council already heavily subsidises many transport services in the Forest of Dean and elsewhere in the county and is putting together a package of measures to help support affected communities.</p>

14 Questioner's name: Tony Fawkes	Respondent's name: Cllr Philip Robinson
<p>I would like to ask the County Council, at their meeting on the 16th of February, how they intend to meet their legal duty (to provide appropriate public transport) when Stagecoach stop the 132 & 32 bus routes from the end of this month.</p> <p>As a resident of Dymock we will be without an environmentally friendly and economical means of traveling too Newent, Ledbury or Gloucester.</p> <p>As my wife and I are both in our 70's when we can no longer drive we will have to resort to taxis or relocate to an area with better transport links.</p>	<p>The changes to the 32/132 are the result of a commercial decision made by Stagecoach.</p> <p>Given the low passenger numbers and the high cost it would not be a sustainable use of public funds to reverse the commercial decision of Stagecoach and subsidise a replacement service.</p> <p>The estimated cost of replacing the service on a like for like basis would be in the region of £150,000 a year, making it one of the most expensive in the county.</p> <p>As we have finite resources and need to provide value for money we have a policy to cap the maximum subsidy per return trip in rural areas. This now stands at £9.42 per person.</p> <p>We expect that replacing the existing service would cost over £20 per person, more than double our policy cap.</p> <p>The Council already heavily subsidises many transport services in the Forest of Dean and elsewhere in the county and is putting together a package of measures to help support affected communities.</p> <p>The legal requirement on councils is to provide "socially necessary" transport. This has no further definition by the DfT. Most councils meet this requirement in rural areas with low-frequency shopper routes (e.g. 676/679) and dial-a-ride.</p>
15. Questioner's name: Martin and Krissie Carter	Respondent's name: Cllr Philip Robinson
<p>We are a family in central Newent with five children, three of whom attend John Masefield school in Ledbury. The proposed drastic cuts</p>	<p>The changes to the 32/132 are the result of a commercial decision</p>

to Newent's bus services would, if enacted, not only completely remove our children's ability to reach the school and their friends by public transport but also have a sudden and unwelcome effect on the volume of traffic in our town centre and general area, with one public vehicle necessarily being replaced with so many private ones.

This issue seems to have impacts on four key council goals, so please could you let us know how in light of this proposal you will:

1. **Represent the local community** to the local bus companies to ensure that Newent and its local schools and communities continue to be sufficiently served?
2. **Deliver the essential services** that are under threat, even if that means doing so by alternative means?
3. **Strive for quality of life** for the affected residents who are young, elderly or in low-paid employment and who lack alternative means of transport? And families in the town centre and rural areas who would be affected by the increase in traffic?

Encourage more physically active travel, **greater use of public transport**, and deliver associated **improvements in air quality?** (Annex 4a, Gloucestershire Climate Change Strategy Annual Report & Action Plan, 2021/02)

made by Stagecoach.

Given the low passenger numbers and the high cost it would not be a sustainable use of public funds to reverse the commercial decision of Stagecoach and subsidise a replacement service.

The estimated cost of replacing the service on a like for like basis would be in the region of £150,000 a year, making it one of the most expensive in the county.

As we have finite resources and need to provide value for money we have a policy to cap the maximum subsidy per return trip in rural areas. This now stands at £9.42 per person.

We expect that replacing the existing service would cost over £20 per person, more than double our policy cap.

The Council already heavily subsidises many transport services in the Forest of Dean and elsewhere in the county and is putting together a package of measures to help support affected communities. This does not replicate everything that the 32/132 provides but it will offer an important service to those living in an area without a timetabled service.

The Council is committed to providing transport across the county. By combining the total spent on direct bus service subsidy, community transport support and concessionary fares reimbursement GCC spends almost £10m a year providing public transport for residents. With future strategies such as the Bus Service Improvement Plan we aim to increase this, however on occasions such as this in the Newent area it is not always possible for the Council to directly fund replacement services when commercial decisions are made by the operator.

