

**COUNTY COUNCIL – November 2023
PUBLIC QUESTIONS**

<p>1. Questioner's name: Paul Aldridge</p>	<p>Respondent's name: Cllr Stephen Davies</p>
<p>Young persons supported accommodation deadline for Ofsted registration</p> <p>Can you confirm how many supported accommodation properties where you have placed a 16 or 17 year old under the children's act, has not submitted an application for registration by the Ofsted deadline of 28th October 2023.</p>	<p>GCC is currently utilising supported accommodation with 24 providers. Of these 24 providers:</p> <ul style="list-style-type: none"> • 22 have submitted an application for registration to become a provider of supported accommodation with Ofsted by the deadline of 28th October. • One provider has chosen to submit an application to register as a children's home instead, and • One has not submitted an application. They are however, registered with the Care Quality Commission. <p>We continue to work with this remaining provider and Ofsted to secure the most suitable outcome our children.</p>
<p>2. Questioner's name: Lorraine Campbell</p>	<p>Respondent's name: Cllr David Gray</p>
<p>Would the Council agree that absolutely no suggested changes or mitigations to St. Barnabas roundabout in Tuffley could ever make it able to cope with the resulting extra traffic caused by any large housing development along the A4173 Stroud Road? (The route is already under considerable pressure for a number of reasons, including an increase in school run cars for St. Peter's, due to bus service cuts.) The idea of even more vehicles impacting on this road system is obviously unsound, and always will be, surely?'</p>	<p>Before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.</p> <p>We have given evidence to the Local Plan Inspector about our views on Stroud District Council's Local Plan proposals for Whaddon; which are that the plan is unsound.</p>

	<p>Any potential wider solutions are for SDC to develop as part of their Local Plan proposals and they would then be responsible, in their role as Local Planning Authority, for approving any planning permission (and associated transport mitigations) that would ultimately be brought forward by the landowner or developer. Hence, I would encourage you to make representations to Stroud District Council about your concerns.</p> <p>However as stated the County Council would be a statutory consultee in any process as part of our role as Highway Authority, but until any such proposals come forward our position remains the same in that the current plan proposals are in our opinion unsound.</p>
<p>3. Questioner's name: Karen Elen</p>	<p>Respondent's name: Cllr David Gray</p>
<p>I understand that the proposed changes to St Barnabas roundabout (i.e. install a 4 way traffic light junction, closing the exit onto Reservoir Road and exit from Reservoir onto the Stroud Road south only), are intended to improve traffic capacity at the junction and improve safety for pedestrians and cyclists.</p> <p>Has the knock-on impact of increased traffic flow at St Barnabas on the St Aldate roundabout at the end of Finlay Road been considered? How will increased traffic at this roundabout be dealt with?</p>	<p>Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.</p> <p>The Council's position here remains unchanged in that we believe that the proposals put forward in SDC's Local Plan are unsound. There is currently no planning application and consequently no detailed transport assessment of the detailed transport impacts.</p>

	<p>Any scheme of highways mitigation has therefore not been agreed between the Promoter (SDC or the Developer) and the County Council and as such discussions regarding the knock-on effects of proposals, are premature and hypothetical at this stage. However, I would encourage you to make representations to Stroud District Council about your concerns.</p>
<p>4. Questioner's name: Karen Elen</p>	<p>Respondent's name: Cllr David Gray</p>
<p>What will the impact be of increased traffic flowing along Finlay Road on the safety of children attending Finlay Road Primary School? How will their safety be ensured?</p>	<p>Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.</p> <p>The Council's position here remains unchanged in that we believe that the proposals put forward in SDC's Local Plan are unsound. There is currently no planning application and consequently no detailed transport assessment of the detailed transport impacts.</p> <p>Any scheme of highways mitigation has not been agreed between the Promoter (SDC or the Developer) and the County Council and as such discussions regarding the knock-on effects of proposals, are premature and hypothetical at this stage. However, I would encourage you to make representations to Stroud District Council about your concerns.</p>

5. Questioner's name: Karen Elen	Respondent's name: Cllr David Gray
<p>What will the impact be on visitor numbers to Robinswood Hill? All visitors coming by car will have to access the hill car park from St Aldate roundabout, which means a long detour for all, apart from those coming south west from Eastern Avenue.</p>	<p>Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process</p> <p>The Council's position here remains unchanged in that we believe that the proposals put forward in SDC's Local Plan are unsound. There is currently no planning application and consequently no detailed transport assessment of the detailed transport impacts such as the Robinswood Hill access.</p> <p>Any scheme of highways mitigation has not been agreed between the Promoter (SDC or the Developer) and the County Council and as such discussions regarding the knock-on effects of proposals, are premature and hypothetical at this stage. However, I would encourage you to make representations to Stroud District Council about your concerns.</p>
6. Questioner's name: Karen Elen	Respondent's name: Cllr David Gray
<p>How will emergency services access houses at the St Barnabas end of Reservoir Road? It will presumably be necessary to detour via Finlay Road and St Aldate roundabout which will add time to the journey. Also, there are several care residential homes on</p>	<p>Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the</p>

<p>Reservoir Road, has access to these properties by the emergency services been considered?</p>	<p>proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.</p> <p>The Council's position here remains unchanged in that we believe that the proposals put forward in SDC's Local Plan are unsound. There is currently no planning application and consequently no detailed transport assessment of the detailed transport impacts.</p> <p>Any scheme of highways mitigation has not been agreed between the Promoter (SDC or the Developer) and the County Council and as such discussions regarding the knock-on effects of proposals, are premature and hypothetical at this stage. However, I would encourage you to make representations to Stroud District Council about your concerns.</p>
<p>7. Questioner's name: Karen Elen</p>	<p>Respondent's name: Cllr David Gray</p>
<p>Has the impact on access to the houses at the St Barnabas end of Reservoir Road been considered? Closing the entrance to Reservoir Road from St Barnabas roundabout will make it necessary to take a circuitous detour via Finlay Road to access these properties which is detrimental to residents.</p>	<p>Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.</p>

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<p>8. Questioner's name: Karen Elen</p>	<p>Respondent's name: Cllr David Gray</p>
<p>Safety of pedestrians and cyclists at St Barnabas roundabout can be improved by installing peak time traffic lights at the existing roundabout. Has this been considered?</p>	<p>Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.</p> <p>The Council's position here remains unchanged in that we believe that the proposals put forward in SDC's Local Plan are unsound. There is currently no planning application and consequently no detailed transport assessment of the detailed transport impacts.</p>

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9. Questioner's name: Karen Elen	Respondent's name: Cllr David Gray
What will stop drivers exiting Reservoir Road onto Stroud Road south making turns in one of the cul-de-sacs on Stroud Road (e.g. Oakbank), if they want to go in a different direction? This will create hold-ups, will be inconvenient for residents and means Reservoir Road would still be a 'rat-run'.	<p>The Council's position here remains unchanged in that we believe that the proposals put forward in SDC's Local Plan are unsound. There is currently no planning application and consequently no detailed transport assessment.</p> <p>Any scheme of highways mitigation has not been agreed between the Promoter (SDC or the Developer) and the County Council and as such discussions regarding the knock-on effects of proposals, are hypothetical at this stage.</p>
10. Questioner's name: Karen Elen	Respondent's name: Cllr David Gray
How many vehicles could the proposed traffic light junction at St Barnabas actually deal with? Is it enough to cope with the extra traffic that would be created by the proposed Whaddon Grange development? If not, then the size of this development is presumably too large as currently proposed?	Similar to Question 2, before any changes could be implemented a number of phases would need to be completed; there would need to be agreement that the allocation of the site within the local Plan was approved – with a high level justification on transport issues; the proposer or developer would then need to submit an application in respect of a site, with proposed transport mitigations; and Stroud District Council as Local Planning Authority would then need to agree the mitigations (following our input as Highway Authority) through the planning process.

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<p>11. Questioner's name: Tom Peckham</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Zone 15 parking</p> <p>I wish to know how an elderly person who does not drive, who lives alone and does not own a mobile phone obtains a parking permit for a visitor.</p> <p>It would seem that visitors to such people are taxed if a visitor permit was obtained, but that the new zone makes it virtually impossible to get such a permit.</p> <p>A letter to MIPermits, who do not even have an address in Gloucestershire, asking the above question was not replied to. An e-mail to the company produced a bewildering set of instructions which were utterly baffling. A PIN, which expires after seven days was offered. The possibility of using a pass word was offered.</p> <p>For a person who does not use "on-line" banking, and older people regard that as too dangerous, it appears that there is no possibility of obtaining a visitor permit. The option of writing a cheque, which is a safe and well tried system, is not offered. Neither is there the option of calling at the Council Offices and paying by cheque.</p>	<p>I'm sorry to hear of your difficulties and any confusion that your contact with MIPermits might have caused.</p> <p>We no longer accept cheque payments for visitor vouchers as we have found that instances where people do not have on-line access, a mobile phone or the ability to pay by debit or credit card, are extremely rare. As is the number of people who would prefer to pay by cheque and post this or hand deliver it.</p> <p>I'm not clear where you live within the zone however, I'm happy to put you in touch with officers to discuss a possible way forward.</p>

<p>The new Zone 15 isolates people and causes extra expense with no benefits at all. How do I obtain a visitor parking permit?</p>	
<p>12. Questioner's name: Richard Seymour</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>We live on Selkirk Street in Cheltenham which used to be in Zone 5 and is now in Zone 15. The vast majority of the parking spaces were reserved for Residents Only Parking: there were very few spaces allocated for anyone to use for 2 or 4 hours.</p> <p>After the changes that Zone 15 introduced, most spaces are now allocated for anyone to use for 2 or four hours and given that we are a short walk from Cheltenham Town Centre these spaces are heavily used by shoppers.</p> <p>As a result it is often impossible for us to find a parking space near our home.</p> <p>My question is this: Why were these changes made when the stated reason for introducing Zone 15 was to benefit residents; and how is it fair that we pay for a residents' permit but can't park ?"</p>	<p>To enable local residents' needs to be taken into consideration the changes to parking in Selkirk Street were made only after extensive public consultations.</p> <p>More detail can be provided from our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p> <p>Whilst it is clearly not the intention of the scheme to make it harder for residents to park we accept that sometimes there are unintended consequences and I apologise if this has had an adverse impact on you. That is why we have committed to a review of the zone in autumn next year to address such issues. This will allow more time for parking patterns to settle down and will also give you another opportunity to input into the design of the parking scheme.</p>
<p>13. Questioner's name: Mrs Drinkwater</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p><u>Subject - All Saints Cheltenham new Zone 15 parking arrangements</u></p> <p>Zone 15 was due to be in full operation in early September 2023, I hear there have been some delays with installing new signs and road markings. Commuters and visitors are taking advantage of this situation and are using the phrase "<i>if there's no signs there's no fines</i>" to take a</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:</p>

<p>chance and continue with their parking habits. Some blue warning badges were issued by parking enforcement officers to address some people, but these parking up instances are still happening:</p> <p>Q. Will GCC be making an official public statement to confirm that Zone 15 is fully up and running?</p> <p>Q. If Yes, when do they propose to to this?</p> <p>Q. If not, how much longer is this delay going to carry on for?</p>	<p>https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>We have continued to complete any minor outstanding issues a road at a time and this has allowed many of the roads within the zone to be completed and operational for some time. Warning notices have initially been issued followed by parking enforcement. There has been considerable publicity about the zone and we anticipate that this will continue to encourage drivers to comply with the restrictions as more and more roads are completed and more and more areas therefore commence warning notices and enforcement. This alongside continued publicity about the restrictions will continue to increase the level of compliance.</p> <p>The zone will be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month-by-month permit payments and visitor vouchers they have used before December 2023.</p>
<p>14. Questioner's name: Mrs Drinkwater</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>There is confusion with some drivers who park in my area of Zone 15. Some locations should only be used by "Permit holders only" some people don't bother to read the signs properly or understand what the new signs in the road mean for them. Commuters are still parking all day in the unmarked areas that are for permit holders (i.e. in places that are not one of the marked shared bays). This is not fair on the permit holders, therefore:</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:</p>

<p>Q. Are GCC aware of these continuing issues?</p> <p>Q. Will GCC highlight this fact in a public statement so that commuters/visitors understand the rules and park up in the correct allocated bays for the correct amount of time?</p>	<p>https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>We have continued to complete any minor outstanding issues a road at a time and this has allowed many of the roads within the zone to be completed and operational for some time. Warning notices have initially been issued followed by parking enforcement. There has been considerable publicity about the zone and we anticipate that this will continue to encourage drivers to comply with the restrictions as more and more roads are completed and more and more areas therefore commence warning notices and enforcement. This alongside continued publicity about the restrictions will continue to increase the level of compliance.</p>
<p>15. Questioner's name: Mrs Drinkwater</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Review of Zone 15</p> <p>Q. Is it true that there will be a review of Zone 15 in 2024?</p> <p>Q. If so when would a review take place e.g. in September 2024 or later in 2024 or even further ahead?</p> <p>The work that has been completed to date has greatly improved our road and life for various reasons. The sooner GCC confirm that Zone 15 is completed the better it will be for all of the residents/visitors/commuters/parking enforcement officers etc.</p>	<p>Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:</p> <p>https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>The Council are committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the included roads, days and hours of operation of the zone, its benefit or impact on residents and the operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area.</p>

