

Environment Scrutiny Committee

Wednesday 13 January 2021 at 10.00 am

Please note that this meeting will be held remotely and can be viewed on the County Council website at www.gloucestershire.gov.uk



AGENDA

1	APOLOGIES To note any apologies for absence.	Chair
2	MINUTES (Pages 1 - 8) To confirm the minutes of the meeting held on 24 November 2020.	Chair
3	DECLARATIONS OF INTEREST Members of the Committee are invited to declare any pecuniary or personal interests relating to specific matters on the agenda. Please see note (a) at the end of the agenda.	Chair
4	ELECTRIC VEHICLES INFRASTRUCTURE UPDATE (Pages 9 - 12) To consider the attached update report.	Philip Williams
5	EXECUTIVE DIRECTOR'S REPORT: ECONOMY, ENVIRONMENT & INFRASTRUCTURE (Pages 13 - 20) Colin Chick, Executive Director of Economy, Environment & Infrastructure to update the Committee on current issues.	Colin Chick
6	WORK PLAN (Pages 21 - 22) To review the Committee's work plan for its next meeting.	Chair
7	FUTURE MEETINGS	Chair

3 March 2021 (<i>final meeting of this Council term</i>) 16 June 2021 14 July 2021 9 September 2021 23 November 2021	
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Membership – *Cllr Phil Awford, Cllr Robert Bird (Chair), Cllr Dr John Cordwell (Vice-Chair), Cllr Kevin Cromwell, Cllr Stephen Hirst, Cllr Sajid Patel, Cllr Eva Ward, Cllr Suzanne Williams and Cllr Keith Rippington*

- (a) **DECLARATIONS OF INTEREST** – Members requiring advice or clarification about whether to make a declaration of interest are invited to contact the Acting Monitoring Officer, (Rob Ayliffe Tel:01452 328506/ e-mail: rob.ayliffe@gloucestershire.gov.uk) prior to the start of the meeting.
- (b) **INSPECTION OF PAPERS AND GENERAL QUERIES** - If you wish to inspect minutes or reports relating to any item on this agenda or have any other general queries about the meeting, please contact: Sophie Benfield, Democratic Services Adviser
☎:01452 324094/ e-mail: sophie.benfield@gloucestershire.gov.uk
- (c) **GENERAL ARRANGEMENTS**
- 1 Members are required to sign the attendance list.
 - 2 Please note that substitution arrangements are in place for Scrutiny (see page 81 of the Constitution).
- (d) Please note that photography, filming and audio recording of Council meetings is permitted subject to the Local Government Access to Information provisions. Please contact Democratic Services (Tel 01452 324202) to make the necessary arrangements ahead of the meeting. If you are a member of the public and do not wish to be photographed or filmed please inform the Democratic Services Officer on duty at the meeting.



ENVIRONMENT SCRUTINY COMMITTEE

MINUTES of a meeting of the Environment Scrutiny Committee held on Tuesday 24 November 2020 virtually.

PRESENT:

Cllr Phil Awford	Cllr Stephen Hirst
Cllr Robert Bird (Chair)	Cllr Sajid Patel
Cllr Dr John Cordwell (Vice-Chair)	Cllr Suzanne Williams
Cllr Kevin Cromwell	

Officers in attendance: Colin Chick and Peter Wiggins

Apologies: Cllr Eva Ward and Cllr Keith Rippington

2. MINUTES

The minutes of the meeting held on 15 July and 23 September 2020 were approved

3. DECLARATIONS OF INTEREST

Cllr Phil Awford declared an interest as Chair of the National Flood Forum and as a representative for the Wessex/Severn Wye at the Regional Flood Defence Committee.

4. MOTION 861: CLIMATE CHANGE

- 4.1 The Chair first introduced Cllr Moor (Cabinet Member for Environment and Planning) to provide their opening remarks.
- 4.2 Cllr Moor first provided an apology to the Committee for the late publication of this. Officers had been balancing a significant workload in recent months, not limited to an annual report on the climate change response for Cabinet in December and applying for a Government bid for the decarbonisation of heat in public sector buildings.
- 4.3 In response to the noticeable shortfall in capacity, the Cabinet Member and Executive Director had started a recruitment programme for the department to help manage the growing workload and provide sufficient capacity to respond Committee business in a more timely manner going forward.
- 4.4 The report attached set out an assessment on the impact of the first lockdown, and tried to draw some conclusions from that. It also gave a review of where we were in our response to the climate emergency. Cabinet were due to consider this as part of the Gloucestershire Climate Change Strategy Annual Report and Action Plan 2021/22-2026/27 in December.
- 4.5 The Chair next invited Cllr Haigh, the proposer of the motion to present to the Committee. Members were reminded that the original motion had

proposed for the item to be discussed at Corporate Overview and Scrutiny Committee, as climate change affected the work of the whole Council and all Cabinet Members' portfolios, not just the environmental agenda. Concern was also raised about the lack of public consultation on this report.