COUNTY COUNCIL – February 2022
Members' Questions

1. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Lynden Stowe
<p>Currently I can send emails to officers and members of Gloucester City Council from my county council email account, but I cannot receive replies. This is making it incredibly difficult for me to do my job as a county councillor.</p> <p>Can you please give me a date when the county council will stop blocking emails from gloucester.gov.uk email addresses?</p>	<p>It is understood that City emails can be read using City equipment and services.</p> <p>We are currently working through the remediations outlined by a recent National Cyber Security Centre update and once these are completed we are prepared to stop blocking emails so long as they do not contain any links (weblinks) or attachments. The service is working to providing this connectivity from the beginning of March.</p>
2. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Lynden Stowe
<p>Could you confirm how many members of staff are employed by Gloucestershire County Council on a annual salary of £50,000 or more?</p>	<p>190 staff on an annual salary of £50,000 or more (as at 01/01/22).</p>
3. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Lynden Stowe
<p>What percentage of the staff who are on salaries of £50,000 or more are permanent residents in the county of Gloucestershire?</p>	<p>68.4% have home addresses in Gloucestershire.</p> <p>89.5% have home addresses within 50 miles of Shire Hall.</p> <p>We are introducing a hybrid approach to working, this means all staff will be expected to be in Gloucestershire some of the time. The rare exceptions are related to the hardest to fill roles or staff with disabilities.</p>
4. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Lynden Stowe
<p>The pay policy statement 2021/22 says that the county council employs nine members of staff on salaries over £100,000 per year.</p>	<p>Of the nine staff with salaries over £100,000 (as per pay policy statement 2021/22), 5 staff have home addresses in Gloucestershire.</p>

<p>How many of these individuals are resident in the county of Gloucestershire?</p> <p>Alternately, how many of these members of staff live with a 50mile radius of Shire Hall?</p>	<p>Of the nine staff with salaries over £100,000 (as per pay policy statement 2021/22), 6 staff have home addresses within 50 miles of Shire Hall.</p>
<p>5. Questioner's name: Cllr Jeremy Hilton</p>	<p>Respondent's name: Cllr Lynden Stowe</p>
<p>Gloucester City Council plans to move its offices out of Shire Hall.</p> <p>Have they given formal notice and what is the planned moving out day?</p>	<p>Gloucester City have given formal notice of their intention to vacate. They intend to leave by the end of June.</p>
<p>6. Questioner's name: Cllr Jeremy Hilton</p>	<p>Respondent's name: Cllr Lynden Stowe</p>
<p>What will be the lost income per annum from the decision of Gloucester City Council to move out of its Shire Hall offices on the fifth floor at Shire Hall?</p>	<p>£221,242 is what Gloucester City currently pay per annum for all the space occupied including the top floor of block 4 office accommodation, ICT build room in block 1, storeroom in block 1, members rooms and meeting room in block 2/3 as well as access to any meeting rooms as required, Spires and Bearland café areas and the use of the cycle parking and shower/locker facilities in block 5. This is an 'all in' amount including energy and utility costs, cleaning/caretaking/custodians and postal services and business rates.</p>
<p>7. Questioner's name: Cllr Colin Hay</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>The Highway Code has seen significant changes come into place in recent weeks, with a particular focus on improving the safety of vulnerable road users.</p> <p>While these amendments are very welcome, some changes, such as the right of way of pedestrians crossing the road at junctions, could result in a higher accident rate if not all road</p>	<p>Changes to The Highway Code came into effect on 29th January. The expectation with any national changes of this type is that they will be promoted by the government. THINK! (funded by the Department for Transport) will be launching a campaign to shift attitudes and encourage safer driving behaviours. The first phase, in mid-February, aims to raise awareness of the changes using social media and local radio. The second phase, in May/June, will seek to</p>

<p>users are aware of the new need to give way.</p> <p>Given the meagre efforts by the Government to publicise these changes, what efforts will GCC make to keep our residents safe on our county's streets?</p>	<p>change behaviour. Follow @THINKgovuk on Twitter to discover and share more content from the campaign.</p> <p>In parallel we will explore with our partners on the Road Safety Forum and Road Safety GB ways in which we can raise local awareness using the THINK! campaign materials. This could include engaging drivers, cyclists and young pedestrians through cycle training, speed awareness courses and at SkillZone.</p> <p>As part of our investment in making walking and cycling safer and more convenient we are also applying healthy street design principles into new highways infrastructure. These include lowering design speeds, using tighter kerb radii at side road junctions (to reduce the distance pedestrians have to cross and to slow vehicles turning off the main road) and providing a continuous footway across smaller side road junctions to indicate to drivers that pedestrians have priority.</p> <p>Later this spring we will also be consulting on new Road Safety policy proposals to cut road deaths and make our roads safer for all.</p>
<p>8. Questioner's name: Cllr Paul Hodgkinson</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>To: The Leader of Council</p> <p>Does the Cabinet Member agree with me that measures introduced during Covid should not, in general, be retained without full consultation with members of the public?</p>	<p>Generally, measures introduced during the height of the pandemic should not be maintained now national restrictions have eased.</p> <p>However, new initiatives that can be seen to be delivering better or more efficient outcomes should be assessed for their potential to become permanent practice.</p>
<p>9. Questioner's name: Cllr Paul Hodgkinson</p>	<p>Respondent's name: Cllr David Gray</p>
<p>In this vein, will the Cabinet Member provide assurances that he will only retain the booking system at HRCs if residents agree to it following a thorough public consultation?</p> <p>In the Cabinet Member's answer to this, please note that</p>	<p>The booking system at HRCs has proven to be a great success. It is popular with both our site staff and customers alike. Our customers are no longer elbow to elbow at the skips, nor queuing in their cars to enter the sites. This has alleviated previous road safety concerns at some sites such as Oak Quarry. It makes for safer conditions and</p>