<p>I believe that a clear statement about Zone 15 needs to be communicated soon, its a big change for some residents to get used too, but one that has so far improved the area.</p>	<p>I'm pleased to hear that the changes are a benefit to you. We have continued to complete any minor outstanding issues a road at a time and this has allowed many of the roads within the zone to be completed and operational for some time. Warning notices have initially been issued followed by parking enforcement.</p> <p>We expect the zone to be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month-by-month permit payments and visitor vouchers they have used before December 2023.</p>
<p>16. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>As you will know with Zone 15 being such a large area, it is unlikely that someone could reasonably park outside the zone when visiting a resident, making visitor vouchers more important.</p> <p>So is there a reason for the 50 visitor vouchers limit per household in parking zones?</p> <p>I have been told previously that is it rare that someone reaches the full 50, but what harm is there in having a higher limit just in case?</p>	<p>Most of our resident parking zones include significant parking provision for short stay visits of between 2-4 hours. When combined with the scheme operating hours this means that most visitors do not need a voucher. As visitors may stay for longer at weekends the number of vouchers was originally based upon vouchers for 50 weekends (1 Visitor Voucher is valid for a whole weekend).</p> <p>In the 12+ years that we have operated the 50 voucher policy in many zones we have found that it works fairly well and strikes a reasonable balance. Offering more vouchers would increase parking pressure and reduce the benefits of the scheme to other residents. So whilst this may seem acceptable in some peripheral, quieter streets it is likely to be problematic in terraced streets nearer the town centre and hospital.</p> <p>However, we will be reviewing our policy on both the 50-visitor permit cap for households and the 2 permits per business cap in advance of the main review and it will be a consideration as part of the overall review of the zone in Autumn 2024.</p>

<p>17. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Limiting parking zone residents to digital only visitor vouchers is potentially discriminatory to those less able, as it creates difficulties with accessibility.</p> <p>Currently residents either have to use the app, or alternatively they can call a phone number. These might be suitable options for a majority of people, but there are plenty who may struggle to use technology and also have difficulty on the telephone, whether that be anxiety, hearing loss or other reasons.</p> <p>Without offering paper alternatives, permit parking zones may stop some people from having visitors and cause residents to feel isolated.</p> <p>I have been told that it is rare that councils offer paper visitor vouchers these days. Anecdotally however, I have used a paper visitor voucher myself in a city when visiting this year.</p> <p>So will the council commit to offering paper visitor vouchers again to those who need them for accessibility?</p>	<p>I sorry if you have had difficulties using the digital process. We don't feel that the application process is discriminatory against any individuals or groups within our communities and our approach is very much consistent with best practice nationally and our own experience of operating zones and the associated application process for a number of years.</p> <p>The council's permit system has been digital for over 10 years. This has brought significant benefits to users, enabling permits to be purchased and paid for without the need to visit a council office or wait for them to arrive in the post. It has also reduced scope for fraud and enabled the cost of the service to be kept down.</p> <p>As you rightly highlight if people aren't comfortable using the app technology then they can of course use the phone number to discuss issues or to apply for a permit or vouchers. This is part of a number of measures in place to support people who are digitally excluded and those who have disabilities or other needs. On balance these mitigations enable us to offer an efficient and accessible service that enables us to comply with our legal obligations under the Equalities Act therefore we have no plans to revert back to a paper-based system.</p>
<p>18. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>I am glad that carers permits exist, as so vital that people in all parking zones can access care as easily and affordably as possible.</p>	<p>Carers permits are specifically to assist with adults who require active ongoing domiciliary care to help them to live independently at home.</p> <p>As a general rule areas which have resident parking zones face higher pressure/demand for parking and have restricted numbers of parking spaces. Whilst in a perfect world we would like to be able to offer more</p>

<p>However, I have had residents tried to apply for a carers permit specifically for childcare reasons, but was denied as not a healthcare related issue.</p> <p>Many families in All Saints / Zone 15, and I imagine across all parking zones, rely on family members such as grandparents to provide childcare each week.</p> <p>Without care permits, even if the childcare was only once per week, residents would use up all of their visitor vouchers without ever having any actual visitors.</p> <p>Why is general childcare not permissible for carers permits?</p>	<p>permits there is an upper limit on the total number of permits of all types that can be issued and used in a street before the scheme becomes ineffective.</p> <p>However, we will be reviewing our policy on the 50-visitor permit cap for households in advance of the main review.</p> <p>In addition, there are also free 2 and 4 hr parking zones throughout the zone and these additionally help to ensure that any visitor arrangements or short-term childcare can be facilitated alongside the use of visitor vouchers.</p>
<p>19. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>When the 12 month review of Zone 15 happens, will areas on the outskirts of the zone have the chance to opt out of the scheme if a large majority in those areas object?</p>	<p>The Council are committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the included roads, days and hours of operation of the zone, its benefit or impact on residents and the operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area.</p> <p>The review will take residents' feedback into account and consider evidence on how well the scheme is working and any tweaks that could be made to things like hours of operation etc. It is worth noting that we have never had a request from residents to remove a scheme once final implementation is complete and they begin to feel the benefits.</p>
<p>20. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>In what format will the 12 month review of Zone 15 take place?</p>	

<p>It was notably difficult for residents to comprehend the proposals during the consultation, because the system was difficult to use and residents were not provided with printed maps.</p> <p>Will the council be adopting a more open and inclusive approach? Asking for information digitally from existing permit holders (as you'll have their details) and via addressed post also?</p>	<p>The 'format' for the review of the zone has not been decided at this early stage. However the intention would be to publicise the review widely to ensure that all users have the opportunity to feedback on the operation of the zone and to understand the ways in which they can do this.</p>
<p>21. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>In Zone 15 there are a few parking bays, signage and new road markings/restrictions that are causing potential danger and concern for residents. Many of these have been reported and need addressing long before the 12 month review. Is there a timeline for a proper audit of these hazards and concerns?</p>	<p>I'm sorry to hear of your concerns. I'm not aware of any instances where previous parking restrictions brought in to keep an area clear and safe have been removed. In effect all of the parking areas that exist within the current zone are locations where parking was previously unrestricted and was therefore being used.</p> <p>If there is a specific concern about an individual location that you have then please do let the team know and we will arrange a specific visit to the location.</p>
<p>22. Questioner's name: Izaak Tailford</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>From what I understand, all profit from parking schemes has to go back into highways and transport projects.</p> <p>As the Zone 15 area is so large, there should be a significant amount of income for the council after the enforcement etc is paid for.</p> <p>Can the council confirm that this money will be spent directly on projects within the Zone 15 area?</p>	<p>The cost of the permits and the vouchers must be set at a level that does not generate income for any local authority. The income from these is used to offset the management, operation and maintenance of the zone.</p> <p>Nationally any income generated through parking enforcement by a local Authority has to be reinvested in transport projects of that authority, after of course operational costs related to enforcement, processing of payments and any recovery of fines has been dealt with. Any income</p>

<p>I think residents would feel aggrieved to be paying for permits that repair roads on the other side of the County, if the very roads they pay to park on are full of potholes and damage.</p>	<p>generated from fines within Gloucestershire will be re-invested in transport projects across Gloucestershire.</p>
<p>23. Questioner's name: Carolyn Folley</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>What is the rationale behind 7 days per week 8-8. I do not understand why Sunday is included and would like specifically a statement regarding the perceived benefits of Sunday restrictions .</p>	<p>There continues to be parking demand on a Saturday and Sunday for the town centre not least from commuters who work in hospitality or retail, but also patrons visiting shops and restaurants. therefore not including these days and the later hours would have created parking challenges for local residents at a time when residents are more likely to be at home. The inclusion of 2 and 4 hour free parking bays across the zone is designed to support residents and their visitors and if all day, or all weekend, parking is needed then we have also set the visitor voucher policy to only require 1 visitor voucher to be used to cover both days of the weekend.</p> <p>The Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area.</p> <p>There has been considerable discussion regarding the original proposals for the zone and the rationale for the hours of operation that have been agreed.</p> <p>More detail can be provided from our website:</p>

	Cheltenham Parking Zone 15 Highways (gloucestershire.gov.uk)
24. Questioner's name: Carolyn Folley	Respondent's name: Cllr Mark Hawthorne
I purchased visitors permits for October. When does enforcement start officially, when and how will residents be advised of this and as only 50 visitors permits can be purchased each year when will the renewal date for those already purchased be effective from?	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:</p> <p>https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>We have continued to complete any minor outstanding issues a road at a time and this has allowed many of the roads within the zone to be completed and operational for some time. Warning notices have initially been issued followed by parking enforcement.</p> <p>The zone will be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month-by-month permit payments and visitor vouchers they have used before December 2023.</p>
25. Questioner's name: Carolyn Folley	Respondent's name: Cllr Mark Hawthorne
I have experienced several issues leaving Eldon Road into Hewlett Road with reduced visibility from the new parking bays in Hewlett Road opposite each other. What plans are there to review this decision and when will it take place?	<p>A full road safety audit has taken place and since implementing the scheme safety engineers have continued to monitor the changes and found the road layout to be compliant with highway design regulations. We will continue to monitor the site and take any residents' concerns into consideration as part of our review of the scheme next year.</p>

26. Questioner's name: Michelle Hawkins	Respondent's name: Cllr Mark Hawthorne
<p>Why are the work force being punished when clearly the majority of residents had no problem with us parking whilst they too, were out working?</p> <p>Why is there no discount/incentive for cheaper parking for people that work in the area?</p> <p>If businesses become affected by less footfall and the ability to recruit, how will this be resolved?</p> <p>I would like to ask, on behalf of all the people that work within the newly introduced Zone 15. When coming to the conclusion that we were the problem, and the scheme was to stop us, taking up residents spaces, was any thought put into how we would effectively find alternative travel? Also how it may effect our finances? The cost of parking in Cheltenham is extortionate. Even the cost of using the bus, is almost double the cost of putting fuel in a vehicle. Not everyone who works within the zone, live in Cheltenham, and some that do, still don't have decent access to public transport. People do not just travel to and from work. Some drop off children to school on their way, some need to get the a 2nd job, etc.</p>	<p>Off-street car parks, the responsibility of Cheltenham Borough Council, are available throughout Cheltenham and the zone itself has provision for business permits and considerable short term parking bays set aside for residents and business users alike. We also continue to invest heavily in transport provision within Cheltenham and across the County, supporting local buses, a new transport hub and expanded park and ride at Arle Court and extensive facilities to help people cycle or walk. We also welcome the extension of the £2 fare cap helping to make bus travel cheaper for residents. In addition all of the oncome derived through the operation of the zone and from any on-street paid for parking is required to be reinvested in either the scheme itself or in transport improvement projects within Cheltenham or across the County.</p> <p>And of course individual businesses are also able to support their own employees travel if they feel that this is appropriate.</p> <p>There has been considerable discussion regarding the original proposals for the zone and the rationale for why a zone was needed and supported by the community – and a key aspect of this was the impact of commuter parking on the local area.</p> <p>More detail can be provided from our website: <u>Cheltenham Parking Zone 15 Highways (gloucestershire.gov.uk)</u></p> <p>We will however, be reviewing our policy on the 2 permits per business cap. In advance of the main review of the scheme.</p>

<p>27. Questioner's name: Michael Bloxham</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Zone 15 / Leighton Rd Cheltenham.</p> <p>In September Leighton road was shut so that new line markings could be painted on to the surface for the new zone 15. Three weeks later before the zone actually came into effect the road surface was ripped up to allow for complete resurfacing.</p> <p>Can someone explain to me the thought process behind this and the complete failure of any project management?</p> <p>What has been the cost to the residents of this squandering of cash and resources by GCC?</p> <p>Whilst grateful that Leighton road has been resurfaced can you please explain how this has taken priority over the Hewlett Rd roundabout which is adjacent to Leighton Rd , which is in dangerous and appalling condition surely this busy and main roundabout should have taken priority?</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here: https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>When officers identified that road lining work required for zone 15 could clash with the planned date for the resurfacing of Leighton Road considerable efforts were made to bring forward the surfacing. Unfortunately the knock-on effect of rescheduling our surfacing programme in other areas was considerably more than the £300 cost of carrying out additional lining in Leighton Road so this option was ruled out.</p> <p>We apologise to residents for the disruption and inconvenience caused and are making arrangements for the lining work to be completed as a matter of urgency.</p>
<p>28. Questioner's name: Clint Pearce</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Supposedly this new zone 15 was meant to be in benefit to local residents.</p> <p>I would like to know why me and my partner as a permit holder, disabled residents, are now forced to park either on a dangerous road for us or many streets away from where we live since zone 15, when before we had little to no problem?</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:</p>

