

**COUNTY COUNCIL – March 2023
PUBLIC QUESTIONS**

<p>1. Questioner's name: Alan Bailey</p>	<p>Respondent's name: Cllr David Gray</p>
<p>The A417 Missing Link National Road scheme represents a significant change in the local road system from previously and had not been agreed at the time GCC Highways offered its opinion on several developments in South Cheltenham. These include a 900 place new secondary school and the Miller proposal to build 350 houses on land just south of Shurdington Road. On a road with severe traffic problems.</p> <p>Will the GCC Transport Authority Planning team meet with the local transport groups in Brockworth, Shurdington and Leckhampton to discuss initiatives to address congestion that will align with the 'Missing Link' national road scheme?</p>	<p>This potential problem was outlined in the NH traffic modelling, submitted at the time of the planning application for the scheme, which was approved by the Secretary of State for Transport in November 2022.</p> <p>The A417 Missing Link scheme was included in the future year modelling scenarios in the traffic model developed and used by the consultant for the Miller Homes planning application, so the Missing Link scheme and its impacts have already been taken into account.</p> <p>Officers at GCC are dealing with several development applications and transport schemes in the area, including the A417 Missing Link scheme, and are coordinating how mitigation will be provided.</p> <p>In addition, GCC is working with NH to identify cycling and walking improvements in the Leckhampton/Shurdington area, including the A46. If successful, funding would be made available by NH for the schemes to be constructed/delivered.</p> <p>NH and Kier (the contractor building the A417 Missing Link scheme) have contacted GCC about arranging a community event, at which the local Parish Councils, transport groups and residents can all attend and provide their views / ask questions. The event will be held at a local venue and GCC officers will be attending.</p>

2. Questioner's name: Alan Bailey	Respondent's name: Cllr David Gray
<p>Given the impact of the new road scheme will fall upon several different Planning Authorities, what plans are in place (or proposed) to deliver satisfactory traffic systems to the South Cheltenham area in line with the delivery of the National Transport Plan and how will the various local authorities planning authorities be involved?</p>	<p>Further to the answer to question 1 above, all of the relevant District Councils (e.g., Tewkesbury BC, Cheltenham BC and Cotswold DC) will be engaged, as well as having the statutory responsibility of being the respective local planning authorities.</p>
3. Questioner's name: Julie Wrench	Respondent's name: Cllr Dom Morris
<p>Houses numbers 1 to 5 Aubrey Mews , Stow on the Wold were built on Lower Swell Road in 2020.</p> <p>The properties were all subsequently sold to individuals.</p> <p>It later transpired that the builder had erected steps and ramps to the frontage of those properties on Highways land without permission.</p> <p>Following correspondence with County Councillor Mark Mackenzie Charrington and Rhodri Grey (a Highways employee) it was agreed in May 2022 that the County Council would pursue a 'Stopping Up Order' to transfer the ownership of the land at the front of the properties to the individual house owners provided we made a contribution to the costs.</p> <p>This was an acceptable solution to all the householders.</p> <p>Since agreeing to the terms set out by the Councillor we have not had any formal contact demonstrating progress towards the Stopping Up order.</p>	<p>I'm sorry to hear that you've not had a recent update on the progress of this. As you rightly say this is a complex issue and has been complicated by the actions taken by the builder, confusion around required easements and disputes over sourcing the necessary funding, however it is confirmed that work on a 'stopping up' order is being undertaken for the area of verge in question. The order is being funded by GCC and will be implemented in due course. Unfortunately, this type of legal action does need to be granted by a Magistrates Court and can take 9 to 12 months to conclude.</p> <p>However, I do recognise that it is important to provide you with an update and I'll ask that officers get in touch with you directly after this meeting.</p>

<p>I have personally chased Councillor Mackenzie Charrington on many occasions but all I am told is that it is a complex matter and the Council legal team are pursuing it.</p> <p>We have seen no evidence of this.</p> <p>9 months on myself and my fellow Aubrey Mews owners would like a full written update from the Council Legal officer telling us what has been done to date and providing a timetable for resolution of the matter. "</p> <p>I have resorted to asking the question as I cannot get a satisfactory response from either the elected member or the council employees.</p>	
<p>4. Questioner's name: John Irving</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Our home, an old property circa 1560 is about 10 feet from the kerb on Vicarage Lane Brockworth. Traffic, usually heavy lorries linked to the building trade, is passing through the lane causing vibration through our bedroom between 10 and 20 times a day. This is/has leading/led to damage to our property, recently roof tiles slipping and problems with sewage, and will over years we believe, seriously damage the structure of the cottage.</p> <p>Would the council agree that this is unreasonable, unsustainable, damaging and that we have a right to the peaceful enjoyment of our property without the anxiety and distress this brings?</p>	<p>I believe Highways officers have been in contact with yourself and explained that the current developers have been informed that the HGV's associated with the development should not be using Vicarage Lane. The access arrangements for construction vehicles are part of the details agreed as part of the planning approval, so we have been in contact with the Borough Council to see how they can support the community on this issue. However, the possibility of a weight restriction has also been considered by us as this is an aspect within our control, but clearly this is a longer term option. Inspections of the carriageway do not indicate that the structural make up of the road has been impacted by the HGV's.</p>

5. Questioner's name: Nigel Adcock	Respondent's name: Cllr Philip Robinson
<p>E service bus - Woodmancote</p> <p>My petition designed to gauge the public feeling regarding the loss of the E bus reached over 800 signatures and has now been accepted by GCC. Eight hundred people in support of the service is significant. I accept that not all were users, many in fact signed in support of family members who were service users. I have been contacted by people who are feeling socially isolated. By people in Cheltenham who used the E service to get to Woodmancote, including one young lady who is a support worker in Woodmancote and used the service to get to work and by a gentleman with impaired vision. He used the service with his dog in order to access necessary services in Cheltenham. Given that if the D service were extended to cover Woodmancote at sometime each day only circa 2km would be added to the journey. The D service appears to be running regularly now with few effects of driver shortage.</p> <p>Could the cabinet member please contact Stagecoach on behalf of the residents of Woodmancote to check the possibility and feasibility of the extension of the D service and get back to me?</p> <p>If the answers from Stagecoach are negative would the cabinet member for transport please point out to Stagecoach that the value of a D service extension to Woodmancote would be very significant?</p>	<p>We are happy to raise this with Stagecoach.</p> <p>Officers from the Integrated Transport Unit have sent an email detailing this to the Management Team of Stagecoach, and as requested if the response is negative the statement around the value of transport from Woodmancote will be delivered.</p>
6. Questioner's name: Paul Aldridge	Respondent's name: Cllr Lynden Stowe
<p>Can you confirm how many properties (Business or Residential) that Gloucestershire County Council own, that have been empty/vacant for over one year?</p>	<p>25 in total.</p>