<p>residents will not consider a consultation of just HRC visitors to be sufficient – given that this audience, by the very nature of the fact that they are at the HRC, has clearly not struggled to navigate the online booking system.</p>	<p>a more pleasant visitor experience.</p> <p>In our most recent survey of HRC visitors (conducted in July 21), 85% found the booking system easy to use and 86% were in favour of retaining the system after social distancing requirements ended. There was over 90% satisfaction with the conditions on site, waiting times and the helpfulness of staff.</p> <p>The council is currently reviewing its waste and resources strategy in partnership with district councils. This will involve a public consultation, providing residents with an opportunity to share their views on our current waste services and our future plans.</p>
<p>10. Questioner's name: Cllr Lisa Spivey</p>	<p>Respondent's name: Cllr Lynden Stowe</p>
<p>I believe GCC currently shares around £2.9m of investments in industrial livestock corporations, plus a further £0.6m in the soya (animal feed) industry, via the Gloucestershire Pension Fund. What these really represent is an investment in global deforestation, human rights abuses and inhumane factory farm systems as well as a 'perfect breeding ground' for new viruses and an increased risk of pandemics.</p> <p>How does such a commitment sit with the council's 'Greener Gloucestershire' philosophy and shouldn't the new Climate Leadership Gloucestershire group be tasked with a review of these destructive investments?</p>	<p>The Gloucestershire Pension Fund is administered by Gloucestershire County Council (GCC) and has over 200 participating employers, of which GCC is one, and 60,000 individual members. The Fund is legally required to invest in a way that enables it to be able provide sustainable returns, to pay for its members pensions, who's money is invested, it is not money belonging to the County Council.</p> <p>The investments you highlight represents around 0.1% of the Pension Fund's total investments. Through the Funds partnership with nine other LGPS Funds (Brunel) we engage with investee companies on this issue, and Brunel is a member of FAIR, a collaborative investor network that raises awareness of the environmental, social and governance (ESG) risks and opportunities brought about by intensive livestock production.</p> <p>We would highlight that throughout 2022, the Pensions Committee will be undertaking a comprehensive review of the partnerships Climate Change Policy, in order to see what is working and how we can ensure we continue to deliver best practice.</p>

11. Questioner's name: Cllr Paul Hodgkinson	Respondent's name: Cllr Lynden Stowe
<p>What impact does the Council Leader expect the Chancellor's proposed Council Tax rebate to have on Council finances in 23/24?</p>	<p>This announcement refers to 2022/23 and is not expected to have any impact on the Council's finances. The "rebate" is better described as an £150 payment to households using Council Tax records and based on council tax bands. This will be administered by District Councils.</p>
12. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Dave Norman
<p>Members' constituents are frustrated beyond description at the speeding on certain roads, and this frustration is often shared by residents' associations and parish councils. Does the Council have any plans to change its "we know best" policy on location of (fixed) vehicle activated signs – that is to say to permit them where residents' associations and/or the parish council and/or the local member is prepared to fund the signs, and well aware of the amount of speeding in the roads, often with evidence.</p> <p>(And before you answer, local groups are well aware of the danger of proliferation of signage if there is already equivalent signage nearby). Or does the Council, located miles away still understand the speeding problems in local communities better than those who experience it day and night?</p>	<p>We are aware that inappropriate and excessive speeds are a concern in many areas, and we are working closely with the police to develop a range of tools to encourage and enforce compliance with speed limits. Vehicle Activated Signs are one of these tools.</p>
13. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr David Gray
<p>Residents have expressed alarm at the removal of large numbers of trees from the Arle Court Park & Ride site, which in the light of climate emergency and the lack of supporting information is an expected and understandable reaction.</p> <p>Please explain the reason for the tree removal, given that Council is still consulting on plans for this site, related to the new multi-storey park. If there is a good reason for the tree removal at this juncture: 1) How many trees are being removed,</p>	<p>Firstly, I apologise if the preparatory works carried out on the redevelopment at Arle Court has caused anguish for residents. However, I can assure residents that our plans for the site's redevelopment envisage the delivery of a greener site with both more vegetation and greater biodiversity than before the project commenced.</p> <p>GCC is committed to delivering a cleaner, greener Gloucestershire and this informs how we implement all projects undertaken by the</p>