	<p>https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>Normally residents who live in a parking zone benefit more from the new rules as there is less competition for parking spaces nearby. This is typically a positive outcome, particularly for those residents with disabilities as it usually reduces the distance they have to walk to where their car is parked, than would have been the case before the zone.</p> <p>I wasn't clear where you lived and therefore why this might not be the case for you, however your concerns have been raised with the Parking Team and I would encourage you to contact them to discuss your specific difficulties and to see how we could assist you.</p>
<p>29. Questioner's name: Stella Hobley</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>GCC has spent (some would say wasted) a huge amount of money foisting an unnecessary and largely unwanted permit parking scheme in the new Zone 15 on some 4,000 residents and businesses.</p> <p>You have not made it easier for residents to park near their homes and you have not succeeded in your aim to reduce the number of and use of, cars in the area. Cars have simply moved into roads without parking restrictions - eg roads and streets off Hales Road towards Charlton Kings - because people still need cars to get to work or come into town to shop, for events or to socialise.</p> <p>How could you tell us to use greener transport options when, as yet, Cheltenham does not have anything like enough viable, reliable, affordable and safe greener options?</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:</p> <p>https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>Off-street car parks are the responsibility of Cheltenham Borough Council, but we are investing heavily in green transport provision within Cheltenham and across the County, supporting local buses with 34.4</p>

<p>Why, instead of wasting all this money on an unnecessary scheme and even more on enforcing it , don't you spend money on improving the infrastructure to create more 'greener' options?</p> <p>On 30 September our Prime Minister said: 'I'm slamming the brakes on the war on motorists - it's as simple as that.'</p> <p>He recognises that the car is our friend because it has to be. Few viable alternatives exist.</p>	<p>million BSIP+ funding, a new transport hub and expanded park and ride at Arle Court which will have spaces for up to 1000 cars and extensive facilities to help people cycle or walk. We are also delivering on our cycle spine which goes through Cheltenham. In addition, all of the income derived through the operation of the zone and from any on-street paid for parking is required to be reinvested in either the scheme itself or in transport improvement projects within Cheltenham or across the County.</p> <p>More detail on the rationale for this scheme can be found on our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p>
<p>30. Questioner's name: Stella Hobley</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Is the permit parking scheme actually live or not?</p> <p>It's not clear. Some people have been paying monthly or have paid for 12 months as of 4 Sept or 18 September but a notice was slapped in a car this last week saying the scheme is live on 1 November.</p> <p>When is /was the real start date? You need to tell us formally not just through the odd random parking notice.</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to the local member and all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here: https://www.goucestershire.gov.uk/goucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>The zone will be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month-by-month permit payments and visitor vouchers they have used before December 2023.</p>

	Some roads are already being enforced. You can find out which on the above link.
31. Questioner's name: Stella Hobley	Respondent's name: Cllr Mark Hawthorne
I would like to request that someone from the Highways department comes to Hewlett Road to see the ridiculous, even dangerous, double bays you have marked out between Eldon Road and Jersey Avenue. There was a collision here last week and it's highly likely there will be more - perhaps even a fatality.	A full road safety audit has taken place and since implementing the scheme safety engineers have continued to monitor the changes and found the road layout to be compliant with highway design regulations. We will continue to monitor the site and take any residents' concerns into consideration as part of our review of the scheme next year.
32. Questioner's name: Jane Witek	Respondent's name: Cllr Mark Hawthorne
If the main purpose of the scheme is prevent commuters parking all day in Zone 15, why is it necessary to have the parking scheme enforceable on Saturday and Sunday & until 8pm in the evening? The weekend and evening enforcement of the scheme causes difficulties for family and friends to park.	<p>There continues to be parking demand on a Saturday and Sunday for the town centre not least from commuters who work in hospitality or retail, but also patrons visiting shops and restaurants. therefore not including these days and the later hours would have created parking challenges for local residents at a time when residents are more likely to be at home. The inclusion of 2 and 4 hour free parking bays across the zone is designed to support residents and their visitors and if all day, or all weekend, parking is needed then we have also set the visitor voucher policy to only require 1 visitor voucher to be used to cover both days of the weekend.</p> <p>However the Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the</p>

	<p>operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area. And we will be reviewing our policy on the 50-visitor permit cap for households in advance of the main review.</p> <p>More detail on the rationale for this scheme can be found on our website: Cheltenham Parking Zone 15 Highways (gloucestershire.gov.uk)</p>
<p>33. Questioner's name: Jane Witek</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>We purchased a annual permit at the beginning of September, but have just been made aware the scheme is not enforceable until 1 November. Why is this and do we get a refund for the wasted 2 months paid for?</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to the local member and all residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here: https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>The zone will be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month-by-month permit payments and visitor vouchers they have used before December 2023.</p>
<p>34. Questioner's name: Jane Witek</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>why is there a sign at the junction of Eldon Road and Hewlett Road saying 'permit parking ends' when Zone 15 clearly continues in Hewlett Road? Very confusing, asked a traffic warden and she didn't know why!</p>	<p>I'm sorry for any confusion that this may be causing, but unfortunately this is a technical detail required by national parking sign regulations.</p>

	<p>You are correct that both Eldon Road and Hewlett Road are in Zone 15. Eldon Road is a PPA (Permitted Parking Area) and as such the regulations require signs to tell motorists when they are entering or leaving the PPA.</p> <p>The parking bays on Hewlett Road are not in a PPA so they are individually signed.</p> <p>We recognise that the national guidance is not always as user friendly as it might be, hence I have asked that staff consider creating a FAQ for our web-pages to explain this situation and I'm happy to arrange for one of the staff to contact you if you feel this would be helpful.</p>
<p>35. Questioner's name: Jane Witek</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Road. When speaking to a Road Safety Inspector from GCC, who was carrying out a site inspection, he agreed the junction was not safe and would be recommending the removal/repositioning of the second bay in Hewlett Road. Why hasn't this happened?</p>	<p>It is not clear who you may have spoken to however, a full road safety audit has taken place and since implementing the scheme safety engineers have continued to monitor the changes and found the road layout to be compliant with highway design regulations. We will continue to monitor the site and take any residents' concerns into consideration as part of our review of the scheme next year.</p>
<p>36. Questioner's name: Jane Witek</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>we have lived in Eldon Road for 40 years and there has never been a parking problem. The inclusion of Eldon Road in Zone 15 has created a parking problem which didn't previously exist. Why therefore is it necessary to include Eldon Road which is a 1930's very well established road into a parking zone whose aim seems to be to provide on street parking for residents who live in terraced properties with no off street parking?</p>	<p>We've heard from residents for many years that a number of roads were suffering from parking challenges. Only bringing in a scheme for these roads would simply have moved the problem to the neighbouring or adjacent roads such as Eldon Rd. Hence the size of the zone was considered to take account of any displaced parking and very detailed consultation was undertaken with individual roads before deciding on whether that road should be included or not.</p>

	<p>The Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions (vouchers, permits mix of bays) are appropriate for the needs of the area.</p> <p>More detail on the rationale for this scheme can be found on our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p>
<p>37. Questioner's name: Katie Davis</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>If the scheme is also aimed at reducing cars on the road (despite residents already owning vehicles) and sustainability:</p> <ul style="list-style-type: none"> - Why aren't there any EV charge points? - Why don't pedestrians even have suitable and safe crossings? For example the London Road X Old Bath Road intersections. Or London Road X St James Street - Where are the local initiatives to scrap your car? Or other suggestions and solutions if you didn't drive - Why aren't you making the links to Cheltenham train station more accessible? - If visitors to the area by car / traffic are truly the problem. Why has this become a cost to residents? 	<p>We are committed to supporting residents with responding to climate change and are currently installing the first phase of 1000 on street EV chargers at over 30 locations across the county, including in Cheltenham.</p> <p>The priority for government and council investment is locations where most residents lack private off-road parking/charging. We considered installing charge points at the same time however due to the complexity of the work and importance of aligning both projects this was not possible.</p> <p>We are still keen to hear from residents about specific locations for our next phase of the roll out so please contact us with your suggestions using the email address below: electricvehicles@goucestershire.gov.uk</p>

	<p>We also continue to invest heavily in transport provision within Cheltenham and across the County, supporting local buses, a new transport hub and expanded park and ride at Arle Court and extensive facilities to help people cycle or walk, including major investment in the cycle spine and improved access to Cheltenham station.</p> <p>In addition all of the oncome derived through the operation of the zone and from any on-street paid for parking is required to be reinvested in either the scheme itself or in transport improvement projects within Cheltenham or across the County and this will help to support our ongoing investment in reducing accidents across our network and improving things like crossing points.</p>
<p>38. Questioner's name: Katie Davis</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>If the zone truly does benefit the residents. Why can't parking be free before 9am and after 5pm for residents + free all weekend. But then a paid for scheme for visitors?</p>	<p>We consulted residents extensively when determining the boundaries and operating hours of the scheme. In designing the scheme we were mindful of our adopted policy on residents parking and the interaction with neighbouring zones in Fairview, St Lukes and Pittville. About half of the residents in Zone 15 live on streets which were already part of a residents parking zone that operated from 8am to 8pm on weekdays and at weekends.</p> <p>There continues to be parking demand on a Saturday and Sunday for the town centre not least from those working in hospitality or retail, but also the patrons visiting shops and restaurants. therefore not including these days and the later hours would have created parking challenges for local residents at a time when residents are more likely to be at</p>

	<p>home. The inclusion of 2 and 4 hour free parking bays across the zone is designed to support residents and their visitors and if all day, or all weekend, parking is needed then we have also set the visitor voucher policy to only require 1 visitor voucher to be used to cover both days of the weekend.</p> <p>It is the council's policy to apply a charge for residents permits, business permits and visitors vouchers. This reflects the significant financial outlay required to implement, maintain and enforce such zones and that the schemes primarily benefit local residents. This is no different to the policies of most other councils with resident parking zones.</p> <p>The Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including charges (vouchers, permits mix of bays) are appropriate for the needs of the area.</p> <p>More detail on the rationale for this scheme can be found on our website: Cheltenham Parking Zone 15 Highways (gloucestershire.gov.uk)</p>
<p>29. Questioner's name: Katie Davis</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>If zone 15 truly benefitted residents due to people who work or shop in Cheltenham 'taking up spaces'. Why do residents have to pay for permits or not have at least one free? Given the issue in hand is 'visitors' and not residents of the zone.</p>	<p>Resident permit schemes cost significant sums to implement, maintain and enforce.</p>

	Our policy is to charge a fee for residents parking permits to offset these costs. This is no different to most other councils' policies.
40. Questioner's name: Katie Davis	Respondent's name: Cllr Mark Hawthorne
<p>If the issue in hand is people parking for work who don't live in zone 15:</p> <p>Why are the permit hours 8am-8pm Monday-Saturday when working office hours are Monday-Friday 9am-5pm?</p> <p>And do you actually have parking attendants patrolling between 5-8pm to moderate this?</p>	<p>There continues to be parking demand on a Saturday and Sunday for the town centre and other local facilities not least from those working in hospitality or retail, but also the patrons visiting shops and restaurants and therefore not including these day or covering later hours would have created parking challenges for local residents at a time when residents are more likely to be at home.</p> <p>Our parking attendants do enforce outside of 'normal' working hours and given that many restrictions operate at any time, our parking enforcement can operate 24 hours per day.</p> <p>The Council are committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including (vouchers, permits mix of bays) are appropriate for the needs of the area.</p>
41. Questioner's name: Katie Davis	Respondent's name: Cllr Mark Hawthorne
Can you make your evidence publicly available that shows the strain on parking elsewhere in Cheltenham as well as the benefit to residents in zone 15?	There has been considerable discussion regarding the original proposals for the zone and the rationale for its need. This is specifically covered in the extensive TRO report that has been published for the

	<p>zone and the corresponding decisions to progress with the TRO and implement the zone.</p> <p>More detail can be provided from our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p>
42. Questioner's name: Katie Davis	Respondent's name: Cllr Mark Hawthorne
<p>I'm due to move house and unsure when, but I certainly won't need a years' worth of two permits when we move. Why is it not refundable and how do you justify that?</p>	<p>All resident permits can be purchased on a rolling monthly basis and there is no cost penalty for doing this compared with purchasing annual permits.</p> <p>This information is published on our website and MiPermit pages. https://secure.mipermit.com/goucestershire/Application/home.aspx</p> <p>Given the flexibility for month by month purchases, we haven't operated a system of refunds for returned permits as yet, however this is something that I have asked the team to consider. It may be helpful to contact the team at the time when you have your moving dates agreed to see if they can help.</p>
43. Questioner's name: Katie Davis	Respondent's name: Cllr Mark Hawthorne
<p>What is the justification and rational for Upper Park Street to be within the zone, but not Strickland Road?</p>	<p>At the initial consultation stage the council asked local residents, businesses and councillors to help define the extents of the proposed zone. We received feedback from residents of several streets, including Upper Park Street, who asked to be included in the zone.</p>

	<p>To reach a wider audience we published information about Zone 15 consultations online, promoted these in local media and advertised details with notices on lamp columns in the area.</p> <p>There has been considerable discussion regarding the original proposals for the zone, the extent of the those and those roads that should be included or not.</p> <p>More detail can be provided from our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p> <p>However the Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including (vouchers, permits mix of bays) are appropriate for the needs of the area.</p>
<p>44. Questioner's name: Ian Weaving</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Why are we still being forced into a scheme that many residents did not want, the government and Mark Harper have all changed direction regarding the war on the motorists, so why have GCC not followed this advice?</p>	<p>There has been considerable discussion regarding the original proposals for the zone and the rationale for why a zone was needed and supported by the community. In affect by managing the parking in the area the zone does have a positive impact on residents' access to their vehicles and being able to find parking closer to their homes. For many residents, this is therefore contrary to your perspective.</p> <p>The zone is however consistent with Central Government policy.</p>

More detail can be provided from our website:

[Cheltenham Parking Zone 15 | Highways \(goucestershire.gov.uk\)](https://www.goucestershire.gov.uk/cheltenham-parking-zone-15-highways)

The Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including (vouchers, permits mix of bays) are appropriate for the needs of the area.