<p>Within this total above, can you confirm how many properties are empty care homes and how many are residential properties formerly used for supporting vulnerable adults or children.</p>	<p>There are 3 empty care homes which have been empty for more than a year and no residential properties formerly used for supporting vulnerable adults or children.</p>
<p>7. Questioner's name: Paul Morrish</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>The promotion of active travel is a key council and national strategy. There were 124 serious injuries and 5 deaths in pedestrians and people using bicycles on the 30mph roads in Gloucestershire in the 2 years between May 1st 2019 and May 1st 21. The increased weight, size and acceleration of electric vehicles means that death and serious injury to pedestrians and cyclists, as well as damage to roads and buildings, on these 30 mph speed limit roads will become more common unless further measures are put in place. The recently introduced County Road Safety Policy says "Gloucestershire County Council considers that 20mph should be the accepted speed for drivers in places where vulnerable road users and vehicles mix" yet makes it no easier for communities in Gloucestershire to replace their 30mph limits with the necessary 20mph limits. Why doesn't this council follow the example set by Oxfordshire, Cornwall, Wales and many others in helping all communities in Gloucestershire that would like 20mph residential roads to gain them quickly and easily?</p>	<p>Last November Cabinet agreed a new Road Safety Policy for Gloucestershire. Our strategy to make our roads safer is multi-pronged and backed by a three-fold increase in road safety investment in 2023/24. This includes resourcing the road safety team to deliver this larger programme.</p> <p>Over the past year, working closely with the police, we have invested £600,000 in a range of measures to help communities to tackle speeding under the £600,000 Community Speed Watch Fund. The first of many new Community Speedwatch cameras and vehicle activated signs (VAS) have started to be installed around the county and early indications are that they are already having a very positive effect reducing the number of people driving over the speed limit and reducing risk to all road users.</p> <p>This year we are developing a much larger capital programme of schemes to tackle hot spot locations with the most severe collisions and greatest scope for reducing casualties. Our approach is data led, to focus our resources – staff and funds – to achieve the greatest effect.</p> <p>Whilst there are several roads where a 20mph limit would support our policy objectives and reduce road casualties many of the requests we receive are for areas where the safety benefits would be marginal. Officers have spent considerable time explaining this to a few such communities.</p>

I understand that the authorities you mentioned are investing considerable resources in 20mph schemes, yet published figures for those Killed and Seriously Injured indicate that they still have road safety challenges across their network. Typically, this type of investment will still leave issues on rural roads where higher speed collisions lead to more severe injuries and account for the majority of fatalities.

Given the scale of our road safety challenge we will be prioritising officers' time and the council's road safety funds on the higher risk areas in order to reduce the number of people killed or seriously injured in the county. We still encourage bids for 20mph schemes provided they meet our policy objectives and can be funded. A good example of this is the developer funded Hatherley Road / Hatherley Lane scheme that will be out for public consultation shortly.

COUNTY COUNCIL – March 2023
Members' Questions

<p>1. Questioner's name: Cllr Paul Hodgkinson</p> <p>Charlton Hill on the A435 near Cheltenham will be closed for 6 months from 23 March. This very long closure presents major challenges for those driving along the Churn Valley from Cirencester and means that small local lanes in Ullenwood and Coberley - along with the road though Andoversford - are likely to have a big increase in traffic. These roads are not suitable due to their narrow width, poor surfaces and closeness to the National Star College where road safety is paramount. I'm yet to see any proposals from Highways to deal with this problem and to head it off. Can you please let me know your urgent plan for addressing it?</p>	<p>Respondent's name: Cllr Dom Morris</p> <p>We have followed national guidelines for the diversion route and road signage and will continue to monitor traffic in the local area and where appropriate provide additional signs. We strongly recommend vehicles use our signed diversion when it is in place as it will help avoid local congestion. We will be undertaking additional measures to try to mitigate some of the issues flagged by the local residents and community groups, to date these have focused on the roads immediately around the closure (e.g. Hartley Lane). We will endeavour to review all feedback and will continue to monitor traffic in the local area, acting appropriately to minimise disruption where we can. We will ensure we stay in communication with parishes and community groups to make sure we are picking up priority issues. We will also make sure our contractor has liaised with the Star College.</p>
<p>2. Questioner's name: Cllr Paul Hodgkinson</p> <p>Can you please confirm that the villages of the Churn Valley from Seven Springs to Cirencester will still be able to access the Number 51 bus service when Charlton Hill is closed for 6 months? Communities are dependent on this much valued bus service and there have been suggestions that the bus will not stop or pick up along the A435 during the road closure.</p>	<p>Respondent's name: Cllr Phil Robinson</p> <p>Service 51 will serve the usual stops between Seven Springs and Cirencester for the duration of this road closure. Stagecoach have revised the timetable to account for the delay caused by the diversion.</p> <p>This is copied directly from the Stagecoach website:</p> <p><i>“Service 51 will operate on diversion from Seven Springs Roundabout to Charlton Kings via the A436 to Shipton Oliffe Turn, then via the A40 to Charlton Kings London Road. This is due to a road closure of the A435 at Charlton Hill, expected to last until September 2023.</i></p>

	<p><i>The diversion means we are unable to serve any bus stops on Cirencester Road in Charlton Kings, but we will be serving the bus stops on London Road in Charlton Kings instead.”</i></p> <p>Those living between Seven Springs and Cirencester will be able to access their bus as usual, although there may be some unavoidable delays due to the diversion.</p>
3. Questioner’s name: Cllr Linda Cohen	Respondent’s name: Cllr Phil Robinson
<p>What is being done to ensure that every family with a child in Gloucestershire who is entitled to free school meals, but missing out (215,000 nationally) is being signposted to and supported through the sign-up process until the Government sets up an automated sign-up system.</p>	<p>Since the introduction of Universal Infant Free School Meals in 2014, all Key Stage 1 (infant) age children receive free school meals (FSM), regardless of family financial status.</p> <p>The challenge for schools, is to encourage parents to register for FSM entitlement when they start school in Reception, even though they will get free school meals without registering. Many choose not to register until they reach Key Stage 2 (Juniors) when they are required to apply for FSM via the government online portal.</p> <p>To assist schools and to encourage parents to apply for FSMs, the county informs all parents once allocated a Reception school place that they can apply for FSM and the benefits to the school of doing so. The FSM team sends posters/flyers to all primary/infant schools annually to encourage parents to apply and to promote the benefits to the school and to families who may be entitled due to low income.</p> <p>GCC is currently in discussion with Public Health colleagues regarding the possibility of auto-enrolment.</p>
4. Questioner’s name: Cllr Linda Cohen	Respondent’s name: Cllr Mark Hawthorne
<p>How many of Gloucestershire's sports and leisure centres are at risk of closing or seeing reduced services from April 1st?</p>	<p>The provision of the county’s sports and leisure centres is led by the District Councils and as such the County Council does not hold the information required to answer this question.</p>