<p>and how many will they be replaced by, and 2) Where and when does the council plan to plant the replacements?</p>	<p>Council.</p> <p>The Arle Court transport hub, which we expect to complete in early 2024, will deliver a modern, environmentally sensitive transport facility supporting sustainable transport in the County and contributing to the wider national climate change goals.</p> <p>As part of preparations for the redevelopment at Arle Court, the site has been surveyed by ecologists for habitats of value and for protected species. This work provides us with an accurate benchmark against which we will be able to measure ecological gains arising from the redevelopment. Existing vegetation has been retained wherever possible and, where necessary, any vegetation removal has been programmed to avoid the bird nesting season. Further, all vegetation that is removed is checked by an Ecological Clerk of Works immediately prior to its removal to ensure that no protected species are affected.</p> <p>In total approximately 150 trees of various maturity have been removed, including some diseased trees. We plan to plant in excess of 500 new trees, including a substantial number of mature trees.</p>
<p>14. Questioner's name: Cllr Gill Moseley</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>Does the Cabinet Member for Public Transport not agree that when the commercial provider of a bus service within the county of Gloucestershire seeks to drastically reduce or completely withdraw a route, that the community affected, as well as the members in whose divisions the routes lie, should be informed well in advance by the company concerned and by Gloucestershire County Council as the Local Transport Authority?</p>	<p>I agree that the more advanced warning that can be given of service changes the better. However it is important to acknowledge that this is not a change instigated by the Council. It is a change being made by Stagecoach, and they have primary responsibility for informing passengers and stakeholders in local communities. In the brief window available between Stagecoach making a decision and the bus services changing we will do our best to ensure that local members are kept in the loop.</p> <p>Both the Council and this government recognise that there is a wider issue of giving people better service information and greater stakeholder engagement. This is being taken forward as part of the Bus Back Better project between the Council and all bus service</p>

	providers.
15. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dave Norman
<p>Could the cabinet member please confirm that following legislative changes GCC now has powers to perform camera enforcement of moving vehicle offences, and if so could they please advise when enforcement cameras will be installed and operational to deter and detect vehicles ignoring the banned turn offence from Alstone Lane into Alstone Croft?</p>	<p>In January the government initiated the next stage in the legislative process to enable councils in England, outside of London, to take on powers to enforce Moving Traffic Offences (MTOs), from May 2022.</p> <p>Earlier this month the Department for Transport issued guidance setting out the process councils must follow to apply for a Designation Order. This includes identifying sites, considering engineered solutions, consulting the public and chief of police, and having a robust communications strategy.</p> <p>Officers are now reviewing the implications of the DfT guidance and will be advising Cabinet on the next steps, including timescales.</p>
16: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Kathy Williams
<p>On Friday 4th June 2021, an individual, who was "known" to this council's adult social services, and "known" to GFRS, as well as being "known" to Gloucestershire Constabulary, was arrested on suspicion of arson in respect of a house fire in Arle Road. Could the Cabinet Member please advise how a review (similar to a serious case review) of the conduct of all agencies that were supposed to be supporting this individual can be triggered, and could they give the residents I represent an assurance that this council will fully, openly and transparently investigate this serious incident to establish what lessons should be learned, and ensure that the findings of the review are made public?</p>	<p>The agencies involved held a debrief meeting. The lessons learnt that were captured during that meeting have informed future multiagency working with respect to this individual. Given the need to respect the individual's right to confidentiality the notes of the meeting will not be made public. But a member of the Adult Social Care team would be happy to discuss the themes that arose with Cllr Willingham</p>
17: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Vernon Smith
<p>Level crossings with long barrier down times can cause considerable congestion and pollution from idling vehicles. Could the cabinet member please advise what dialogue is being</p>	<p>Level crossings are a critical risk for Network Rail, who seek to reduce the number wherever possible. At the crossings which remain their strategy is to improve the safety for all users. This is the</p>