45. Questioner's name: Ian Weaving

Respondent's name: Cllr Mark Hawthorne

Workers in zone15 are already looking for new jobs, unable to park locally and just cannot afford to pay £12 a day to the park in council car parks. Public transport does not work for everyone at this present time with staff working long hours. Why has no provision been made for workers e.g. a free permit?

Off-street car parks, the responsibility of Cheltenham Borough Council, are available throughout Cheltenham and the zone itself has provision for business permits and considerable short term parking bays set aside for residents and business users alike. We also continue to invest heavily in transport provision within Cheltenham and across the County, supporting local buses, a new transport hub and expanded park and ride at Arle Court and extensive facilities to help people cycle or walk. In addition all of the oncome derived through the operation of the zone and from any on-street paid for parking is required to be reinvested in either the scheme itself or in transport improvement projects within Cheltenham or across the County.

And of course individual businesses are also able to support their own employees travel if they feel that this is appropriate.

	<p>However the Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and businesses and the operational provisions (cost, vouchers, permits, mix of bays) are appropriate for the needs of the area.</p> <p>There has been considerable discussion regarding the original proposals for the zone and the rationale for why a zone was needed and supported by the community – and a key aspect of this was the impact of commuter parking on the local area, which would clearly be undermined if we offered a free permit for workers.</p> <p>More detail can be provided from our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p>
46. Questioner's name: Ian Weaving	Respondent's name: Cllr Mark Hawthorne
<p>Why are the restrictions in Zone 15 so harsh compared to other zones? The restrictions in Zone 15 are 8am to 8pm 7 days a week (including a Sunday!), not needed and not wanted.</p>	<p>There continues to be parking demand on a Saturday and Sunday for the town centre and other local facilities not least from those working in hospitality or retail, but also the patrons visiting shops and restaurants and therefore not including these day or covering later hours would have created parking challenges for local residents at a time when residents are more likely to be at home.</p> <p>The Council are committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure</p>

	<p>that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including (vouchers, permits mix of bays) are appropriate for the needs of the area.</p> <p>More detail can be provided from our website: Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p>
<p>47. Questioner's name: Ian Weaving</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>What are GCC doing to support those with disabilities? We have several members in our Facebook (residents against Zone 15) group that have disabilities, during the consultation process they shared their concerns and have now found it harder to park.</p>	<p>In areas without resident parking schemes there is greater competition to find parking space on street. This disadvantages people with disabilities, those who are frail and young families, if they cannot park close to home.</p> <p>By implementing Resident Parking residents in the zone 15 now have priority and should find it easier to park. This includes residents with disabilities who purchase a permit. Any visitors with a Blue Badge can also park in the zone for free up to the time limits.</p> <p>We have not removed advisory disabled parking bays which are often installed outside or very close to someone's home. These remain an option for residents with qualifying disabilities.</p> <p>More information about how the council supports people with disabilities with parking can be found in the parking pages on our web site and in the Zone 15 page under the FAQs.</p> <p>Cheltenham Parking Zone 15 Highways (goucestershire.gov.uk)</p>

48. Questioner's name: Paul Wolfe	Respondent's name: Cllr Mark Hawthorne
<p>All houses on London Road that back on to Upper Park Street - that's approximately 102 to 130 are excluded from the scheme. That means no permits, no visitor permits. No consultation has been done with anyone on London Road (I've asked 10 of the residents within those addresses informally...no-one has seen anything.)</p>	<p>As part of our initial consultation we asked local people to help define the boundary of the scheme, using media, notices on street and letters to residents. We wrote to over 5,000 properties West of Hales Road. The proposals and consultation about the zone has been extremely well publicised and covered in local media and residents from streets outside of the area did engage in the consultation and we included roads such as Upper Park Street as a result of this.</p> <p>We have previously committed to a review of the scheme in 2024. This may be an opportunity to consider whether London Road properties should be included within the zone.</p>
49. Questioner's name: Paul Wolfe	Respondent's name: Cllr Mark Hawthorne
<p>Some of the folks affected by this are elderly and either have people who come in to help or people who come in to visit. Sometimes the 2 hour window for the visitor bays will be Ok. Many times it will not be. What should these people do?</p>	<p>Older visitors to London Road properties (whose residents live just outside the boundary of zone 15 and who cannot purchase visitor vouchers) can park for longer in other streets that still have unrestricted parking.</p> <p>Of course, visitor vouchers are available to purchase and we also offer free Carers Permits to support those adults receiving domiciliary care.</p> <p>This part of London Rd is also well served by several local bus services (P/Q, B, 51) which provide regular transport links for visitors from other parts of the town including the town centre and Charlton Kings.</p>
50. Questioner's name: Paul Wolfe	Respondent's name: Cllr Mark Hawthorne
<p>The signage is poor. There are a slew of garages and the like that back onto Upper Park Street....a sign has been placed on a</p>	

<p>lampost outside the garage of 122/124 London Road that some people will interpret as meaning if they have a permit they can park outside of those garage exits. Which of course is in contravention of the Highways Act and will mean the blocked in residents have to call the local Police number. Is that really what you intend?</p>	<p>Residents should be aware that parking across the front of a private access or private garage that they would be creating an obstruction, not least because many garages have stickers/notices to say 'no parking'.</p> <p>Now that this road is part of a Permitted Parking Area (PPA) the council's enforcement officers can enforce against this proactively rather than relying on the police who have other priorities.</p>
<p>51. Questioner's name: Paul Wolfe</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>One of the residents of Upper Park Street canvassed as many residents as she could to find out if they wanted the scheme. Over 80% said no. Yet still the scheme has been forced on Upper Park Street....again, the lack of consultation is staggering.</p>	<p>We are aware of information circulating on social media about this.</p> <p>Unfortunately a number of the points made were factually incorrect so we have updated the information on our Zone 15 parking web pages and FAQs to explain more about the extensive consultation that took place and the feedback that was received from local residents before the decision was taken to include Upper Park Street in the new Zone.</p> <p>More detail can be provided from our website: Cheltenham Parking Zone 15 Highways (gloucestershire.gov.uk)</p> <p>The Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including (vouchers, permits mix of bays) are appropriate for the needs of the area.</p>
<p>52. Questioner's name: Paul Wolfe</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>

<p>The sign at the bottom of Upper Park Street saying that the street is subject to permit parking is placed in a hedge and will easily be missed.</p>	<p>Thank you for raising this issue with us. We are working with our contractors to resolve such snagging issues and have asked them to double check this location. We apologise for the inconvenience caused.</p>
<p>53. Questioner's name: Paul Wolfe</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>For London Road residents if we can't get permits for Upper Park Street then please make the 9 or 10 spaces on our side of the London Road permits and only for London Road. Otherwise you are forcing a number of us to park in Strickland Street or other adjacent roads not affected by the scheme....and thereby just moving any perceived parking problem elsewhere. Btw...there is not really an issue in Upper Park Street....please walk down. it during the day and see the number of free spaces. Which hasn't changed since say July or June.</p>	<p>Any new parking zone or change to a zone boundary would require a Traffic Regulation Order to be made and further consultation with the local community.</p> <p>London Road performs an important function as part of our main road network so any plans to further increase the level of on-street parking taking place in this area could have road safety and traffic flow implications. We do recognise that residents who live on some of our busy A roads are sometimes required to make some compromises with regard to how easy it is for them to park adjacent to their properties.</p> <p>The Council are also committed to reviewing the operation of the new areas once these have settled in and this will be scheduled for Autumn next year. This is good practice for any new zone but will also help to ensure that the inclusion of any roads, the days and hours of operation of the zone, its benefit or impact on residents and the operational provisions including (vouchers, permits mix of bays) are appropriate for the needs of the area. Hence this will allow another opportunity to have your say.</p>
<p>54. Questioner's name: Karen Costantinou</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Zone 15</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to the local member and all</p>

<p>With the amount of money that has been spent (correcting shabby jobs) where are the charging points for electric cars ?</p> <p>Why haven't they been placed on random streets?</p>	<p>residents for highlighting the issues and for their patience while we resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here: https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>The council is delivering the first phase of its on-street EV charging programme rolling out over 30 sites with multiple EV charge points across the county, including sites in Cheltenham.</p> <p>We are actively inviting the public to email us with suggested locations for on-street chargers using the email address below.</p> <p>To meet government funding conditions we must be able to show that these would primarily benefit residents who do not have off street parking.</p> <p>Electricvehicles@gloucestershire.gov.uk</p>
<p>55. Questioner's name: Karen Costantinou</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Zone 15</p> <p>Who employed these reckless Contractors, they have caused us a huge amount of money than necessary to implement this ridiculous scheme.</p> <p>One example was simply to place sign poles into the ground, they had to redo them as they weren't even. Also they placing them on private grounds.</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to the local member and all residents for highlighting the issues and for their patience while we resolve them. We have formally raised these issues with our contractor.</p> <p>With any parking zone of this size and scale there are hundreds of changes that need to be implemented as part of the changes on street,</p>

alongside managing the public contact as well as the introduction of the legal orders.

The team do have a very detailed snagging list that they continue to work through with the contractors Our priority is completing the zone, however as soon as this is done the teams will be brought together for a review of the implementation process to ensure that appropriate lessons can be learnt.

COUNTY COUNCIL –November 2023
Members' Questions

1. Questioner's name: Cllr David Drew	Respondent's name: Cllr Philip Robinson
<p>Will the Cabinet Member provide the numbers of pupils from outside Gloucestershire and give their location currently attending secondary schools within the county?</p>	<p>As of 1st September 2023 707 secondary school students lived outside of the county. That figure is out of a total of 41,700 (though it varies month on month with pupil movements in and out of the county).</p> <p>The majority live in near or neighbouring local authorities (698) and a small number live further afield (9).</p> <p>The following 17 counties are represented in children's home addresses (in alphabetical order):</p> <ul style="list-style-type: none">• Bristol• Cardiff• Herefordshire• Kent• Leicestershire• Milton Keynes• Monmouthshire• North Somerset• North Yorkshire• Oxfordshire• South Gloucestershire• Surrey• Swindon• Warwickshire• West Berkshire• Wiltshire• Worcestershire

2. Questioner's name: Cllr David Drew	Respondent's name: Cllr Philip Robinson						
<p>Will the Cabinet Member provide the numbers of Gloucestershire pupils and give their location who are currently attending secondary schools outside of the county?'</p>	<p>123 children currently live in Gloucestershire and attend a school in another local authority area.</p> <p>The majority of these students have a home location of the Forest of Dean (81), the Cotswolds (29) or Tewkesbury (10), with the remaining Districts having few if any children attending an out of county school.</p> <p>The schools attended are across 7 counties, listed here in alphabetical order:</p> <ul style="list-style-type: none"> • Herefordshire • Monmouthshire • Oxfordshire • Surrey • Warwickshire • Wiltshire • Worcestershire 						
3. Questioner's name: Cllr David Drew	Respondent's name: Cllr Philip Robinson						
<p>Will the Cabinet Member provide the numbers of pupils and give their location of pupils who are currently attending Gloucestershire special schools?'</p>	<p>As of 31st October 2023, a total 1,465 students attended one of 11 state-funded special school settings.</p> <p>Students live in each of our districts as well as out of county.</p> <p>Pupils on roll at state-funded special schools in Gloucestershire (source: Capita One, 31.10.2023)</p> <table data-bbox="1081 1321 1686 1453"> <thead> <tr> <th>School</th> <th>Grand Total</th> </tr> </thead> <tbody> <tr> <td>Alderman Knight School</td> <td>254</td> </tr> <tr> <td>Battledown Centre for Children & Families</td> <td>65</td> </tr> </tbody> </table>	School	Grand Total	Alderman Knight School	254	Battledown Centre for Children & Families	65
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4. Questioner's name: Cllr David Drew	Respondent's name: Cllr Philip Robinson																																						
Will the Cabinet Member provide the numbers of Gloucestershire pupils attending special schools outside of the county and give their location?'	<p>93 pupils attend special school outside of the county.</p> <p>The schools attended are located in 12 local authority areas as listed below (in alphabetical order):</p>																																						