5. Questioner's name: Cllr Linda Cohen	Respondent's name: Cllr Stephen Davies
<p>The recent Bright Spots survey showed that only 17% (down by almost a third year on year) of our children and young people in care in Gloucestershire had responded to the survey. What is being done to ensure that those children have the opportunity to make their voices heard and influence the decisions that are being taken about their futures.</p>	<p>The Bright Spots survey 'Your Life, Your Care' is an independent, subjective wellbeing survey that asks children and young people how they feel about things in their life that they have said are important to them.</p> <p>Completion of the survey is voluntary although we ask colleagues to support children to complete it. Professionals who are not involved in the child or young person's care are asked to provide that support, so that children can provide their views without fear or favour. It is not considered appropriate to ask social workers or foster carers to support children to complete the survey. The majority of children and young people are supported by their school to complete the survey however, youth workers, colleges, the Virtual School and our Participation Team and Ambassadors are also key in supporting children and young people to complete the survey.</p> <p>The Bright Spots survey is just one of a number of ways we hear from and act upon the views of children in and leaving care which includes the child's statutory review, Mind of My Own communication, children in care and care leaver forums, and other events. These findings further inform our understanding and will result in a 'You Said, We Are Doing' response plan.</p>
6. Questioner's name: Cllr Linda Cohen	Respondent's name: Cllr Stephen Davies
<p>Is any specific action being taken to try and recruit youth workers across the County?</p>	<p>There is a rolling programme of recruitment to part time youth worker roles across the county. Within the Youth Support Team (YST), as new workers are appointed full training and inductions take place to ensure that their knowledge and skills are at the right level. In addition, in order to retain the YST provide on going training and regular supervision. The YST also, take students from colleges and universities and</p>

	give them experience within the youth work arena. In terms of recruitment, the YST use reputable job boards, agencies when and if appropriate, local advertising and give talks to groups that may be interested in the roles.
7. Questioner's name: Cllr Paul Hodgkinson	Respondent's name: Cllr Stephen Davies
'In the summer of 2019 I brought a motion to this council calling for the setting up of a Gloucestershire Youth Council to give young people a voice in the decisions and activities of this council. It was unanimously supported by all parties. Four years later there is still no Youth Council and that is hugely disappointing. What is the latest situation on this and when can the Council's clear wish be put into effect?	<p>The initial question put to council on 26th June 2019 and followed up on 17 February 2021 was responded to by the then Lead Member for Children's Services, Cllr Richard Boyles, who stated that 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> <p>Cllr Richard Boyles also explained that a countywide approach was being taken to hear the voices of children. It was not called a youth council but was shared across partners and would be a more effective way of engaging with all the young people in the County.</p>
8. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Phil Robinson
<p>Families have recently received their school place allocations.</p> <p>I am concerned about our special needs students and am aware of two cases where severely disabled, both physically and mentally impaired, have not been allocated a suitable place and have been allocated a place at a school which is quite unable to address the needs of such students. That is unfair on the school but extremely distressing for the student and their parents.</p>	<p>We had 221 requests for special school places for Sept 23. We have named places as Special School (SS) for 94 of the children and are seeking places for 48 others via our specialist commissioning team.</p> <p>For 79 of the children, we have identified their needs can be met within a mainstream setting, we have progressed naming mainstream education settings.</p>

Can you advise me how many special needs places we had available, how many students applied for those places and what options those students now have. I am aware that we have some excellent special schools in the County, can you advise me plans there are to expand those schools or to build new ones?

We currently have 1324 commissioned Special School places in Gloucestershire, we are currently using 1450 places. Therefore, schools are already over capacity with Belmont and Betteridge School being significantly over capacity.

We are increasing our commissioned capacity to 1372 in September 23 with 32 places at Sladewood Primary Academy and 16 Additional places at Brook. Most have been taken into account with the 94 as above, with the exception of Brook who have 8 places as yet unallocated. We are working with the school and families to confirm places.

We have a further 20 places being progressed at Heart of the Forest School, this will make overall Special School place numbers in County to 1392. We don't yet have a confirmed start date for these places due to build and recruitment, however these places will be progressed as quickly as possible.

We have reviewed all Special School Capacity, including physical sites and suitability. We have two current schools where potential expansion is at early stages of consideration however these are limited by transport safety and recruitment. All other sites are at maximum capacity.

We have the potential of two additional Independent non maintained special schools opening in Gloucestershire. (Spaghetti Bridge and Phoenix Learning) We are working with the providers to review their proposals and timescales to ensure these meet the needs of Gloucestershire children.

We bid for two new Free SS on the DfE Wave 15 bid, we were recently informed by the DfE that we were unsuccessful in this bid and are reviewing alternative options within available capital.

<p>9. Questioner's name: Cllr Paul Baker</p> <p>In the 2023/24 Council Budget, funds were allocated to carry out a review of the way in which our roads, and I assume pavements, are maintained. This review whilst long overdue is welcome given the poor state of our footpaths and roads, the tail chasing approach to pothole repairs and sadly the poor quality of those repairs. I have just reported the same pothole three times, it is such a waste of time and money.</p> <p>When will the review commence, who will carry out the review, will it look at good practice from other Highway Authorities and what engagement will take place with Councillors?</p>	<p>Respondent's name: Cllr Dom Morris</p> <p>The Highways Transformation programme work has already begun and a project and programme board has been initialised. Good practice in other local authorities will be an essential part of this, as will engagement with councillors.</p>
<p>10. Questioner's name: Cllr Paul Baker</p> <p>I recently attended an LGA seminar on Economic Growth and heard about the Rural England Prosperity Fund which is being used by one authority to regenerate farming and to decarbonise the farming industry.</p> <p>Given that farming is an important part of our local economy and also a contributor to emissions into our air and discharges into our rivers have we considered a bid to this fund?</p>	<p>Respondent's name: Cllr David Gray</p> <p>The Rural England Prosperity Fund was an allocation made to the four rural districts in Gloucestershire by Government and is not available for the county council to bid to.</p>
<p>11. Questioner's name: Cllr Jeremy Hilton</p> <p>On the 6th of June 2018, I presented a report to cabinet as chair of the air pollution scrutiny task group. It had 12 recommendations, which were accepted by the cabinet. Could the cabinet member provide an update on the delivery of each of the 12 recommendations?</p>	<p>Respondent's name: Cllr David Gray</p> <p>The development of the Gloucestershire Air Quality and Health Strategy originates from the work of the Gloucestershire County Council Members' Task Group on Air Quality and Health in 2018. This group was set up to review air quality and its relationship to health in Gloucestershire. The Task Group directed the completion of a Health and System Impact Assessment (HSIA) for air quality and health which was used to inform members' recommendations to Environment and Communities Overview and Scrutiny Committee and to the Cabinet.</p>