<p>had with Network Rail and the Train Operating Companies to ensure that operating practices minimise the delay to motor vehicles at level crossings while also ensuring safety?</p>	<p>prime consideration and barrier closure times reflect this.</p> <p>The council is not in dialogue with Network Rail or Train Operating Companies about this matter but we are aware that the Alstone Lane crossing is currently being used as a test site by the University of Leicester and Network Rail using cameras to identify vehicles, pedestrians and cyclists on and near the crossing and artificial intelligence to analyse behaviour, risk and inform any adjustments to safety procedures. Up to 130 trains use this crossing per day.</p> <p>As part of the government's Road to Zero policy to reduce emissions from transport, which accounts for some 30% of overall greenhouse gas emissions, vehicle manufacturers are required to reduce carbon emissions from new vehicles. This means that every year a higher proportion of vehicles queuing at level crossings will be electric and hybrid vehicles with zero tailpipe emissions. Many of the remaining petrol or diesel fuelled vehicles are fitted with automatic stop start engine technology which cuts the engine when the vehicle is queuing.</p>
<p>18: Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr David Gray</p>
<p>Could the cabinet member please advise what dialogue is being had between GCC as the Highway Authority and the District/Borough Council's as the responsible authorities for monitoring air quality, in respect of no-idling zones where motor vehicles queue at level crossings that are known to have long barrier down times?</p>	<p>Our Sustainability team has been consulted by officers from Cheltenham and Gloucester on draft proposals to review their Air Quality Management Plans and we are currently assisting both in developing measures for inclusion in their draft Action Plans. The focus of these measures is on areas where Nitrogen Dioxide emissions exceed the legal limit - annual average of 40 micrograms per cubic metre - and locations where actual or modelled air quality is within 10% of this limit. We are not aware of emissions exceeding these levels at the level crossing in Alstone Lane, Cheltenham, or Horton Road in Gloucester but as work is ongoing we would be willing to work together to consider low cost ways of encouraging motorists to switch their engines off.</p>

19: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Kathy Williams
<p>Could the cabinet member please advise what welfare support schemes operated by or for GCC are available to the residents and businesses of Gloucestershire, and for the last six months and for each scheme provide details of the weekly statistics for the number of claims, the mean time taken to process claims, including details of the expected response time (e.g. the service level agreement), the number of claims completed in that time, the number of claims not process in that time, and details of the longest time take to process any claims where that is in excess of the SLA?</p>	<p>This is a detailed question covering a range of services. I would like to suggest that following a discussion with Cllr Willingham that a report is taken to the appropriate scrutiny committee. This will provide officers with sufficient time to gather the information and allow for a detailed discussion on this matter.</p>
20: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dave Norman
<p>The Gloucestershire Constabulary Licensing Team and various businesses operating in Cheltenham's Night-Time Economy (NTE), believe that pedestrian safety would be greatly improved by limiting vehicle access to Regent Street beyond the Regent Arcade MSCP entrance at certain times of night. I understand that in Gloucester, on certain evenings, parts of Eastgate Street are closed to vehicles to support a safer NTE.</p> <p>Could the Cabinet Member please explain why the council has made this process so difficult for the Police to put in place in Cheltenham? Could I also get an assurance that the Cabinet Member will work constructively with Gloucestershire Constabulary, Cheltenham Borough Council and the relevant NTE venues to address and improve this pedestrian safety in the NTE situation as a matter of priority?</p>	<p>The council takes the community safety very seriously, so I am concerned by your allegations that we have made this process so difficult in Cheltenham. I would be grateful if Cllr Willingham could supply me with further details so that I can follow this up with officers.</p>
21: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Vernon Smith
<p>The residents of Alstone Avenue and Alstone Croft have suffered their third multiple street-lighting outage, leaving whole streets in complete darkness for many days. Amongst the many issues this causes, it makes it difficult for more vulnerable residents to go out at night. I understand that the delays in</p>	<p>WPD have reported that this failure was a general fault that can affect their network at any time and was not caused by a 3rd party. These failures on underground cable can happen due to variety of reasons such as age and the environment that they are situated.</p>