	<ul style="list-style-type: none"> • Birmingham • Bristol • Hampshire • Herefordshire • Monmouthshire • Oxfordshire • Shropshire • South Gloucestershire • Staffordshire • Swindon • Warwickshire • Worcestershire
5. Questioner's name: Cllr David Drew	Respondent's name: Cllr Dom Morris
When was the decision taken to completely close Junction 11A northwards for over three months taken, why weren't partial closures considered including increased night time working and what is the impact on Junctions 10 and 11 including the economic costs as a result of the full closure.	National Highways are responsible for all works and closures on the trunk road/motorway network.
6. Questioner's name: Cllr David Drew	Respondent's name: Cllr Philip Robinson
How many cases have been referred to (a) Judicial Review and (b) the Local Government Ombudsman regarding appeals for transport for SEN students for each of the last 3 years figures are available and how many of those appeals were successful?	<p>In the last three years, one case was referred for Judicial Review.</p> <p>In the last three years, two cases for transport for a student with SEN have gone to the Local Government Ombudsman. Neither was successful and no fault was found with the local authority in either case.</p>
7. Questioner's name: Cllr David Drew	Respondent's name: Cllr Philip Robinson

<p>How many children failed to be allocated (a) their second choice or (c) their third choice School at last year's secondary allocation process?</p>	<p>As at the end of the admissions round for September 2023 of a total of 7,891 children:</p> <ul style="list-style-type: none"> • 96% of children were offered a place at one of their first three secondary school preferences (N=7589). <p>To answer the specific questions:</p> <ul style="list-style-type: none"> • 434 (5.5%) children did not receive their first or second school preference. • 302 (4%) children did not receive their first, second or third school preference.
<p>8. Questioner's name: Cllr David Drew</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>What guarantees are there that parents allocated a personal budget for an SEN pupil including travel to school arrangements covers the full cost of that travel?</p>	<p>There is no guarantee that a Personal Travel Budget (PTB) will cover the full cost of the parents' choice of transport. A PTB is based on fuel costs for daily mileage to and from school/provider.</p> <p>Its purpose is not to provide full costs of other types of travel such as taxis. It does provide funding towards whatever type of travel a parent chooses with their child/young person.</p> <p>Many parents choose to drive the child themselves and the PTB can make an important contribution towards enabling this.</p> <p>For Post 16 students a PTB is offered as a contribution towards transport costs. Student may also apply for a bursary or financial support from the school/provider towards their travel to school or college costs.</p> <p>Independent travel training support is also made available by the council. This is well-utilised and supports many students to achieve more independent and active methods of travel, such as walking and public transport.</p>

9. Questioner's name: Cllr John Bloxsom	Respondent's name: Cllr David Gray
<p>Will the Cabinet Member for Highways and Flood, the Cabinet Member for Environment and Planning and the Cabinet Member for Fire, Community Safety and Libraries agree to form a Task and Finish Group with the members for the Minchinhampton, Nailsworth and Rodborough Divisions to address the death and injury to cattle on Minchinhampton and Rodborough Commons, which threatens the sustainability of grazing and the future of the protected habitat of the commons, and agree addition road safety measures including reduced speed limits?</p>	<p>As you know, we have been happy to meet with yourself and Cllr Turner as well as parish councillors to discuss this issue.</p> <p>My cabinet colleagues and I would be happy to join a Task and Finish Group with you and Cllr Turner in the hope that we can find suitable, effective, and efficient mitigations.</p>
10. Questioner's name: Cllr John Bloxsom	Respondent's name: Cllr Dom Morris
<p>On 13 September 2003 I asked when the decision would be made on the proposed parking restrictions at Ebley and was told "a final decision will be taken this month" meaning in September. It is now 8 November 2023. When in reality will this decision be made?</p>	<p>I apologise for the delay in taking this decision – it has been important that we review the issues raised here and to ensure that we do take the right decision. This has also been compounded by several vacancies in this team, which we are currently recruiting to.</p> <p>I am pleased to confirm that the decision to make the Order as originally advertised has recently been taken by the senior officer after weighing up all the evidence, the views of objectors and supporters, and feedback from discussions with yourself and the Local Highways Manager.</p> <p>The next steps will be for the TRO Manager to get the legal documentation in place and arrange for the works to be implemented on the ground. Should there be no issues with the approval of the legal documentation and noting that site works are also weather dependent, we would anticipate that the restrictions would come into force in spring 2024.</p>

<p>11. Questioner's name: Cllr John Bloxsom</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Local Transport Plan Policy PD 4.5 states that GCC will implement On Street Car Parking by steps that include "Establish informal parking board meetings with District Councils on a project-by-project basis". In respect of the parking reviews in Cheltenham, Gloucester and Stroud currently listed on the GCC website, can the Cabinet Member state who have been the participants in such meetings and make the minutes thereof available?</p>	<p>In all three parking reviews the county council's parking team has engaged with local members (county, district / city, town) and other local stakeholders. As these are informal groups there are no formal minutes. However, when a TRO decision is taken papers are published on the county council's website for transparency. These provide a public record of the process and include information about who has provided input, what feedback they have given and how their comments have been considered in coming to a final decision.</p>
<p>12. Questioner's name: Cllr Chris McFarling</p>	<p>Respondent's name: Cllr David Gray</p>
<p>As extreme weather events become more severe and frequent, we all understand how decarbonising energy has become critical in reducing our impact on the climate. In 2019, the Gloucestershire Sustainable Energy Strategy was published.</p> <p>a) Would Councillor Gray please provide us with an update outlining the progress that has been made toward the six strategic energy ambitions for Gloucestershire?</p> <p>b) Does he think we should reinvigorate the road map?</p> <p>c) Could he please remind us who is now responsible for delivering the strategy?</p>	<p>a) Progress has been made in building capacity and creating pathways to deliver the ambitions. Further work is ongoing that will result in significant impact 'on the ground'.</p> <p>Commitment to reduce emissions – commitments cross-county are in line with the targets set i.e., Statement of Shared Intent to decarbonise transport – 80% by 2030 and net zero by 2050. All districts are committed to net zero by 2045.</p> <p>Increasing renewable electricity generation- Still in the process of building capacity to enact generation. The Climate Leadership Gloucestershire (CLG) energy theme is aiming to take forward a number of activities including:</p> <ul style="list-style-type: none"> - Energy baselining project which would complete the initial 3 stages of the Local Area Energy Planning (LEAP) process across the county. This would see modelling of renewable generation scenarios across the county and increase collaboration with National Grid to plan for such generation.

- Community Energy support project to expand community energy projects supported and developed with the South West Net Zero Hub (SWNZH) and Community Energy South.
- Some districts are partnering with MakeMyHouseGreen solar PV installer and recommending to/referring residents.

Improving building energy performance-

Progress is being made in this area across:

Social housing – utilising the Social Housing Decarbonisation Fund consortium bids encompasses Cheltenham Borough Homes, Two Rivers Housing and Gloucester City Homes.

Warm and Well service provided by Severn Wye Energy Agency continues to assist those in fuel poverty with energy efficiency measures/retrofit funding, measures and advice.

CLG now working to stimulate both demand and supply to resource those able to pay for retrofit.

Work continues to grow and stimulate the supply of the workforce and skills needed to improve energy efficiency.

A bid for an LA-backed Green Economy supplier platform will also look to increase the visibility and confidence in suppliers able to carry our energy efficiency improvements.

Decarbonising heat-

Work on the ‘Retrofit Centre’ and stimulation of supply market outlined above should assist with heat pump proliferation.

The feasibility of District Heat Networks is being explored specifically within Cheltenham, Gloucester, and Stroud. Some early exploration on the feasibility of green hydrogen microgrids is being explored.

Shifting to electric vehicles-

This is a key aim of the Transport Decarbonisation Statement of Shared Intent, and included within the statement annex, agreed by all councils and CLG in October 23. GCC colleagues leading on the Statement will now convene cross-county policy sprint groups to determine actions to encourage this modal shift.

	<p>Further exploration planned to shift LA’s own fleets, particularly waste HGVs; this being a key aim of the CLG waste theme. Roll- out of the GCC plan to install 1,000 EV chargers has begun. Securing zero carbon new development CLG monitoring and supporting work LPAs are doing to ensure this goal, i.e., Cotswold DC’s work to update Design Code to ensure zero carbon development. CLG assisting Cheltenham/Gloucester/Tewkesbury in development and review of the Shared Local Plan to instil this goal. Further work to be done to provide a shared planning resource for all LPAs to draw from to enable zero carbon development and create the planning framework needed to achieve wider goals of decarbonising heat, local renewable generation.</p> <p>b) Any revisions of the road map would need to be considered alongside the collective work of the public sector through Climate Leadership Gloucestershire and the new Economic Strategy for the county.</p> <p>c) Climate leadership Gloucestershire.</p>
<p>13. Questioner’s name: Cllr Chris McFarling</p>	<p>Respondent’s name: Cllr David Gray</p>
<p>Although we must continue to reduce our carbon footprint, we recognise that we will increasingly need to adapt to the impact of extreme weather events.</p> <p>a) Does Councillor Gray accept that we need to adapt our existing public buildings to the stresses of increased flooding, heat, and violent storms for the safety of Gloucestershire communities now and in the future?</p>	<p>a) We are already reviewing our corporate building stock in terms of suitability for the future and that includes their ability to deal with the impact of climate change. Inevitably this includes a judgement on cost benefit analysis i.e., the cost of any works verses the likelihood of occurrence. The recent refurbishment of Shire Hall is a good case in point where wherever it was practicable and within the rules for listed buildings more resilient and better insulated materials were used.</p>

<p>b) Accepting that new policies will be needed to help future proof new buildings from extreme weather, would the cabinet member be willing to find ways to develop some sort of template or guidance upon which the stress testing of existing public assets, for example our schools, could be carried out?</p>	<p>b) New buildings are covered by national building regulations which factor in climate change within their requirements, along with guidance from the Environment Agency on flood risk etc. As mentioned above we already review our existing building in terms of their ability to deal with future climate change. Existing schools are more of a challenge where they are academies, and the Council has minimal control. However where academies buy back services from GCC then we would always provide advice mindful of future climate change.</p>
<p>14. Questioner's name: Cllr Chris McFarling</p>	<p>Respondent's name: Cllr David Gray</p>
<p>As a Gloucestershire Wildlife Trust member, I recently received a leaflet on the A417 missing link scheme inserted into their newsletter. In it they state that having <i>“consistently raised concerns about the overall biodiversity net loss that the scheme will cause”</i>...and that... <i>“Unless changes are made to the design during the construction phase, we believe that the scheme could have significant adverse impact on wildlife in the landscape.”</i></p> <p>Does the cabinet member consider this to be a missed opportunity, or that there is still time at this late stage in this road building scheme to <i>“demonstrate how necessary infrastructure work can still deliver for wildlife”</i>?</p>	<p>The A417 Missing Link scheme is promoted and delivered by National Highways.</p> <p>As a landscape-led scheme, National Highways have worked closely with stakeholders including the Gloucestershire Wildlife Trust to maximise environmental benefits, create new habitats and habitat connections for wildlife and improve biodiversity in the area.</p> <p>National Highways have always stated whilst it's not a requirement for this scheme to achieve biodiversity net gain, they are doing all they can to achieve this. As part of the scheme they are planting new woodland, grassland, trees and hedgerows to help preserve and create additional habitats that are in keeping with the Cotswolds Area of Outstanding Natural Beauty, as well as exploring other opportunities for improving biodiversity in the local area, with organisations such as Natural England, Gloucestershire Wildlife Trust and the National Trust.</p>
<p>15. Questioner's name: Cllr Chris McFarling</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>The recent report by the Joseph Rowntree Foundation on continued rising destitution levels in the UK, makes for shocking reading, highlighting a situation that I feel is morally wrong.</p>	<p>Gloucestershire County Council is committed to working alongside partners to prevent destitution and homelessness. Pathways vary and</p>

One of the Foundation's four key welfare reform recommendations, states that we need to:

Enable everyone in our communities to access help in an emergency whether they have 'no recourse to public funds' or not – and resource local authorities to meet this additional need. Local authorities, charities, independent funders and housing providers should also work together to prevent destitution and homelessness for people with restricted entitlement.

a) Could the Leader suggest how we could best work together and play our part in piloting welfare reform schemes that help prevent destitution and homelessness in Gloucestershire?

b) Accepting the widely used definition of destitution as meaning the inability to afford the absolute basics required to maintain a healthy life: food, shelter and warmth, could the Leader please suggest how many residents in Gloucestershire we are now counting amongst the destitute and in urgent need of help?

are linked to whether an individual or household has recourse to public funds.

a) Gloucestershire County Council participate in and support at all levels of the countywide Strategic Housing Partnership (including homelessness and rough sleeping) and the Strategic Migration Partnership (part of the purpose of which is to promote the welfare and living standards of refugees and asylum seekers in the county). Colleagues in the partnerships are aware of and support the promotion of the schemes detailed below.