Through this process the recommendations of the Task Group were taken forward in the adoption of the Air Quality and Health Strategy (2019) and the actions proposed within the strategy. Hence the recommendations that you refer to have been incorporated in this strategy.

This month the Health Protection Advisory Board will consider a detailed update on the air quality actions that Gloucestershire County Council (GCC) and District councils are taking, in accordance with GCC's [Air Quality and Health Strategy](#) (2019) and complementary air quality improvement actions outside the scope of the Strategy.

The main projects to note are as follows:

- DEFRA Air Quality grant project
- Air Quality Workshop to review the strategy
- Air quality monitoring webpage
- Air quality district grants

The above projects are some of the steps we are taking to improving air quality and awareness of it in the county, along the six key strategic themes of:

1. Public Engagement
2. Air Quality Monitoring and Information
3. Active Travel
4. Planning and policy
5. Ultra Low Emission Vehicles (ULEVs)
6. Cleaner Fleets and Public Transport

This work is being coordinated by the council's sustainability team and more details, including work by other areas of the council and by district councils is included within the report's appendices.

12. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Dom Morris
Could the cabinet member provide me with an update on progress being made to implement the new parking regime in my division?	The Traffic Regulation Order (TRO) report has been signed off and officers in the Parking Team are progressing the legal steps and physical works necessary before the scheme can become effective. This includes informing all affected residents and consultees, notifying them of the installation programme and providing them with details of the permit system. Officers have recently been in touch with you and will ensure you continue to have input to this process in a timely manner.
13. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Kathy Williams
Can you give me a 100% assurance that all those elderly persons who have had and who want to receive 'meals on wheels' at their home, will continue to do so for the rest of the term of this council?	The team are working hard to ensure that all those who received GCC subsidised community meals will continue to do so from April onwards. New providers have been identified and officers are working through communicating the changes to the services with those that use them.
14. Questioner's name: Cllr David Drew	Respondent's name: Cllr David Gray
What representations is Gloucestershire County Council making to the Stroud District Local Plan Review Examination including presence at sessions involving the County, and what advice has he taken from Stroud Divisional members of the County's stance?	GCC officers have made a series of representations at every consultation stage of the emerging Stroud District Local Plan over several years. Updates have been provided to all councillors through both 'Members Matters' and the Executive Director - Economy, Environment and Infrastructure's report which is on the agenda at every Environment Scrutiny Committee and Economic Growth Scrutiny Committee meeting. The Local Plan Examination started on 7 th March 2023 and GCC officers and consultants have been invited to attend all of the relevant Examination sessions and provide views in line with the representations made to the Plan – all of which are publicly available.
15. Questioner's name: Cllr David Drew	Respondent's name: Cllr Dom Morris
Why was it thought appropriate to allow a road closure notice to go on Slad Rd, a major radial route into Stroud, for three weeks	

<p>to repair a householder's wall and why was it agreed to extend this for a further three weeks?</p>	<p>The wall in questions at Slad Road supports the highway and as such GCC (as the Highway Authority) have taken responsibility for the remediation of it. This scheme needed to be programmed quickly to ensure that the highway could remain open and serviceable; the risk of structural failure also gave rise to the risk of damage to utility apparatus immediately next to the wall. Unfortunately, the winter weather has disrupted operations at the site, including the ability to use concrete effectively when temperatures have been too low. This was coupled with the unfortunate situation that the wall was in a worse condition than anticipated. We apologise for the ongoing disruption and inconvenience this is causing.</p>
<p>16. Questioner's name: Cllr David Drew</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>When was the decision taken to externalise the Traffic Regulations Order roles, and as a result what expertise now lies within the County to ensure accountability and value for money?</p>	<p>There has not been any recent decision taken to externalise TRO roles. On the contrary we are investing in building our internal capacity and skills.</p> <p>Originally TRO roles in the council were externalised and incorporated within the Amey term maintenance and term consultancy contract. This contract ended in March 2019 when the team moved back to GCC. Significant work has been done to address these concerns and we are now investing in building our internal capacity.</p> <p>As with all of our highways design work, we do of course make use of our external partners to allow us to continue to deliver our work programmes alongside our approach to developing the teams and the internal team capacity that we have within them.</p>
<p>17. Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>The decision as to which roads are included in the primary and secondary gritting map is due to be reviewed annually. Can the Cabinet Member advise as to when this will next be reviewed? Could the Cabinet Member also outline what will be the mechanism for Members to input in their local knowledge</p>	<p>At the end of the winter season (mid-April) officers will carry out an operational review, including routes and compliance with national guidance. Environment Scrutiny Committee will provide an opportunity for members to input into this process during May.</p>