- 4.6 In reference to strategy and policy, it was easy to see how introducing cycle paths and encouraging walking would help to tackle the climate agenda, but things such as reassessing the way we delivered care in the county, to avoid professionals having to travel vast distances everyday remained a challenge.
- 4.7 The original thread of this motion had hoped to address these more radical and wide ranging changes that could be made. If the Council were serious about addressing concerns of the original motion, a far wider discussion would be needed. The proposer would welcome this Committee to endorse what was in the report but to also push the motion back to all portfolio holders and build the climate change agenda into everything that we do.
- 4.8 The Chair finally introduced Peter Wiggins, Outcome Manager – Sustainability, to present the report.
- 4.9 The officer started by offering a personal apology to Members of the Committee for the delay in sharing this report. It was recognised that late submission of reports reduce the preparation time members had.
- 4.10 In responding to Cllr Haigh's concerns, it was advised that whilst officers had not directly consulted the public, the report did draw on other public consultation from around the country and within the county (e.g. Gloucestershire Wildlife Trust). In addition, the report referred to other relevant key strategies, including the Gloucestershire Climate Change strategy which was within the remit of all services of the Council to have regard for, as well as being within the Council's decision making process. The first annual report and the refreshed action plan were scheduled to be presented to Cabinet on 16 December 2020.
- 4.11 Section 3 covered information on the impact of the first national lockdown. Members noted that all the research that was available locally, nationally and internationally had been focused on the March – July 2020 period, which will therefore explain why some of this information seemed historic, considering we were now in a second lockdown.
- 4.12 The Government lockdown restrictions from March 2020 forced dramatic change on how people moved around, if they did at all during this time. The chart available at *Figure 1* showed travel patterns and behaviour from Google, the flat line at the top of the blue block was in February this year (the baseline used for life before lockdown), and then the shaded area showed the degree of impact. There had been a significant decrease in travel for recreational retail/shopping and supermarket travel due to the encouragement to shop online and in bulk, as well as travel to places of

work. The implication on public transport use had been significant due to these changes.

- 4.13 Section 3.4 to 3.6 showed that whilst the cycling rates doubled nationally, they almost trebled in Gloucestershire, with a peak of almost 190% increase during the first lockdown. There had also been a huge increase in people walking and a 75% drop in car use. As soon as the lockdown restrictions were lifted however, car use returned to pre-lockdown levels quite rapidly.
- 4.14 Noting the concerns from employees that the set costs of things like electricity were now being borne at home, rather than by the employer, *Figure 2* demonstrated how the increased energy use when working from home was significantly outweighed by the energy saved from not carrying out their usual commute.
- 4.15 In reference to air quality, section 3.8 explained that Nitrogen Oxides levels in Stroud, for example, dropped to almost half of its usual levels during early lockdown, and this was directly linked to the drop in car use.
- 4.16 In terms of food consumption, this also accounted for a significant amount of greenhouse gas emissions globally. Due to the panic buying and shortage of goods we experienced nationally early on, there had been a big increase in purchases through local traders and lots of local spending, which in itself would have had economic and environmental benefits.
- 4.17 It was widely reported throughout the pandemic how beneficial having access to open space was for people's mental health. This also however highlighted the large disparity in equity of access for households of lower incomes and ethnic minorities who were significantly less likely to have access to an open space. For example in Gloucestershire, 10% of households did not have access to a private outdoor space.
- 4.18 One of the negative impacts however of increased access to public open space was the huge visitor pressure that it brought, and a resulting impact on the natural environment, particularly those that required regular active management.
- 4.19 *Section 4* included information on a series of workshops carried out by the National Environmental Research Council. Their research focused on what the issues were, what questions needed to be asked and then what solutions could be appropriate. Out of the three resulting themes, the report focused on two areas: *Greening the 'build back'* and *Healthy places: healthy people* which were summarised in *sections 4.3 to 4.12* of the report.
- 4.20 What the pandemic had demonstrated clearly was the level of behaviour change that could be achieved to benefit our environment. It had been widely accepted however, that it took around six months to lock in behaviour change and with the first lockdown only being 3 months, many people will have returned to their pre-Covid habits. The Climate Change Strategy

recognised that behaviour change was absolutely fundamental to achieving its targets, which was one of the reasons GCC were recruiting at a senior level to achieve this.