The County Council commissions 2 large community-based support (CBS) services which support approximately 3000 residents per year on a 1-1 basis and approximately 3000 more through drop ins. These services support individuals and households through financial difficulties including homelessness, rent arrears and other debts. They work to maximise income and provide holistic, short-term strength-based support to allow individuals to live independent, happier, and healthier lives. GCC also commission accommodation-based support services for some of our county's individuals with complex lives and are successful at supporting them towards independent living.

As part of our statutory duty, Adult and Children's social care will assess need for adults and families who self-refer for support, or where a contact has come in for an adult or family. Often this is requesting housing or financial support. Both Adults Social Care and Children's Social Care will, if the need warrants, assess under the Care Act or Section 17 and make a decision on what support the local authority will provide. As part of this, social care will undertake a destitution assessment to support future planning and support the families/adults most in need. Where families/adults are deemed to require accommodation and/or financial assistance from the local authority, we will, in tandem, work with the families/adults to support them with regularising their immigration status. Throughout all of this, social care will work with immigration advisors, our inhouse NRPF

team and housing authorities as well as signposting for other support such as CBS and charities.

Adult social care operates 6 drop-in centres across the County, in every locality. They are based in libraries (Cheltenham/Gloucester/Stroud/Tewksbury/Cinderford/Cirencester). Staffed by our Enablement team, they provide advice and guidance to anyone who may need some assistance. This will often take the form of signposting to other agencies but can also include assisting individuals at times of hardship alongside support with debt and housing issues. An example of this support could be the issuing of vouchers for use in local food banks.

The Council also administers the Household Support Fund (HSF) and the Welfare Support Fund (WSS). The HSF is intended to alleviate hardship and support those most in need that have been affected by the significant rise in the cost of living (between 01/04/23 and 31/03/24). It is to meet immediate needs and support those struggling to afford food, energy, water, and utility related essential expenses. The HSF is not ringfenced to a particular group. The WSS provides practical support to eligible adults and families for food, gas/electricity top ups and household items such as furniture including white goods/appliances and furniture. Auriga Services Ltd administers the delivery of the Gloucestershire Welfare Support Scheme.

Gloucestershire County Council's 2022-26 strategy outlines an ambition to 'level up' Gloucestershire communities. The Levelling Up Together grant scheme was launched in Autumn 2022 and the purpose of the £1.5million fund was to invest in projects and activities which benefit residents living within the areas in Gloucestershire falling into the top 10% 'most deprived' nationally (according to the Index of Multiple Deprivation, 2019). The next phase of levelling up has focused on investing into issues which are not necessarily geographically based such as the cost of living. This will see additional investment of just under £100,000 into the two local Citizen Advice Bureaus, to enable them to increase their capacity to support

	<p>residents impacted by the cost of living across the county. For more information on 'Levelling Up Together' please visit [http://Levelling up together Gloucestershire County Council]</p> <p>b) The District Councils are the housing authorities in the county and will be able to provide numbers of homeless and rough sleepers within their area. The most recent official statistics can be found here: https://www.gov.uk/government/statistics/statutory-homelessness-in-england-financial-year-2021-22</p>
16. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Dom Morris
Could you confirm how many first and second car residents parking permits are currently active across the county?	As of 31 st October 2023 there were 7,544 first residents permits active and 2,106 second residents permits active. This gives a total of 9,650 active residents permits in the county.
17. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Dom Morris
What is the expected annual income the county council will receive in 2023/24 from the issuing of residents parking permits in all zones in the county?	We do not forecast this income however gross income last year from permits was £603,497.
18. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Dom Morris
How many penalty charge notices (PCNs) for contravening the traffic regulation orders have been issued in Kingsholm & Wotton zones H and J, during the month of September 2023?	369 PCNs were issued in zones H and J in September.
19. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr David Gray
<p>Five trees were felled on Lansdown Road in my division in September, without warning to me as the local county councillor.</p> <p>Can you confirm the following for each tree?</p> <ul style="list-style-type: none"> The precise location on your mapping system 	<p>Highway trees which cannot be pruned or maintained in order to retain them do sometimes need to be removed as they can pose a safety risk. The trees referred:</p> <p>Tree 1 Cherry (Prunus species), outside number 66, felled due to bark wound and dying crown.</p>

<ul style="list-style-type: none"> • Its species • The reason for felling • When the stump will be ground out • When and what species will be planted as a replacement 	<p>Tree 2 Cherry (Prunus species), outside number 62, felled due to being dead.</p> <p>Tree 3 Cherry (Prunus species), outside number 56, felled due to being dead.</p> <p>Tree 4 Cherry (Prunus species), outside number 52, felled due to dieback in crown and poor form.</p> <p>Tree 5 Cherry (Prunus species), outside number 36, felled due to dieback in crown.</p> <p>Our Term Maintenance contractor is currently refusing to Ground out stumps due to safety concerns over the proximity of Utility apparatus. We are actively seeking an alternative contractor to undertake the work.</p> <p>Replacement trees will be planted between now and March 2024 and species will be chosen from the approved list of trees suitable for the location.</p>
<p>20. Questioner's name: Cllr Jeremy Hilton</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>When does the cabinet member expect his government to formally respond to the consultation on the White Paper - Reforming Our Fire and Rescue Service?</p>	<p>On the 1st November 2023 at the His Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) Chiefs and Chairs event, The Rt Hon Chris Philp MP Minister of State (Minister for Crime, Policing and Fire), stated that he expected the government to formally respond to the consultation on the White Paper "Reforming our Fire and Rescue Service" prior to Christmas 2023.</p>
<p>21. Questioner's name: Cllr Chloe Turner</p>	<p>Respondent's name: Cllr Lynden Stowe</p>
<p>A report was brought to the Environment Scrutiny Committee on 6th September which set out the four options being considered for the installation of solar PV on the county's maintained schools. Has one of these options now been</p>	<p>We are continuing to explore all the options presented, as the pros and cons of each are completely different. For example, factors such as the legal status of the property portfolio form part of this process. What would work for council owned properties may not work for a leased in / out property.</p>

selected, and what progress has been made in relation to that proposal?	
22. Questioner's name: Cllr Chloe Turner	Respondent's name: Cllr David Gray
A report was brought to the Environment Scrutiny Committee on 12th July which set out the proposed Phase 1 EV chargepoint locations across the county. As was discussed at the time and since, there was a notable absence of any Stroud District locations, and we were assured that further work was ongoing to identify suitable sites across the district. Has there been any progress on this front? If not, are you able to explain the barriers, as it is proving extremely difficult to explain to residents how no viable sites have been identified across our 460km2 district?	There is work ongoing to identify and ensure that locations in Stroud District are included in the next phase of EV ChargePoint deployment. We are also looking at the possibility of adding at least one Stroud District EV ChargePoint into phase 1 and once confirmed it will be communicated.
23. Questioner's name: Cllr Chloe Turner	Respondent's name: Cllr Philip Robinson
Will GCC be putting in a bid to the ZEBRA2 electric bus scheme?	<p>Yes, we intend to submit a bid but any bid will require the necessary support from the relevant bus company.</p> <p>Initial positive discussions have been held with three operators who wish to be part of this bid (Stagecoach, Pulhams, and Lydney dial-a-ride)</p> <p>An expression of interest has already been submitted.</p> <p>Once agreement is reached with one or more bus companies then the full bid will be made in December.</p>
24. Questioner's name: Cllr Cate Cody	Respondent's name: Cllr David Gray
Currently, the A417 missing link is set to adversely impact the SSSI sites at Crickley Hill and Barrow Wake. Overall, the present scheme will be delivering a biodiversity net loss; Biodiversity Net Gain (BNG) will soon be a legal requirement	The A417 Missing Link scheme is promoted and delivered by National Highways.

<p>for schemes such as this. Despite in-depth consultation with wildlife groups and experts, why have Highways failed to factor this in properly? Secondly, design changes could still be made to protect the vital wildlife at these sites and beyond, please could this be addressed with urgency?</p>	<p>As a landscape-led scheme, National Highways have worked closely with stakeholders including the Gloucestershire Wildlife Trust to maximise environmental benefits, create new habitats and habitat connections for wildlife and improve biodiversity in the area.</p> <p>National Highways have always stated whilst it's not a requirement for this scheme to achieve biodiversity net gain, they are doing all they can to achieve this. As part of the scheme they are planting new woodland, grassland, trees and hedgerows to help preserve and create additional habitats that are in keeping with the Cotswolds Area of Outstanding Natural Beauty, as well as exploring other opportunities for improving biodiversity in the local area, with organisations such as Natural England, Gloucestershire Wildlife Trust and the National Trust.</p>
<p>25. Questioner's name: Cllr Paul Hodgkinson</p>	<p>Respondent's name: Cllr Lynden Stowe</p>
<p>Issues with IT within the Council have been ongoing for the last few years. We have been repeatedly told that things will improve. Despite the friendly and supportive approach of IT staff who are very helpful, the IT infrastructure is not reliable. Recently there have been two issues in the space of three weeks where iPads couldn't be used to access email for up to 48 hours each. Staff have also told me of repeated issues with remote access. When will we have an IT system that is reliable and efficient?</p>	<p>Recent investment in our ICT infrastructure has resulted in improved stability and reliability. Much of the remediation work is complete and users are telling us that their day-to-day experience of GCC ICT is more consistent. However, all ICT requires development and investment to ensure that it stays up to date and reliable so our focus on improvement continues.</p> <p>The ICT service is aware of one incident in October where Members could not access email on Outlook on their iPads. The benefit of our new set up is that there were multiple other routes to access email during that period including via office.com, work and personal mobile phones. ICT staff are working with Members and staff to ensure that they understand the different ways to use the council's new technology and therefore benefit from the improvements.</p>
<p>26. Questioner's name: Cllr Paul Hodgkinson</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Having visible white and yellow lining along with clear road markings are essential for road safety and to stop cars</p>	<p>We do have a programme of adhoc replacement of minor sections of road markings that have become worn or missing and the team are</p>

<p>parking in areas they shouldn't be. In the last 18 months I have seen a lack of action on addressing the many invisible or fading lines on roads in Gloucestershire. In my own area the community in Bourton has been waiting for 18 months for extra road markings to be installed on Moore Road to promote road safety. In Northleach cars are routinely parking in places which should have double yellow lines but which have completely disappeared now. I have been told there is a backlog of work due to 'the weather' but surely waiting 18 months and counting can't be acceptable for what should be a simple job?</p>	<p>aware of both the sites at Bourton on the Water and Northleach that you refer to. All of our lining programmes are subject to wet weather delays and this has been a particularly challenging summer and autumn which has impacted our programmes.</p> <p>The ad-hoc programme also rightly defers to larger programmes of work such as the major zones we have implemented Kingsholm and are completing in Cheltenham. You also rightly state that as cars are often parked in the spaces the ad-hoc work does need to be co-ordinated with advanced communications to ensure the areas are kept clear to allow the markings to go ahead – which is of course complicated if the weather then changes.</p> <p>I have spoken to the teams and they will arrange for the work to be prioritised over the next month, subject of course to some clear weather.</p>
<p>27. Questioner's name: Cllr Paul Hodgkinson</p>	<p>Respondent's name: Cllr David Gray</p>
<p>There have been press releases about the roll out of EV charging points in the county. However, as I have raised twice before with you, there are no specific current plans for EV charging points in the rural villages and settlements in the mid Cotswolds. For example the town of Northleach needs charging points for residents who want to shift to electric cars but can't do so yet due to a lack of infrastructure. Can you tell me when places like Northleach will get this please?</p>	<p>The first phase of the EV charge point rollout includes 132 charge points at 33 locations. It has not been possible to include every area, and in particular at this stage of the rollout, small villages. For the second phase we will be identifying and targeting areas where residents do not have off-street parking which will include rural towns and villages.</p> <p>I encourage councillors to help identify those areas in villages that have residents with no off-street parking that would benefit from on-street EV charge points.</p>
<p>28. Questioner's name: Cllr Lisa Spivey</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>Many residents in my division do not have reliable, or in some cases, any mobile phone coverage. Residents in one of those villages have recently received letters saying that landlines will be phased out over the next 2 years. This is obviously a huge concern, especially for those who are older or vulnerable. There are famous "not spots" across the County.</p>	<p>Gloucestershire County Council has no influence over any investment decisions made by the UK's mobile network operators. They work closely with the Government (Ofcom and BDUK) regarding their future plans. The Shared Rural Network scheme, which is being developed by four of the UK's mobile network operators and the</p>