(including residents' feedback) as part of the next review, and will there be a single point of contact for members?	Specific comments may be directed to the Highways Operations Manager.
18. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Phil Robinson
<p>After our previous bid for funding was turned down, what will be the Cabinet Member's next step, and when, to make a further attempt at securing Government funding and support for a Gloucestershire bus services improvement plan? Acknowledging that we currently have a members' scrutiny group, ably chaired by Cllr Thomas, what lessons have been learned from the previous bid, and what has been learned from those who were successful - to develop our plans to maximise the chances of a successful bid next time?</p>	<p>Following the disappointing DfT decision not to award any BSIP funding to Gloucestershire. GCC Officers have taken several steps to improve the chance of securing funding in any future round.</p> <p>Several feedback sessions have been held between GCC and the DfT, naturally focus has been on the areas GCC should improve upon to put ourselves in a better position in future rounds.</p> <p>The central theme has bus priority schemes. The DfT have advised that they would like to see schemes designed before deciding to award any funding. To remedy this, we have employed a new member of staff with extensive design experience to lead a pipeline of bus priority schemes that can be used to justify investment in Gloucestershire.</p> <p>It should be noted however, that the funding provided by the government fell well short of what had been originally anticipated and there was a bias towards urban areas in the settlement.</p> <p>Many rural County Councils similarly did not receive any BSIP funding.</p>
19. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Phil Robinson
<p>Following the withdrawal of the F bus service from St Mark's, residents in streets such as Buckingham Avenue, Surrey Avenue and Norfolk Avenue, are now around 800m from the nearest bus stop with a service. This is double the maximum distance of 400m specified by the DfT, and is in an urban area. What is being done by this council to get the restoration of a bus service to this area?</p>	<p>Some best practice guides suggest a 400m distance as a maximum walking distance, but this is not Government or GCC policy and it is rare to find its use outside of dense urban areas such as London and the Metropolitan authorities. Even in these circumstances it often proves difficult to achieve.</p>

	<p>The Council is not able to either force Stagecoach to reinstate the lost service, or able to provide the £200k+ that would be needed to fund a replacement.</p> <p>The Council funds a comprehensive Community Transport network in the county for those unable to access timetabled transport, for the area in question this is provided in the Cheltenham area by Community Connexions (0345 680 5029).</p>
20. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Phil Robinson
<p>In deciding to reinstate the F bus service to Leckhampton as the L bus, but to leave St Mark's without a bus service, what considerations did the council make under its s149 public sector equality duty, and could a copy of the equality impact assessment for this decision please be provided?</p>	<p>The withdrawal of the F was a decision made solely by Stagecoach. The Council used what resources it had available to replace as much as possible, but it simply wasn't possible to cover everything that Stagecoach withdrew.</p> <p>The resources available were focused on providing some level of replacement service for those with the greatest hardship accessing alternative services, with regards to the F these were the people of the Leckhampton end as they do not have access to the same level of alternative services as residents of Rowanfield and St. Marks.</p> <p>It's important to note that before this solution was settled on, two full procurements were attempted for a full replacement of service F and for a pared down version and no bids were received.</p>
21. Questioner's name: Cllr Suzanne Williams	Respondent's name: Cllr David Gray
<p>I noticed on a recent GCC social media post, that one of the predominant themes in the responses, was the condition of the roads and highways in our County. However, on this occasion the main theme was not potholes, but the never-ending trail of litter.</p> <p>The Great British Spring Clean 2023, started a few days ago and those of us and our residents who volunteer to spend hours litter picking in our towns, villages and parks, are sick of hearing 'it's</p>	<p>Litter clearance is a district council function. The council supports district council litter collection by providing recycling and disposal arrangements for litter waste and by promoting anti-litter messages as part of our community engagement work.</p>

not our job'. So please, can this County stop making excuses and get together with the District Councils and Ubico to get a grip on the never ending trail of litter that blights our Country?	
22. Questioner's name: Cllr Steve Robinson	Respondent's name: Cllr Kathy Williams
Rather than ending the hot meals' contract with Apetito, and this resulting in more than twenty people being made redundant, did GCC consider taking over this service and the Apetito workforce?	The contract with Apetito has run to its end date and cannot be extended any further. Apetito have taken the commercial decision to leave the hot meals market. GCC have sourced new providers for those receiving GCC subsidised community meals.
23. Questioner's name: Cllr Steve Robinson	Respondent's name: Cllr Kathy Williams
I understand that some districts in the County will have a hot meals service. Which districts are included?	GCC remains committed to continuing the hot community meals service. It has not been possible to find a single provider to cover the whole county. Therefore, GCC will be working with a range of providers across the county. Some will deliver a hot plated meal directly to the service user. Where it has not been possible to source this level of service, frozen meals will be provided, along with additional support to reheat and serve them if this is needed.
24. Questioner's name: Cllr Steve Robinson	Respondent's name: Cllr Kathy Williams
Will the replacement hot meals service which are to be available to some districts be comparable to the excellent Apetito service?	Yes, those that receive a GCC subsidised service will continue to receive a two course meal. This will either be a fresh meal delivered directly to them or a frozen meal that will be reheated within the home.
25. Questioner's name: Cllr Steve Robinson	Respondent's name: Cllr Kathy Williams
Apetito informed the GCC that the new proposed contract was not financially viable. Are the new hot food providers working to the same contract which was offered to Apetito?	Officers are sourcing short term arrangements for the next six to 12 months. Longer term contracts will then be procured.
26. Questioner's name: Cllr Steve Robinson	Respondent's name: Cllr Dom Morris
I am very pleased with the work which has been carried out by Tarmac on major routes in my Division. I have just been notified	

<p>that our GCC Structural Team says that a housing estate of 54 dwellings in my Division cannot have the roads resurfaced by Tarmac because the roads leading to it are too narrow for their machinery.</p> <p>Thirty years ago when the dwellings were built, construction and infrastructure was able to access the area and carry out the work. What has changed, that the Tarmac machinery is now unable to carry out the very necessary resurfacing, which I have contributed to from my Highways Local?</p>	<p>It is the case that the access to this site makes delivery through our current Tarmac contract problematic. As we request, they bring large high output equipment to the County to be utilised on high volume schemes, maximising efficiency and value for money for Gloucestershire's residents.</p> <p>We have alternative arrangements in place for smaller less accessible sites. The Structural Maintenance team designer, preparing schemes for next year, had found that it would be better delivered by another contract/method.</p> <p>The internal communication sent by the Structural Maintenance team was simply to inform officers that this site would require an alternative delivery source. It was not stating that the work would not be carried out next year as planned. It remains in the programme, just not through Tarmac at this stage.</p>
<p>27 Questioner's name: Cllr Gill Moseley</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>Will the Cabinet member please join me in congratulating the Buses4Us community action group which has driven the implementation of the no 232, Newent-Ross-Ledbury bus service, due to start on April 2nd? This follows the axing of Stagecoach 132/32 services beyond Newent in February, 2022.</p> <p>Will he also note that a very substantial six-figure sum has been raised from contributions made by every town and parish council along the route in addition to funds from both Herefordshire and Gloucestershire county councils and private and business donations?</p> <p>The efforts of our own ITU officers have also been invaluable and they too deserve recognition for their amazing encouragement of the Bus4Us community group and for the expertise with which they supported the process throughout the campaign to restore a sustainable public transport option between these three market towns and the villages that lie in between. The new service will now provide an improved offer over that provided by Stagecoach with a seven-day service and evening buses on Fridays and Saturdays.</p>	<p>We are delighted with the result of the procurement process for the new 232 and would also like to extend our congratulations to Buses4Us. Their work to secure funding from a variety of contributors has been exceptional and they are a credit to their community. GCC was the joint largest contributor, contributing £35,000 towards the annual contract.</p> <p>We're also happy to have provided support via the ITU to Buses4Us to facilitate this.</p> <p>We look forward to the launch of the 232 and to the benefits this new service will bring to the area.</p>