- 4.21 *Section 5* reflected GCC's key strategies and how they related to the climate change agenda and reflected the Council's key priorities. The report concluded that Vision 2050, the Council Plan, Gloucestershire's Industrial Strategy and the Local Transport Plan all supported a green recovery for the county.
- 4.22 *Section 6* concluded that the key strategies and collective intentions for the Council on climate change and the level of behaviour change that would be needed to achieve those intentions was clear. Regardless of any impacts of from the pandemic however, we have seen internationally how quickly people return to behaviours, and the real challenge therefore still very much existed.

Questions

- 4.23 Members noted that the local planning process and future housing need would play a huge role towards achieving carbon neutral targets for the county.
- 4.24 A member expressed concern of the conflict arising from retaining our green space against our local planning process. It was assured that Officers across all local authorities were working closely together on this and there was a carbon neutral network specifically set up to discuss opportunities and challenges in this area.
- 4.25 The Committee noted that district authorities (who were responsible for planning) had high aspirations in terms of what we as a County were looking to achieve for our future housing, however it was appreciated that the planning process itself was prescribed by national government so there were limits on what could be achieved in practice. Authorities had to be mindful that the more challenge their planning framework offered to the process, the more likely plans would be disallowed by the inspector.
- 4.26 In addition, it was important to acknowledge the significant and potentially more difficult challenge, of retrofitting our existing housing stock. Government had recently begun to offer incentives for residents to do this, but further work needed to be done to encourage those who were able to pay to make the needed changes, and work with those in lower income households to be able to as well.
- 4.27 Noting that building a better standard of home was one of Government's key aspirations, it was queried how this would be possible if local authority ambition continued to be curtailed by fear of challenge from the developers. In response, it was advised that the issue for GCC here was where it sat in this discussion (as it was not one of the planning authorities). The Committee noted that Cabinet were due to consider a review of the Council's Developer

Guide in January 2021 and the Cabinet Member responsible would raise this point with officers to see if there was anything additional that could be added to that guide.

- 4.28 Referencing electricity consumption, it was questioned whether the previously proposed Local Electricity Bill and the concept of selling electricity locally was still being considered or whether it had been superseded by other energy policies.
- 4.29 Officers informed that this concept had not been overtaken, that the infrastructure was in place to deliver the service for any provider to deliver through, but the challenge remained of how to make it easier for people to provide that locally. The technical term for this was called 'sleeving' which provided a contractual relationship between where the energy was generated and matched its local consumption.
- 4.30 The Committee noted comments regarding the environmental benefits of more people working from home due to the pandemic. It was questioned how GCC measured its carbon footprint of its staff and whether this changed with weather seasons.
- 4.31 Members were referred to *Figure 2* in the report where the left axis measured the difference between summer and winter in terms of energy consumption through fossil fuels and emissions from transport. Although there was clearly a significant increase use of fossil fuel use over the winter period, it was still dwarfed by the emissions produced by transport. Staff could double or treble their residential emission use and it would still not come near to the impact of transport.
- 4.32 An example was provided that GCC (as a seller of electricity) saw its electricity prices after lockdown decline dramatically which gave an idea of how limited electricity use was in the first lockdown. The challenge existed how to communicate this message with staff so they did not feel they were now bearing the cost in terms of energy use and that GCC could not be accused of externalising its carbon levels through working from home.
- 4.33 In terms of reporting carbon emissions from travel, at the moment public publication of staff travel data is outside the scope of the climate change strategy but GCC were still trying to understand this through other means. Before the pandemic, a staff travel survey was carried out which anonymously identified staff postcodes and how they travelled to work. It was identified that around 70-80% of staff lived within 5 miles of work which was easily accessible via cycling, walking or public transport. This provided a huge opportunity to work with staff to change the way that they got to work as well as promoting the existing pool car scheme.
- 4.34 A member questioned how the ban of new petrol and diesel car sales from 2030 would impact our carbon footprint, and also officer's thoughts on how it would impact lower income households. It was informed that we do not yet

understand the scale of this announcement but we expect it to accelerate our carbon neutral goals. In terms of accessibility of electric vehicles, it was appreciated at the moment they were out of the affordability of many households. It was expected however that as they become more widely available and the technology improves, the price will begin to come down and the second hand vehicle market will continue to grow.

- 4.44 It was requested that the Committee saw sight of more up to date data that was reflected in *Figure 1* as May 2020 was now significantly out of date. Officers confirmed they would take this away as an action and potentially look to provide updates via the regular Directors report.