<p>Can the Cabinet member let me know what is being done to address this issue and provide some information which will reassure those residents in places where there is no other means of telephony?</p>	<p>Government, will deliver 4G coverage to 95% of the UK's landmass by the end of 2025.</p>
<p>29. Questioner's name: Cllr Lisa Spivey</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>I was recently utterly shocked to hear that the County Council is not just defending a claim brought against it by a resident whose vehicle was damaged when he struck a pothole, but has also accused the resident of causing the damage by driving negligently. This is a baseless claim as the Council has no evidence whatsoever that this is the true. Furthermore, the Council has claimed costs for defending its claim, something which is highly unusual in the Small Claims Track. This strikes me as a blatant attempt at bullying and intimidating the resident into withdrawing his claim. Can the Leader confirm that the Council is now instructing its solicitors to issue these kind of intimidating counter claims?</p>	<p>We will not comment on cases which are the subject of current court proceedings. However, in general terms the council will have a Section 58 defence against third party claims under the Highways Act. We can also confirm that historically we have not claimed costs in proceedings but that there has recently been a change in the legal rules that means this it is possible for this course of action to be taken and information about this is included in the legal correspondence.</p>
<p>30. Questioner's name: Cllr Colin Hay</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>One of the issues that has arisen since the introduction of Zone 15 parking in Cheltenham, is the effect on local businesses. The current policy for business permits is inadequate for many and is putting undue pressure local businesses at an already difficult time. I'm grateful for a review of the TRO next September but as permits are a GCC policy, will you agree to an urgent review of the current policies?</p>	<p>We are happy to review the current policy for the provision of business permits in advance of the main review that has been committed to previously. I understand that officers have already been in touch and I will ensure that your input as the local member is taken into account as part of this process.</p>
<p>31. Questioner's name: Cllr Colin Hay</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>At the time of submitting this question, there are areas within Zone 15 where the signage is still wrong, and hence unenforceable. Residents are angry that they have paid for either monthly or annual residents permits for road which</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we</p>

<p>cannot be policed. Will you put in place refunds or other compensatory measures for these residents?</p>	<p>resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here: https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</p> <p>The zone will be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month by month permit payments and visitor vouchers they have used before December 2023.</p>
<p>32. Questioner's name: Cllr Colin Hay</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>You will know from the previous council meeting how controversial the introduction of Zone 15 has been. It is now 2 months after the scheme was due to go live and as I said roads are still unenforceable. The implementation of the scheme can best be described as a 'Dogs dinner'! The wrong signs still in place, 'Give way" road makings at the wrong end of 'One Way' streets, failure to reinstate parking bays on a resurface road, posts installed in the middle of a pavement and not at the edge etc. All of which impacts adversely on the reputation of GCC. So please tell me what sanctions/penalties will be placed on contractors and those responsible?</p>	<p>As you will be aware the implementation of the zone was initially deferred in order to allow additional time for engagement and for extra information to be provided to reassure communities about how the zone would operate. This also included our commitment to review the operation of the zone and to ensure that any permits purchased for the new areas are extended so that they are valid for 12 months from the date of commencement enforcement in their area of the zone. Hence, we will be looking to contact those permit holders to confirm a new expiry date for their permit.</p> <p>With any parking zone of this size and scale there are hundreds of changes that need to be implemented as part of the changes on street, alongside managing the public contact as well as the introduction of the legal orders. The team do have a very detailed snagging list that they continue to work through with the contractors and this is allowing more and more roads within the zone to be completed and go live – once warning notices have been issued.</p>

	<p>It is accepted that some of the snagging items could have been mitigated by improved links between our own project teams and those of the designers and contractors. Our priority is rightly focussed on completing the zone, however as soon as this is done the teams will be brought together for a review of the implementation process to ensure that appropriate lessons can be learnt.</p>
<p>33. Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>A constant complaint of residents living near schools is that Civil Enforcement Officers are never to be seen regarding yellow-line parking restrictions and other regulations within their remit. Taking schools in Robert Burns Avenue (Benhall Infants and St Marks Junior) and Lakeside Primary purely as examples, what is the planned frequency of patrols for schools, which are away from major roads and town centres? And is there an enhanced planned frequency for schools in 'hotspots', where additional patrols are desirable for reasons of safety and/or traffic management? If so, what?</p>	<p>Our Civil Enforcement Officers continue to carry out enforcement at all of our schools across the County and are sufficiently mobile to ensure that any location in the County can be covered at the busiest times around school arrival and departure.</p> <p>Enforcement at schools takes place based on the risk that unauthorised parking can cause at a location, as well as intelligence gained from local knowledge, requests for enforcement and from collision data. Should reports be received of risk concerns at a school then additional resources can be focussed temporarily on that location to ensure that increased enforcement takes place at that establishment. Of course, this can result in other schools having a reduced presence for a period of time hence the appropriate balance needs to be struck.</p> <p>Due to the nature of parents dropping off or picking up, generally drivers are in or remain very close to their vehicles and hence whilst the presence of a Civil Enforcement Officer usually does prevent the driver committing a parking offence, often a parking ticket is not issued and therefore the fact that an enforcement visit has occurred is less visible or noticed by the community. We do find that if drivers can't 'see' a Civil Enforcement Officer then they often revert back to poor parking practices, that afternoon or the next day. Because of this we work very closely with individual schools, teachers and PCSO's, supporting them to help educate driver and parent behaviour alongside our enforcement visits.</p>

	<p>That said the schools referred to in the question have recently received around 1 to 2 visits per week (on school days) by the council's enforcement contractor, NSL, to help manage traffic around the schools.</p> <p>In addition, earlier this year the government granted the council powers that enable authorities to enforce school keep clear markings including in limited circumstances, with approved automatic number plate recognition equipment such as is currently the case with bus lanes/gates. The council is assessing options as part of its moving traffic enforcement policy in regards remote enforcement of school keep clear markings.</p>
34. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Dom Morris
<p>What is the backlog of repairs and resurfacing in years and/or months for a) carriageways b) footpaths? To clarify that question we are talking about 1) repairs etc. which have been identified as required by GCC, plus 2) repairs etc. which have been reported by others and have not been dismissed following inspection, plus 3) repairs etc. pending inspection/evaluation?</p>	<p>We recognise that there is always more which could be spent on maintaining the highway network and all its associated assets. Over recent years the council has chosen to invest an additional £10m pa on carriageway maintenance in recognition of the need to keep making progress on this area.</p>
35. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Dave Norman
<p>A great deal of concern has rightly been expressed about the continuing high levels of fatalities on Gloucestershire Roads, compared to previous years and other authorities. All the indications are that Gloucestershire's statistics have been getting worse, whereas some other counties are improving. Whilst it is recognised that this is a multi-agency issues involving the road safety partnership, it is far from clear what GCC is doing about this beyond local parish Speedwatch schemes. What is being done or planned, and at which locations, to improve the road infrastructure from a safety perspective?</p>	<p>The Road Safety and Traffic Engineering team is working with police and community safety partners on a Safe Systems approach to improving road safety through interventions that focus on the skills and behaviour of all road users, safer road design and safer speeds.</p> <p>The vast majority of collisions result in vehicle damage. Our top priority is to reduce the likelihood and severity of collisions that result in personal injury, especially serious injuries and fatalities.</p> <p>A report by the RAC Foundation in 2016 concluded that permanent average speed camera sites were found, on average, to reduce injury</p>

	<p>collisions, particularly those of highest severity (KSI injuries) by between 25-46%.</p> <p>This is based on evidence gathered from a total of 51 routes in different authorities and police forces in the UK, where the use of average speed camera speed limit enforcement was commissioned and installed between 2000 and 2015.</p> <p>These improvements are based on enforcement of the existing speed limits, and the report showed similar casualty reduction rates on lower speed limits (40mph or less) and higher speed limits (50mph – 70mph).</p> <p>A rigorous data led investigation into the number of reported casualties on Gloucestershire’s roads in the latest three year period has identified which routes would benefit most from a program of works based around the use of average speed camera technology. The study has also identified which routes can expect casualty improvements with intensive enforcement of the current speed limit, but also a small number where the existing limit is currently too high, and works are already underway by the Traffic Order team to introduce safety led speed limit reduction.</p> <p>A fully funded program of average speed camera enforcement measures over the next three years is expected to reduce the number of KSI casualties by 27 per year with an annual cost saving of £11,019,000.</p>
<p>36. Questioner’s name: Cllr David Brown</p>	<p>Respondent’s name: Cllr Dom Morris</p>
<p>Now that “Fix My Street” is in the process of being implemented into the County Council works systems I have noticed a significant number of very old FixMyStreet reports, some dating back to 2010 (streetlight continually on!) in my area.</p>	<p>Yes, they have been removed. This was a transitional issue in the move to having a Gloucestershire version of FMS.</p>

Will those reports that are closed be removed so that there is less clutter on the map?	
37. Questioner's name: Cllr David Brown	Respondent's name: Cllr Dom Morris
Following my questions at Council in February (#37 etc) regarding loose fitting utility covers and other works by utility companies I understood the Government were considering changes to the rules around section 81 response. Would you please advise if these rule changes are now in place and, if so, how road users in Gloucestershire will benefit?	The Department of Transport hasn't confirmed any changes to the rules yet, it is unlikely any prescribed timescales will be set due to regulatory constraints. We have tightened up our Section 81 (covers and frames) process, to assist utilities with how many are waiting a fix.
38. Questioner's name: Cllr David Brown	Respondent's name: Cllr Dom Morris
Has there been a noticeable improvement in the scheduling of highways work, which is the responsibility of utility companies, to the point that there are fewer "work overruns" bringing less disruption for road users & residents?	We have peaks and troughs with all utility companies. Sadly, we are still seeing overruns occurring and other breaches of permit conditions. Fines are enforced to encourage better compliance.
39. Questioner's name: Cllr David Brown	Respondent's name: Cllr Philip Robinson
During May a survey, commissioned by GCC, using "Streetwise" monitoring equipment along Barnwood Rd, Hucclecote Rd and other places, gathered data which is hoped will bring improvements to bus scheduling, including the #10 route. When will analysis and the conclusions of this survey be published?	The survey in question was performed to provide evidence for the potential design of highway priority for bus services. The detail of this and all other surveys performed will be published as part of the revised Bus Service Improvement Plan in 2024.
40. Questioner's name: Cllr Rebecca Halifax	Respondent's name: Cllr Philip Robinson
There is now an additional burden on charities to provide means of transport for elderly/disabled/etc to get around between villages etc as there is not public transport and social services can't provide assistance. For example, Cotswold Friends are now providing hundreds more journeys	The county council takes a number of actions to fund transport services for all residents, including the most vulnerable: <ul style="list-style-type: none"> • Over £5m a year in bus service subsidy funding.