28 Questioner's name: Cllr Gill Moseley	Respondent's name: Cllr David Gray
<p>Regarding the decision of this council to stop accepting used car tyres at our HRCs, although used car tyres can be disposed at a modest cost of about £3 per item at tyre fitting companies and garages, there is a quantity of used tyres that will arise from other sources such as home vehicle maintenance. Commercial businesses will not usually accept these tyres. What measures are being taken to ensure that all sources of used tyres in the county are directed to appropriate commercial recycling centres apart from one line of advice on the website?</p> <p>Is a procedure in place for GCC to collect and monitor the fly tipping data and cost from district/borough councils to establish whether this decision to stop accepting tyres at HRCs is, in fact, cost effective?</p>	<p>Information is provided on the Gloucestershire Recycles website and the HRC booking form makes it clear that tyres can no longer be accepted. A press release has been issued.</p> <p>Fly-tipping information is collected and reported by the district councils. The county council also receives details under its contract of the number of fly-tipped tyres delivered for recycling by district councils.</p>
29 Questioner's name: Cllr David Brown	Respondent's name: Cllr Lynden Stowe
<p>As Chair of the Hucclecote Surgery PPG (Patients Participation Group) I am acutely aware of the local need for additional and updated facilities that a new surgery building would bring. Hucclecote Surgery management have worked hard to bring this about in the face of growing local demand. Unfortunately, plans for a "Super Surgery" - together with Brockworth Surgery - did not progress as part of planning application 18/01239/FUL (TBC).</p> <p>A local site which could potentially accommodate a suitable GP Surgery has since been identified. However, despite prolonged efforts by the Surgery in discussions with GCC and others, progress appears to have stalled.</p> <p>What more could GCC do, immediately, to help progress this and bring about improved Primary Care facilities for the residents of Hucclecote and surrounding area?</p>	<p>GCC is doing all that it can to try and help deliver this project and remains in active dialogue with the ICB about options.</p>

<p>30. Questioner's name: Cllr Ben Evans</p> <p>What message does the Cabinet Member have for the public, staff and Councillors who were unable to send messages to each other for several days due to email issues in the Council's system?</p>	<p>Respondent's name: Cllr Lynden Stowe</p> <p>The council has previously apologised through our website and other media and I would wish to add further apologies for the disruption caused.</p> <p>The council is making a significant investment in replacing the ICT infrastructure. The complexity of the legacy network did result in problems with email for part of last week and we apologise for this. Nonetheless our ICT is generally more stable and the programme is resulting in improved digital tools for member and staff.</p>
<p>31. Questioner's name: Cllr Colin Hay</p> <p>Why has it taken until now for the Council to be moving towards cloud-based solutions, and away from legacy software, when many other organisations made this transition many years ago?</p>	<p>Respondent's name: Cllr Lynden Stowe</p> <p>Councils are moving a different speeds towards cloud based solutions. Our current transformation programme is ambitious and will take us ahead of many councils. We will be an early adopter of software as a service for both Liquidlogic, our social care system and SAP, the finance, HR and procurement software.</p>
<p>32. Questioner's name: Cllr Ben Evans</p> <p>Does the Leader of the Council agree that it is important for transparency, accountability and good governance that Cabinet Members regularly attend the Scrutiny Committees linked to their areas of responsibility?</p>	<p>Respondent's name: Cllr Mark Hawthorne</p> <p>I agree with the position set out in the Council's constitution: that it is for scrutiny committees to set their own work programme, and that they can require any member (including a Cabinet Member) to attend to explain matters within their remit. The initiative should rest with the scrutiny committee, and not with the cabinet member.</p>
<p>33. Questioner's name: Cllr Colin Hay</p> <p>Can the cabinet member tell us are segregated cycle routes "carriageways" or 'footways'? In all cases, will these cycleways be gritted in icy or snowy weather? If not, cyclists would be forced onto the narrowed carriageway in bad weather where their safety would be compromised.</p>	<p>Respondent's name: Cllr Dom Morris</p> <p>Segregated cycleway facilities are those that are physically separated from motorists and all other highway users. The only instance where a cycle lane on carriageway can be considered segregated is where there is either a level difference, where wands are present or where there is a kerb separation. On carriageway they are treated as carriageway and off carriageway they are</p>

	treated as footways. The Winter Review will be undertaken this summer and will include a review of cycleways.
34. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Dom Morris
Having demonstrated a need and paid £10,000 up front, how long does the Cabinet Member think the community of Bibury should expect to wait for a TRO application to be finalised?	We are currently managing over 70 TRO schemes across the County and are working hard to improve delivery output. Priority has been directed to major projects and safety schemes and other schemes are being progressed as quickly as possible with external support brought in to achieve this. Due to the need to comply with pre-election rules the Bibury TRO will be going out to formal public consultation by the end of May 2023.
35. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Dom Morris
Having demonstrated a need and paid £10,000 up front, how long does the Cabinet Member think the community of Kemble and Ewen should expect to wait for a TRO to be finalised?	We are currently managing over 70 TRO schemes across the County and are working hard to improve delivery output. Priority has been directed to major projects and safety schemes and other schemes are being progressed as quickly as possible with external support brought in to achieve this. The decision report for the Kemble TRO was signed off this month and officers are arranging for the contractor to programme in the necessary lining and signing works which are weather dependant.
36. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Philip Robinson
Having had a need identified for a special school place, how long does the Cabinet Member think the 130 children with such a requirement should be expected to wait for a special school place?	<p>It is not possible to give a specific timeline for all 130 children, or each young person, as the waiting times will be dependent on each child's needs, the settings ability to meet those needs, and the capacity in the setting to take further children.</p> <p>Whilst children are waiting for their special school place, the SEND Service continue to support the school, providing it with appropriate additional resources to meet the child's needs and maintain progress towards the outcomes on the child's EHCP. The service also commissions support from a third sector provider, Infobuzz. This commissioned service supports children, families and schools</p>