ACTION: Pete Wiggins/Colin Chick

- 4.45 It was confirmed that the reference to black ethnicity in paragraph 3.17 was correctly referenced but accepted that other BAME ethnic groups would possibly be similarly impacted.
- 4.46 Frustration was raised about the report not including or referencing any of the huge steps GCC had already taken in reference to climate change. A member reminded the Committee of the following: the creation of the Energy from Waste Javelin Park, sustainability renovations at Shire Hall, multiple new cycle routes, the net zero by 2050 commitment and plans for Gloucestershire to become a leader in the cyber sector.
- 4.47 Officers acknowledged this frustration but advised that the report being considered by Cabinet in December included an update on progress of the climate change action plan and would pick up on all these points. The report needed to go through the relevant governance process for information being published in the public domain, and some of it was not publicly available at the moment.
- 4.48 Addressing questions regarding how we would tackle the challenges of the diversity in our county in terms of town and rurality, the Council had signed up to the UK 100 Network which involved the coming together of similar leading authorities which particularly faced rural challenges like Gloucestershire in addressing its climate change goals.
- 4.49 The Chair summarised the discussion by thanking officers and the Cabinet Member for the excellent summary report of all GCCC is doing in this field, and that really showed us as taking a leadership role in so many areas. The Committee appreciated a lot of this work was very much ongoing but as far as the motion as concerned, it was proposed that the report be recommended to the Cabinet Member to successfully carrying on with this agenda and developing the good and important work.
- 4.50 In addition, reflecting on the comments of the Committee, the Chair proposed that the wording in 6.6 of the report be replaced with the following:

The challenge of bringing about a fundamental change in transport powered by renewable sources remains. GCC has a leadership role in bringing this about and as a first step will be publishing its EV strategy very shortly.

4.51 This was seconded by the Vice-Chair of the Committee for officers to take forward.

5. EXECUTIVE DIRECTOR'S REPORT: ECONOMY, ENVIRONMENT & INFRASTRUCTURE

5.1 Colin Chick, Executive Director of Economy, Environment and Infrastructure, updated the Committee on current issues. In particular, members noted that:

- Services were dealing with going back into national lockdown restrictions and new challenges of protecting frontline staff through the winter e.g. gritting workers.
- On 16 December 2020, GCC signed the GDA with Homes England to secure £250m for M5 J10. The Cabinet had also approved the use of CPO for land acquisition if the project required further down the line.
- The Highways skills academy continued to be really successful, with apprenticeship positions now increasing up to 20.
- The ambition bid of £10.5m for the Tranche 2 of the Emergency Active Travel Fund (EATF) had unfortunately only resulted in £864,750 being awarded.
- Improvements on the A419 were now complete.
- The ITU team continued to work closely with schools to ensure the services were running safely. This had been an incredibly difficult area to bring back online after the first lockdown. The services had however continued to run through the second lockdown.
- E-scooters were proving to be very successful and providers were happy with the current usage.
- The footways spend update requested at 3.8.
- There were some last minute concerns from DfT of the M5 J9 improvement options, which should be going to consultation in January 2021.
- The LTP was being presented to Cabinet in January and full Council in March next year.
- Early feedback on the new booking system used at HRCs was very positive and many residents want to system to be permanent.
- The Quarter 2 2020/21 performance scorecard showed green stars on all services which reflected the hard work and dedication of officers tackling the challenges from the pandemic.

5.2 It was queried whether officers had considered looking at transport waste by water, due to the number of water courses in Gloucestershire. It was advised

that it was a difficult concept as the cost would go up quite dramatically and it would require double/triple handling, but potentially worth looking at in some circumstances.

- 5.3 Referencing the recent Tranche 2 EATF funding allocation, it was questioned how this money would now be allocated. It was advised that the amount would all be put towards building a pot for the B4603 cycle scheme. GCC did not want to lose the leverage they had for this scheme and still hoped to deliver the cycle route as soon as possible. The scheme would provide a solid backbone to connect existing and new cycle routes throughout the county.
- 5.4 A member was glad to see that the London Road cycle scheme had progressed regardless of parking concerns. They were however concerned about the removal of the speed camera and reported they had witnessed speeding which raised an issue of safety for cyclists using the new cycle lane. Officers confirmed once the scheme was in properly, they would be doing a full review of it and will look at things such as speeding. There was no plan at the moment to reinstall the speed camera.
- 5.5 Under 2.3 a member noted the reference to a potential new contract for street lighting and queried whether this would require the involvement of the Highways Procurement Cabinet Panel.

ACTION: Colin Chick

6. WORK PLAN

- 6.1 The Committee noted the additional meeting for 9 December in order to consider the urgent motion referred from Council.
- 6.2 It was agreed that the 2021 work plan would be discussed at the next meeting.