<p>every month from people who previously had social care support: but they are mostly catering to those who can at least pay a nominal 'membership' fee. They do subsidise those who cannot pay however. What is the Cabinet member's solution for the loss of funding for transport services within social care that leaves vulnerable elderly and disabled residents unable to access services and social facilities outside of their home if they do not have the means to pay for subsidised charity transport?</p>	<ul style="list-style-type: none"> • £5m-£6m a year in payments for acceptance of the free bus pass held by those eligible on grounds of age or disability. • Over £600k a year for the Community Transport grant. GCC funds most providers in the county, including Cotswold Friends. <p>In recent years we have also issued inflationary increases to the price of contracts and the community transport grant.</p>
<p>41. Questioner's name: Cllr Rebecca Halifax</p>	<p>Respondent's name: Cllr David Gray</p>
<p>GCC has proposed turning on-street parking bays in residential areas into EV parking bays and has sent comms out to residents to inform them of this. There is no indication whether these bays will be ok for hybrid users, or exclusively for EV vehicles only. GCC already issue more on-street permits than there are bays available, and do not sensibly restrict resident parking areas - so residents have permits that allow them to park several blocks away from their home. Cirencester is long overdue for a wholesale on-street parking review by GCC. Will the cabinet member please commit to having this work undertaken during the next financial year, which is especially sensible as there are already major TRO works underway within the town centre that affect traffic flow and parking.</p>	<p>The council's EV charge points are for plug-in hybrid electric vehicles (PHEVs) and battery electric vehicles (BEVs). The charging bays may be used by these EV's whilst they are charging.</p> <p>We have a full programme of TRO works to deliver this year and into next year, including works in Cirencester, so I cannot give this undertaking.</p>
<p>42. Questioner's name: Cllr Ben Evans</p>	<p>Respondent's name: Cllr Mark Hawthorne</p>
<p>On Gloucestershire County Council's website there is a section entitled "Glos 2050". Is the whole of this section formal Gloucestershire County Council policy?</p>	<p>No. The Gloucestershire 2050 exercise was led by the University of Gloucestershire, in partnership with Leadership Gloucestershire, in which a panel of experts developed several high level concepts for Gloucestershire's potential growth.</p> <p>The county council host the Glos2050 website domain on behalf of these partners, but none of the partners, including the county council, adopted any of the concepts as formal policy. However, the exercise did influence other decisions such as the establishment of the City</p>

	Region Board and the decision to become a member of Western Gateway.
43. Questioner's name: Cllr Ben Evans	Respondent's name: Cllr Mark Hawthorne
The Glos 2050 video contains information on a proposed "Mega-city". What consultation was done with the people who live in Churchdown around the "mega-city" that links Gloucester and Cheltenham (with Churchdown in the middle)?	The 'Super-city' was one idea proposed by the Glos2050 panel. The eight ambitions and six ideas set out on the Glos2050 page were only ever suggestions, not policy. The website states clearly these ideas "have been developed to stimulate a conversation about the sort of county Gloucestershire could be, the trade-offs that the county may have to make and the value that local residents, businesses and organisations place on different aspects of life in the county." As such, a consultation on these ideas ran from 1 February 2018 to 31 July 2018 and approximately 2,500 responses were received. As such, a consultation on these ideas ran from 1 February 2018 to 31 July 2018 and approximately 2,500 responses were received. The responses demonstrated strong support for the 8 ambitions, which now underpin the county's corporate strategy and were also adopted by Leadership Gloucestershire.
44. Questioner's name: Cllr Gill Moseley	Respondent's name: Cllr Mark Hawthorne
Regarding the roll-out of rural super-fast broadband, I believe that letters have gone out to households with less than 30Mgps download speed during September in my division and possibly elsewhere in the north-west of the county. I understand that the letter includes an offer of a voucher towards the cost of a temporary solution where, even with a grant towards installation of the fibre network, there is insufficient commercial viability. I have not had the privilege of being sent a copy of this letter. Can the Leader, as cabinet member with responsibility for broadband connectivity within this council's remit, please advise of the number of households who have been sent such a letter in my division and elsewhere in the county?	<p>The Digital Household Grant scheme (DHG) is offering a grant per property to cover the installation of a 4G connection using an external antenna, to provide an interim solution to those properties that currently receive less than 30mbps connectivity. The equipment and installation cost of the 4G solution will be funded by the grant, but the ongoing monthly subscription or service charges will be covered by the applicant.</p> <p>The DHG is operating in two phases; phase 1 is targeting those properties that were transferred out of the Gigaclear Lot 2/3c contract (in the north Forest of Dean), and phase 2 will open the scheme to any qualifying household across the county with an existing connection below 30mbps.</p>

<p>Can he further inform me of the number of responses to the offer of a voucher towards the cost of the temporary fix of a 4G aerial and of the deadline for any such responses?</p>	<p>Phase 1 was launched in September and letters promoting the DHG were sent to the 980 qualifying properties that were previously part of the Lot 2/3c contract. To date, 181 applications have been received which represents an 18% take-up within a six-week period. Applications are still invited from qualifying households.</p>
<p>45. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Dom Morris</p>
<p>Following the implementation of the segregated cycle lane adjacent to A40 Gloucester Road, I am getting complaints from pedestrians, cyclists and motorists about the safety of the junction of Tennyson Road with A40 Gloucester Road. Could the Cabinet Member please advise whether a full safety audit of this junction has been performed, and if so what recommendations came from that audit and when they will be implemented?</p>	<p>A full safety audit has been completed for the whole cycle route and we have also listened to feedback related to the scheme and this particular junction. The design is compliant with current safety guidance and we have ensured that the coloured cycleway surfacing runs across the road at the junction. Give way lines also further indicate to drivers their responsibility to give way in accordance with the current Highway Code. However we appreciate that not all drivers are as familiar with these requirements and as such the team are arranging for additional signing to be installed to help further highlight to drivers their need to give way to pedestrians and cyclists.</p> <p>Independently of the cycle scheme works, this location was identified as a site of concern following a review of the 2019-2021 GCC Collision Hotspot List and as such a scheme was put through the Priority Assessment process to look at banning right turns in and out of Tennyson Road. The TRO is currently at the feasibility / preliminary design stage with a view to going out to consultation early in 2024.</p> <p>Banning these turns, if appropriate, would also further improve safety at the junction as we know that currently drivers turning right tend to focus solely on the oncoming traffic and bus lane rather than the cycle lane crossing the junction.</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 whether the provision for cyclists ascending Charlton Hill on the A435 Cirencester Road is LTN 1/20 compliant and explain why the segregated cycle lane finishes only halfway up the hill, leaving cyclists far more vulnerable to collisions from much faster motor vehicle traffic on the upper part of the ascent?</p>	<p>Cllr Willingham will be aware that, having attended a site meeting with the team and Cllrs Babbage and Baker prior to the scheme start, that a non-motorised vehicle lane has been provided at this site, taking the opportunity to provide a refuge lane whilst carrying out the geotechnical works. Due to the site not offering the ability to meet the requirements of an LTN1/20 compliant cycle lane, the design decision was made to provide the best combination of provisions for all road users by introducing a new safe lane to protect non-motorised users on the steepest gradient of the hill, whilst still allowing cars to safely pass HGV and slow moving vehicles beyond this given the nature of the roads, and lack of passing places, beyond the top of Charlton Hill.</p> <p>This decision was supported by the previous consultations that had determined that it was difficult to identify coherent connections with the wider cycle network currently planned as part of the Council's forward programme.</p> <p>Further to this, the decision to end the lane within the section of highway where there are two uphill running lanes of traffic, allows vehicles to keep right to avoid non motorised users emerging from the lane instead of ending the lane at the point where the road narrows to single lane.</p> <p>On completion of construction a road safety audit was undertaken, which requested some additional road markings and signing (implementation of these are currently being programmed) but did not highlight any concern over the termination location of the lane.</p>
<p>47. Questioner's name: Cllr David Willingham</p>	<p>Respondent's name: Cllr Colin Chick</p>
<p>Could the Cabinet Member please advise whether the cycling infrastructure to access Badgeworth Road when heading westbound on the B4063 shared-use path is fully compliant with LTN 1/20?</p>	<p>The cycling infrastructure at Badgeworth Road is shared use but is compliant with LTN1/20 for width, visibility and alignment.</p>

48. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Mark Hawthorne
<p>Media reporting suggests highly potent, synthetic opioids such as nitazenes as well as dangerous animal sedatives such as Xylazine are being used to cut illegal drugs and have caused overdose deaths in Birmingham and Evesham. Given the proximity of these tragic cases to Gloucestershire and the horrific side-effects of chronic Xylazine use, could the Cabinet Member please detail what the county's Public Health harm-reduction strategy looks like in relation to these adulterant substances?</p>	<p>In the last two years, new synthetic opioids called "nitazenes" have arrived in the UK and have recently been found mixed with heroin. Nitazenes can be at least as strong as fentanyl and can be hundreds of times more potent than heroin. They are known to have led to accidental overdoses and the deaths of people across the UK in recent weeks, including in Swindon, Bristol and Birmingham and we have had recent suspected cases in Gloucestershire (awaiting toxicology confirmation).</p> <p>Public Health commissioners are working with local system partners (police, health, providers) and regional and national colleagues to coordinate our response to this emerging threat. Drug alerts are circulated to all stakeholders who are also encouraged to issue general harm reduction advice and promote the use of naloxone to counteract the effects of opiate overdose.</p> <p>The threat from synthetic opioids is being monitored by the National Crime Agency as well as the Office for Health Improvement and Disparities (OHID) and locally, the issue is being discussed at the November meeting of the Gloucestershire Combating Drugs Partnership to ensure that we continue to have a coordinated response.</p>
49. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dom Morris
<p>The DDCMS Code of Practice for Wireless Network Development in England says that operators "should seek to share sites", yet at locations such as the Princess Elizabeth Way junction with Bramley Road there are three masts in very close proximity. Could the Cabinet Member please detail what testing of this policy requirement was made before highways permission was given for the second and third mast installations at this location?</p>	<p>This type of installation is not a streetworks matter but is classed as permitted development. This means that the county council (as the local highway authority) is not consulted as happens with planning applications. Notifications for masts are passed to the Local Highway Manager who checks that the proposals would not cause any visibility issues. We have no powers to refuse installations because there are other similar apparatus in a street.</p>

50. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Dom Morris																				
<p>Could the Cabinet Member for Highways provide a list, including the company and the amount of fines to date this year, of the ten utility companies issued with the most fixed penalty notices or fines for poorly completed works on Gloucestershire's roads?</p>	<table border="1"> <thead> <tr> <th data-bbox="1088 169 1429 274">Utility</th> <th data-bbox="1438 169 2080 274">Total FPNs to 30th Sept 2023</th> </tr> </thead> <tbody> <tr> <td data-bbox="1088 280 1429 322">Virgin</td> <td data-bbox="1438 280 2080 322">27</td> </tr> <tr> <td data-bbox="1088 328 1429 370">Other</td> <td data-bbox="1438 328 2080 370">37</td> </tr> <tr> <td data-bbox="1088 376 1429 418">Wales & West Utilities</td> <td data-bbox="1438 376 2080 418">56</td> </tr> <tr> <td data-bbox="1088 424 1429 466">Thames</td> <td data-bbox="1438 424 2080 466">108</td> </tr> <tr> <td data-bbox="1088 472 1429 513">BT</td> <td data-bbox="1438 472 2080 513">110</td> </tr> <tr> <td data-bbox="1088 520 1429 561">City Fibre</td> <td data-bbox="1438 520 2080 561">119</td> </tr> <tr> <td data-bbox="1088 568 1429 609">STW</td> <td data-bbox="1438 568 2080 609">231</td> </tr> <tr> <td data-bbox="1088 616 1429 657">Gigaclear</td> <td data-bbox="1438 616 2080 657">234</td> </tr> <tr> <td data-bbox="1088 663 1429 737">National Grid (electric)</td> <td data-bbox="1438 663 2080 737">444</td> </tr> </tbody> </table>	Utility	Total FPNs to 30th Sept 2023	Virgin	27	Other	37	Wales & West Utilities	56	Thames	108	BT	110	City Fibre	119	STW	231	Gigaclear	234	National Grid (electric)	444
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<p>It is welcome news indeed that GCC's Bus Service Improvement Plan+ has received an additional £2.2 million for 2023/24, with an anticipated subsequent £2.2 million for 2024/25.</p> <p>As part of this funding, Cabinet approved on 20 September the expansion of the Robin Demand Responsive Transport service to three additional areas of the county, one of which is Stroud district. Residents in and near my area, some of whom live in villages that have been totally cut off from public transport, are desperate to learn if the Robin will be expanded to offer them some form of bus service.</p> <p>Could you outline the process of how these expanded routes will be selected and what evidence base will be used for any decisions on expanded routes?</p>	<p>The general geographic areas for the expansion of the Robin DRT service were proposed by Officers and approved by Cabinet in September.</p> <p>Within the specific three areas, work is currently underway to use the modelling function of the Padam routing software to understand the exact potential range of each area.</p> <p>The detail of this will be released to operators later in 2023 as we open the procurement process for bidding. The finalised information will be released to the public in the run-up to launch in 2024.</p>																				

<p>52. Questioner's name: Cllr Wendy Thomas</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>Could you outline what community groups and parish councils will be consulted in deciding which areas will benefit from an expanded Robin service?</p>	<p>The original proposal for the expanded Robin service was developed by Officers using their knowledge of the bus network, the potential for sustainable expansion, and existing feedback from stakeholders.</p> <p>Work is now underway to define these general areas into clear zones of operation. The actual area will depend on a number of operational and logistical factors, but the overarching aim is to serve as many communities as possible in these areas.</p>
<p>53. Questioner's name: Cllr Roger Whyborn</p>	<p>Respondent's name: Cllr Dave Norman</p>
<p>Why has it taken over a year to complete the process for the application for a Speed Camera in Benhall, and when can residents expect to see it installed? Would you agree with the applicant that there has been a failure of governance?"</p>	<p>Every Speedwatch camera application is assessed by the police. They send a triage form to the applicant who must return it and agree to comply with data protection, financial and other terms and conditions.</p> <p>Officers from the council's road safety team understand that the police have followed this up with Benhall Residents Association on two occasions. We have asked the police to follow this up again.</p>