<p>resolving this problem are due to the Service Level Agreement (SLA) with Western Power Distribution.</p> <p>Could the Cabinet Member please advise what is wrong with the street lighting infrastructure in these roads, and either when a permanent fix to this issue will be implemented or when the neglected and failing infrastructure will be replaced?</p>	<p>It must be acknowledged that street lighting takes a lower priority than hospitals, schools & businesses etc. We have spoken to WPD on more than one occasion about this fault and they are due to let us have a firm program date within the next few days.</p> <p>Obviously we cannot give any guarantees that when this repair is made that any failures will occur in the future. However, when such repairs are made, WPD do look to reduce the likelihood of such reoccurrences by reducing the load (number of streetlights) on a circuit. While the electricity infrastructure in Cheltenham has been in place for many years, such isolated failures such as this, does not mean that the entire infrastructure in the location affected needs replacing. We will ask WPD in our next planned meeting with them if this location can be considered to be included in a program for replacement in the future.</p>
<p>22: Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Vernon Smith</p>
<p>Could the Cabinet Member please provide details of the current Service Level Agreement with Western Power Distribution for the resolution of multiple street lighting outages, confirm whether the excessive delays and failure to deliver first-time fixes is felt to be satisfactory for the residents affected by such outages, and advise what actions will be taken to vary the SLA to ensure that multiple street lighting outages are resolved more expediently?</p>	<p>The current SLA has been implemented nationally for all DNO's in England by Ofgem on behalf of the local authorities. These SLA's take into account the type and complexity of repairing these types of repairs. There are two SLA timescales for repairs for street lights; an outage of a single unit is 25 working days and for multiple units, the timescale is 20 working days.</p> <p>Details for the Street Lighting failure at this location according to our records are;</p> <p>1st DNO fault – 1st October 2021 affected 15no. street lights 10no. repaired within 6 working days* Remaining 5no. repaired within 13 working days*</p> <p>2nd DNO fault - 12th January 2022 affected same 15no. street lights 8no. repaired within 2 working days* Remaining 7no. are still out.</p>

	<p>* (of being reported to the DNO)</p> <p>While you may feel this performance is unsatisfactory, this particular fault has only just failed the target date for repair. While no failures to the SLA are satisfactory, in practical terms there will always be those occasions where targets are missed (eg due to complexity of cable fault finding and repairs).</p> <p>We are in regular contact with the DNO's in our county for street lighting faults and have regular progress meetings with WPD regarding their fault performance. We have previously discussed that this fault was nearing their target date and they had already agreed to provide us with a firm program date in the next few days. We need to maintain our good working relationship with WPD, but if there was any reason to escalate any failures in their performance, we would take this forward to the national ADEPT street lighting group.</p>
<p>23: Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Vernon Smith</p>
<p>Could the cabinet member please advise how winter gritting, snow clearance and other winter service provision will be performed and delivered on the dedicated, segregated cycling infrastructure that is currently being built along the B4063 linking Cheltenham and Gloucester, and along parts of the A40 in Cheltenham?</p>	<p>Our Adverse Weather Plan talks about treatments for footway and cycleways would be desirable, but we don't currently undertake any precautionary treatment of these routes. As stated in our Adverse Weather Plan which is available on our website, this policy is based on the level of risk presented to driver on carriageways; the level of usage of the County's carriageways in comparison to its footways and cycleways; the complexity of treatment footways and cycleways by mechanical or manual methods in relation to its comparative benefit; and the level of available resource to achieve winter operations, both within a narrow window for precautionary treatment and across a full winter season. We do have a large number of Community Winter Action Plans which undertake treatments of footways and cycleways on our behalf by either volunteers or by employed staff of the Town or Parish Council. Once the winter season has finished over the summer period, we undertake a review of the past winter. We shall include a review of how we can winter manage the growing asset of high-quality off-road cycle and</p>