	<p>to understand what is taking place whilst they are waiting for their setting placement, and also provides support with the current school placement and supports visits and transitions to the new school when the place is identified.</p> <p>Where a child is not on a school roll, for example, if they have recently moved into the County, the service makes alternative education provision with third sector (VCS) providers and also explore all suitable placement options in the Independent sector.</p>
<p>37. Questioner's name: Cllr Lisa Spivey</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>I was at least as disappointed as the Cabinet Member, but unlike him, not surprised to learn that the Council had failed in its bid for "wave 15" funding for 2 new special schools in the county. Can the administration identify how much external funding it has applied for in the last 3 years, and how much it has been successful in securing?</p>	<p><u>Schools Capital</u></p> <p>Since 2019, the council has secured £46.21million in basic need, special provision and condition capital funding from the DfE – this has been allocated based on the number of community schools and pupils we have in the county.</p> <p>In 2019 two Multi Academy Trusts submitted bids to the DfE (Wave 14) for a new primary and a new secondary free school supported by the council – <u>both bids were successful</u>. However, following the pandemic, global recession and subsequent downturn in the birth rate – the need for these schools is no longer required in the current timeframe and they have now been withdrawn.</p> <p>In 2022 we received £14.32m in High Needs capital allocations for 2022/3 and 2023/4.</p> <p>In 2022 we submitted 15 school schemes for the School Rebuilding Programme (SRP), none have been included so far, however there are 6 academies in Gloucestershire that have been successful.</p> <p>In 2023 we bid for 2 (Wave 15) new special free schools, which unfortunately were unsuccessful, however feedback from the DfE indicates that the bids were approvable, they just didn't get into the top priority list of approved schemes.</p>

38. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Mark Hawthorne
<p>Could the leader please advise when the details complete distribution of funding to the successful levelling up bids will be published so the public can see who has made the successful bids and what those organisations intend to deliver?</p>	<p>All Levelling Up Together applicants have been notified of the decisions made by the panel. The Director of Public Health has delegated authority that in consultation with the Leader (in his capacity as portfolio holder for Public Health and Communities) and the Executive Director for Corporate Resource in accordance with the Cabinet decision dated 27.01.21 to publish an executive decision. This will be published in the week commencing 20th March 2023 and details of the successful bids will be shared with partners.</p>
39. Questioner's name: Cllr Linda Cohen	Respondent's name: Cllr Philip Robinson
<p>It was good to learn more about the range of activities that Gloucestershire Music are providing for our children and young people, but could the cabinet member confirm how many primary school and secondary school children in the County are currently learning an instrument in school.</p>	<p>Make Music Gloucestershire (MMG) is the Gloucestershire Music Hub, funded by the DFE, which is responsible for the oversight of standard of music across our commissioned partners. Together we are responsible for delivering on the National Plan for Music.</p> <p>Launched in 2012 the National Plan for Music aims to enable all children and young people to learn to sing, play an instrument and create music together. It also provides them with the opportunity to progress their musical interests and talents, including professionally.</p> <p>Gloucestershire Music is the largest partner in the county's music hub. Its school music tuition continues to rise, with a record 8080 engaged in Whole Class Ensemble Tuition (WCET) which allows children to learn music through instruments with their whole class. There are also 325 pupils receiving peripatetic tuition through Gloucestershire Music's peripatetic service but there will be many more learning with self-employed tutors working in the County.</p>

	MMG partners work together to provide a range of ensemble, individual and small group tuition across a range of genre and styles. The Arts Council England has recently written the MMG to compliment partners on the delivery of music across the county.
40. Questioner's name: Cllr Linda Cohen	Respondent's name: Cllr Philip Robinson
Recent national figures suggest a new and growing trend of school absences on Fridays. Can the Cabinet Member confirm whether this is also the case in Gloucestershire and if it is, what is the scale of these absences? Could the Cabinet member confirm whether there is a plan in place to communicate with parents and carers to establish the reason behind these absences and to ensure that children attend school on Fridays and don't miss one fifth of their time in education.	This national trend has not been replicated locally. Attendance patterns have remained stable over recent years. We have always seen lower attendance on Fridays or the last day (if its not a Friday) before a half-term or end of term. Attendance rates in Gloucestershire are consistently above the national average, remaining so throughout and since the pandemic.
41. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Dom Morris
The Old Bath Road in Cheltenham was completely resurfaced in 2010. It is disintegrating badly along a number of sections between Thirstaine Road and Pilley Bridge. Is this normal, is there any recourse against the contractor and what quality assessments were carried out. This is a busy main road, can I request an urgent assessment and inclusion in the budget for the coming financial year?	The expected service life of a resurfacing scheme is between 10 and 20 years depending on the material used. There would be no comeback at this stage, warranty periods for resurfacings are 12 months Schemes in our programme are selected using condition data ensuring those in most need are attended to first. The network is under constant monitoring and review by both safety inspectors and our local officers. Should they identify a section as suffering rapid deterioration an engineer is sent to review and rank the site for inclusion into a resurfacing programme. We will of course arrange a special inspection of the areas highlighted on Old Bath Road.
42. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Philip Robinson
I refer to a question I raised back in September in connection with the new Leckhampton School and what GCC were doing to encourage students to walk and cycle. Have all the safe walking and cycle routes now been completed, has any analysis been done to see how students are getting to	During October 2022, Thinktravel delivered 2 weeks of Bikeability Level 1 and Level 2 training with 58 Year 6 pupils from Leckhampton Primary School to equip them with the necessary cycling skills for secondary school at the new High School

<p>school and is it possible to see from where those students are travelling to ensure we are properly addressing the catchment area, which is not Warden Hill, despite the installation of new crossings to that area.</p>	<p>Leckhampton. Further confidence and transition rides, pedestrian training and support will also be offered to the Primary and new High School Leckhampton going forward now the new Walking and Cycling infrastructure is substantially complete. An interim independent safety audit was undertaken prior to the school opening. Now a further safety audit will be undertaken, which may give rise to further alterations. In addition other minor remedial works will be undertaken. Additionally, Thinktravel have continued to provide ongoing support to Leckhampton Primary in recruiting a School Crossing Patrol, (which would also assist with the new Leckhampton High School).</p>
<p>43. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Could the cabinet member please advise how emergency access to Jenner Court, Sandfields and the Underwood Surgery will be maintained during the resurfacing of St George's Road?</p>	<p>St Georges road is being carried out overnight to minimise disruption. However, as per every resurfacing scheme delivered, should urgent medical or blue light access be needed works will stop to allow this to happen.</p>
<p>44. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Could the cabinet member please advise when the safety audit of the A40 Gloucester Road cycle lane will be completed, when it will be made available to councillors and the public, and when any remedial actions recommended by the safety audit will be completed?</p>	<p>Road Safety Audits have been undertaken on the West Cheltenham Transport Improvement Scheme in phases reflecting the multiple phases of delivery, all stage 3 Road Safety Audits have now been completed including designer's responses. The Road Safety Audits aren't automatically shared in the public domain due to their technical content but can be made available on request. Remedial actions are in the process of being undertaken on those actions agreed with the design team and the County Council.</p>
<p>45. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>The Council's press release on the closure of the A435 Charlton Hill recommends cyclists use the signed diversion, and the signed diversion is suitable for all road users. The signed diversion uses the A417 Crickley Hill. Does the cabinet member agree with his officers this is a suitable route for cyclists, and if</p>	<p>During the design phase of the project, and prior to the publication of the road closure and diversion routes, the team investigated the possibility of separate diversions for walking and cycling but nothing suitable could be safely promoted. Issues including</p>