	footways.
24: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Vernon Smith
The Council has removed street trees from Arle Drive and Netherwood Gardens, leaving low-level stumps as dangerous trip hazards on the public footway. Could the Cabinet member please advise why the tree removal in these cases has not been completed in a pedestrian-safe fashion, and could I get an assurance that in future any tree removal will be done to remove all pavement trip hazards and to leave a safe, good quality tree-pit that will be prioritised for re-planting during the next tree-planting season?	We are aware of the tree stumps in this location and are working with our contractor to remove the trip hazard. Due to the locality of the utilities in the footpath we have not been able to remove the tree stumps entirely but are working on a solution make the areas safe. Unfortunately, due to the number of utilities in the immediate vicinity of the tree stumps we will not be able to replant in the same locations, however other more suitable locations will be found.
25: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Vernon Smith
During the winter gritting season, non-illuminated, retro-reflective bollards on traffic islands, as well as other road signage becomes covered in dirt and grime. Given the danger to road users of traffic islands rendered almost invisible at night or during inclement weather by the lack of cleansing of these signs, could the cabinet member please advise what (1) scheduled cleaning and (2) reactive cleaning of bollards and other road signage takes place, and where details of any scheduled road signage cleaning programmes are published?	We do not undertake any routine or scheduled cleaning of road signs and bollards, but they are picked up reactively and cleaned as required. Please report any location you are concerned about through our "Report it" tool on the website and appropriate actions will be taken.
26: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Philip Robinson
Could the Cabinet Member please advise what bus routes in Cheltenham currently benefit from bus RTI displays on at least 75% of the bus stops on that route, and what plans there currently are to expand the provision of bus RTI to other routes in Cheltenham?	Services 10 and 94 in Cheltenham have RTI displays on at least 75% of bus stops. RTI will form a significant part of the Bus Back Better project in the county with a particular focus on key bus stops and interchanges. RTI will be integral to improving the standard of information available to all.
27: Questioner's name: Cllr David Willingham	Respondent's name: Cllr Philip Robinson
Could the Cabinet member please advise what bus routes and signalised junctions in Cheltenham currently benefit from Traffic	Following a change in provider there are currently no junctions with

<p>Light Priority (TLP) schemes that work with bus RTI to minimise delays to bus services, and what plans there are to expand the provision of bus RTI enabled TLP to other bus routes and signalised junctions in Cheltenham?</p>	<p>active TLP whilst we migrate to our new RTI provider. However all buses are equipped for RTI and officers have been reviewing the bus network to identify and prioritise junctions most suitable to upgrade to TLP, targeting sites which will give greatest improvements in service reliability, reduced journey times and scope for passenger growth. To achieve this we plan to invest £400k a year for the next three years in a package of BSIP bus infrastructure improvements that members are being asked to support at Council today.</p>
<p>28: Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>The GCC Communications team promoted the Flare App on GCC social media channels, could the cabinet member please advise what due diligence GCC performed prior to publication to ensure that the app met appropriate cyber security and personal data privacy standards, and was compliant with legislation such as GDPR/DPA?</p>	<p>As the request to raise awareness of Flare came from a trusted partner, the police, governed by similar rules and regulations as us, no additional checks were carried out by GCC, in the same way that we didn't do further checks on the NHS covid app.</p>
<p>29: Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Could the cabinet member please confirm that someone from GCC read and checked the privacy policy of the Flare App before it was promoted by GCC on social media and how completion of such due diligence checks is recorded by GCC, or if this was not done, explain why this did not happen, and detail what policy changes will be put in place to ensure GCC always performs appropriate due diligence before issuing any recommendations for any products, services or apps via its social media channels?</p>	<p>See above.</p>
<p>30: Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>Following a number of public announcements and statements to Scrutiny, members are unclear as to the direction of Road Safety at GCC, and this is clearly an urgent subject in the light of recent serious crashes on A roads. Whilst acknowledging that</p>	<p>The previous Police & Crime Commissioner withdrew from the Road Safety Partnership in 2017.</p> <p>The new Road Safety Forum is a strategic county-wide body with</p>

<p>Road safety policy is under review, all would agree that Road safety as a subject needs to be ongoing actively in the meantime. So is the Road Safety Partnership with the Police now defunct, and if so is it being replaced by the Road Safety Forum, announced recently, if not what?</p>	<p>representatives from the OPCC, Gloucestershire Constabulary and the County Council, including cabinet member Councillor Dave Norman and senior officers from EE&I and GFRS. It is not a direct replacement for the Road Safety Partnership, but it will share the aim of improving safety and reducing casualties on Gloucestershire's roads.</p>
<p>31: Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>Is it the County's intention to move to a "Vision zero" approach, a.k.a. "Safe system" approach, which would amongst other things aim to halve deaths by 2030?</p>	<p>This is our ambition we have set out in the draft Council Strategy. Officers are currently considering the vision and strategic targets for inclusion in the draft Road Safety policy, which we will be consulting on later in the Spring. Vision Zero and the Safe System approach are expected to form the basis of our draft policy.</p>
<p>32: Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>What is the mechanism for Parish Councils and community safety groups to engage in discussions with GCC about Road Safety?</p>	<p>They should contact their Local Highway managers in the first instance, as they will be able to consider and address local issues and raise it for the attention of the road safety team, should this be required.</p>
<p>33: Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>What is the mechanism for unparished district areas to engage in discussions with GCC about Road Safety?</p>	<p>Should individuals or community groups wish to raise concerns, information on how they can do this is available on our website: https://www.gloucestershire.gov.uk/highways/road-safety/road-safety-community-hub/</p>
<p>34: Questioner's name: Cllr Bernie Fisher</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>Can the Cabinet Member please confirm how much money was raised in fines over the course of the Boots Corner trial in Cheltenham?"</p>	<p>The total amount paid in fines was £2.08 million.</p>