<p>so will he and senior officers join me to try cycling the uphill diversion route, so that he can see for himself how dangerously unsuitable it is?</p>	<p>visibility, road surface condition, provision of gritting routes and varying degrees of the public's cycling proficiency/ability prevented GCC from committing to an informal separate diversion route. We do appreciate that many people will find alternatives on local roads that are not the signed diversions, however, as the Highways Authority we are unable to promote these, or conversely, discourage their use. If the local residents groups and cycle groups have viable alternatives they could suggest then we would really appreciate the feedback and look for ways to work together to promote these, however as I know you are aware discussions with yourself and these groups have similarly struggled to find an appropriate solution here.</p> <p>However, we are happy to continue to look at this and I've asked officers, including one of our safety inspection team, to meet with you on site to see if there are any other steps that we can take in making use of more local roads.</p> <p>In addition, as part of the commencement on site, which started on Monday, officers have asked that the Contractor reconsider any possibility of providing a narrow, non-vehicular access path next to the works for any time during the project that might be possible. Whilst this wasn't felt to be feasible as part of the pre-planning of the works I have asked that this is reviewed once the contractor is on site and therefore more familiar with their works programme and the 'live' site layout.</p>
<p>46. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Could the cabinet member please advise what considerations are made of a diversion route for cyclists when a road is closed to all traffic, including pedestrians and cyclists, and whether this includes factors such as the length, gradient and safety of the diversion route for cyclists?</p>	<p>Diversions are erected in accordance to national guidelines and must be suitable for all traffic that use the route. Erecting different diversions for every user type wouldn't be feasible and would become confusing. Formal diversion routes offer guidance, they are not legal instructions. They will have been checked as suitable by keeping vehicles on the same or higher class of road. All users of the highway make ongoing assessment of route suitability during every journey.</p>

	<p>Subject to the discussions that I've confirmed as part of the previous answer, if jointly we can't find a viable alternative, then the council would of course be happy to publish this as part of the scheme communications plan.</p>
47. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dom Morris
<p>While the resurfacing of St George's Road is both welcome and necessary, the night-time closure of the St Peter's section of road seems to have been done without full consideration for the 110 households in Queen's Retreat, St George's Close and St George's Drive, who will be able to unable to drive out because the council doesn't appear to have suspended the one-way street TRO on the access road from B4633 Gloucester Road into Queen's Retreat. Could I get an assurance from the cabinet member this TRO will be suspended while works are occurring on St George's Road so that residents are not unnecessarily inconvenienced by the works? More generally, can I seek an assurance that when planning any road closures, the council will look at whether TROs could be suspended for the duration of any works to maintain accessibility to premises?</p>	<p>In instances where one-way streets are briefly affected by resurfacing of an adjacent road, they are placed under formal traffic control.</p> <p>Whilst under this control residents would not be committing an offence to drive the wrong way whilst directed to do so. All roads affected during the resurfacing works to St Georges Road will be handled in this way.</p> <p>Where a restriction cannot be managed in this way TRO's are suspended.</p>
48. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dom Morris
<p>Many residents are complaining to me about the state of the B4633 Gloucester Road from the junction with Queen's Road to the junction with Malvern Road. The costs resurfacing of this section of a B-class road is too large to be funded by any Highways Local budget. Could I get an assurance this section will be prioritised for resurfacing in early in the 23/24 budget, or if not, could I be advised where it is in the queue of B roads waiting to be resurfaced, and in which municipal year it is currently scheduled to be resurfaced?</p>	<p>All resurfacing schemes in our annual programme are selected using condition data ensuring those in most need are attended to first.</p> <p>The section of the B4633 highlighted does not currently feature in next financial years programme. It currently has a score of 160 which means it's too low to have a current indicative delivery year. The typical threshold for schemes in our programmes up to 2027 is around twice that. We will of course carry out an additional assessment to ensure this is the current position.</p>
49. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dom Morris

<p>In an explanation about why an alternative cycle diversion route couldn't be offered by the council during the closure of the A435 Charlton Hill, "road surface condition" is cited as one of the reasons. Could the cabinet member please explain why this council was prepared to spend money on resurfacing roads for a one-day sports event that was subsequently cancelled (The Men's Cycling Tour of Britain) but is unwilling to spend money on resurfacing to make roads safe for cyclists to use as part of a multi-month diversion route?</p>	<p>The works at Charlton Hill are part of the Geotechnical Capital Programme; the programme is data led and funding prioritised. Unfortunately, funds in this discipline are in high demand and need to be concentrated on the full remediation of the geotechnical failure. The budget is limited and has to be prioritised. There was no scope to increase the remit of the scheme to include additional road improvements in the surrounding area as the funds from this budget need to be allocated to the next scheme in the prioritisation list.</p>
<p>50. Questioner's name: Cllr Alex Hegenbarth</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>At a previous Council I asked what steps could be taken to improve coordinating road works to minimise disruption, and I was glad to see that the resurfacing of Church Road that myself and others had been campaigning for for years was advertised well in advance, but this is a rare example. What more is the Council doing to reduce the disruption caused by near constant roadworks?</p>	<p>All resurfacing schemes are published on the GCC website for the following financial year. In addition, the County hold regular meetings with utility providers to make sure they are aware of these planned works. All works, both County and third party have to be permitted and have road space booked in advance.</p> <p>The notice periods required are set out in legislation. Whilst GCC does everything it can to manage roadworks, both utility companies and individuals have an absolute right to lay or maintain their equipment in the public highway. We do not have powers to stop them if they give the required notice which can be as little as 3 days.</p>

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