35 Questioner's name: Cllr Bernie Fisher	Respondent's name: Cllr Dave Norman
<p>Can the Cabinet Member please confirm how and where these funds were spent?</p>	<p>All the funds, plus a further £260k of GCC capital, were spent on delivering the four phases of the Cheltenham Transport Plan in the town centre and processing bus lane penalty charge notices associated with the final, trial, phase.</p> <p>Income from fines was spent on the installation and removal of temporary works associated with camera enforcement in Phase 4 and on permanent changes to highway infrastructure in the town including:</p> <ul style="list-style-type: none"> • Oriel Road – two way to improve access to Regent Arcade car park; • Albion Street - contraflow bus lanes to reduce bus journey times; and • Boots Corner - a new, more pedestrian-friendly, crossing. • Disabled parking bays and loading bays for businesses in various locations.
36. Questioner's name: Cllr Gill Moseley	Respondent's name: Cllr Philip Robinson
<p>As of February 16th, there will be eleven days remaining before the Stagecoach Bus services 132/32 which travel between Gloucester and Ledbury or Ross-on-Wye, through Newent, will be either completely withdrawn (No 132), or drastically cut on the outer sections of the route (no 32).</p> <p>Is the Cabinet Member for Transport able to inform residents wishing to travel on the affected routes, whether GCC, as the Local Transport Authority, can support any temporary or permanent replacement services through these rural areas?’</p>	<p>Given the low passenger numbers and the high cost it would not be a sustainable use of public funds to reverse the commercial decision of Stagecoach and subsidise a replacement service.</p> <p>The estimated cost of replacing the service on a like for like basis would be in the region of £150,000 a year, making it one of the most expensive in the county.</p> <p>As we have finite resources and need to provide value for money we have a policy to cap the maximum subsidy per return trip in rural areas. This now stands at £9.42 per person.</p> <p>We expect that replacing the existing service would cost over £20</p>

	<p>per person, more than double our policy cap.</p> <p>We recognise that the service withdrawal and reductions will cause some people considerable difficulties and are working on a communications strategy to inform all affected passengers of alternative forms of transport available to them, including transport that we already subsidise such as the Newent dial-a-ride service and the 676/679 bus services.</p>
37. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Philip Robinson
<p>Could the cabinet member please confirm whether Gloucestershire offers any discretionary arrangements in addition to the mandatory bus concessions required by the ENCTS scheme, and if so what they are?</p>	<p>The council offers four significant discretionary enhancements over and above the ENCTS national offer, all of which are funded locally:</p> <ol style="list-style-type: none"> 1. discounted travel on park and ride services (a £1 return fare) 2. disabled people may bring a companion or carer at no extra charge if they cannot travel without assistance. 3. travel before 9.30am on rural infrequent services. A list of 'early buses' is on the council's web site 0930-exceptions-list. 4. travel on community transport services which replaced conventional bus services (operated under s22 of the Transport Act).
38. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Philip Robinson
<p>Could the cabinet member please advise what the estimated costs would be of providing the discretionary enhancements such as a 50% discount on travel before 09:30 to those issued with ENCTS passes due to having an eligible disability?</p>	<p>Most shire authorities do not offer a discretionary enhancement for free or discounted travel before 09:30 for people with a disability.</p> <p>The council spends over £6m per year reimbursing operators for use of the ENCTS pass. Further extension of the scheme with a discount on pre-0930 travel would be expected to increase this by a</p>

	<p>significant amount however it is not possible to provide a fully costed estimate in the timeframe required.</p> <p>National policy on eligibility for the ENCTS recognises that people with eligible disabilities may also be eligible for other state benefits to help them with transport costs.</p>
<p>39. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>If the Council does not already offer it, would the Council consider providing additional discretionary enhancements for those issued with ENCTS passes due to having an eligible disability?</p>	<p>As stated in my response to Q37, additional discretionary enhancements are already offered to people with an eligible disability in the Gloucestershire's ENCTS scheme.</p>

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