CHAIR

Meeting concluded at 12:30.

Environment and Communities Scrutiny Committee	
Report Title:	Electric Vehicle Infrastructure
Meeting Date:	13 th January 2021
Chair:	Cllr Rob Bird
Presenting Officer:	Philip Williams
Purpose of Report:	To provide the committee with an update on the status of this work
Background documents:	Environment and Community Scrutiny Committee meeting report and minutes (March 2020) Gloucestershire Climate Change Strategy and Action Plan (updated in December 2020)
Appendices:	n/a

1. Background

In March 2020 the committee considered a report and presentation on the draft Gloucestershire Ultra Low Emission Vehicle (ULEV) strategy. Members provided feedback to officers from GCC and Atkins, who have been commissioned to support the council's work on EV Infrastructure. This has helped with finalising the strategy and shaping the council's approach to the next phase of this project.

Covid-19 subsequently impacted on the delivery timescale as key officers have been overseeing elements of the council's Covid response across a range of transport, parking and highways services. This included the successful introduction of e-scooter trials in Cheltenham and Gloucester, demonstrating how ULEV's are making rapid inroads into local transport.

Therefore in autumn 2020 additional capacity was procured from Atkins to coordinate key work streams and to provide technical expertise in this rapidly changing subject area.

This report summarises the work that has been ongoing during the Covid pandemic and next steps. Further details will be available later this month in a cabinet member decision report seeking authority to procure a contract for the supply, installation and maintenance of EV charging points. The paper will be accompanied by the final draft of the Gloucestershire ULEV strategy that will be the umbrella for all the council's work to encourage the uptake of ULEV's and so help to reduce our carbon emissions.

2. Progress and key issues

In many respects 2020 was a year of disruption and change. Not least for the car industry and the electric vehicle charging market. Consumer demand has grown as manufacturers have introduced cars with greater ranges (influencing charging behaviour and reducing range anxiety) and as local councils and private operators have gained valuable experience from real world testing of new types of EV chargers.

Because of these developments, in summer 2020 officers conducted a soft market testing exercise with a large number of EV charger suppliers to better understand what services and technical functionality they are able to offer and what the market is not yet able or mature enough to offer. This was invaluable for informing our procurement strategy and our specification requirements for EV charging infrastructure and services. We are now much clearer about the technical capabilities of different products, attitudes to financial risk (relevant to concession contracts) and appropriate contract durations.

At the same time we have been networking with other local councils in the south west to share learning and experience about setting tariffs, managing the risk of costly grid connections, identifying suitable locations, engaging with local communities and making the most of national funding opportunities. This knowledge has informed our business plan and the discussions we have

had with the Energy Savings Trust (EST) about our proposed bid to the On-Street Residential Chargepoint Scheme. EST is administering grants on behalf of the Office of Low Emission Vehicles (OLEV) and councils are able to secure £3 for every £1 we invest, up to £6500 per site. In our procurement strategy this is a key source of leverage to enable our investment to go further.

During this period officers from the council's commercial team have also been liaising with the Crown Commercial Service to enable us to benefit from the introduction, in May 2020, of a new Dynamic Purchasing System for EV infrastructure and associated services.

To assist others in Gloucestershire it is our intention to make our contract available to other parish and district councils in the county to use independently if they wish.

3. Next steps

Subject to the decision to be taken by the Cabinet Member later this month we will be going out to procure in January and February, with initial installations taking place at the end of the financial year.

The contract envisages a phased approach to installation with the installation of 200 charge points taking place in the first three years of the contract. This is in line with commitments made in the Climate Change Strategy.

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Director's Report, Economy, Environment & Infrastructure Scrutiny Committee Report

January 2021

This report summarises key areas likely to lead to decisions over the next 6 months, including updates on areas previously reported.

1.0 Decisions

1.1 Relevant forthcoming decisions, by date due:

- [Gloucestershire Economic Recovery 2021-24](#) (27 January by Cabinet)
- [Gloucestershire Local Transport Plan \(LTP\) 2020-2041](#)(27 January by Cabinet)
- [A435 Bishops Cleeve to Cheltenham Capacity Improvements – Contract Procurement](#) (Between 12 January 2021 and 2 February 2021)
- [The proposed adoption of the ULEV \(Ultra Low Emissions Vehicles\) Strategy and the procurement and installation of Electric Vehicle Chargers across Gloucestershire.](#) (January 2021 – Lead Cabinet Member)
- [B4063 GLOUCESTER TO CHELTENHAM CYCLE IMPROVEMENTS – Contract Procurement and Ancillary Orders](#) (Between 1 March 2021 and 29 March 2021)
- [Proposed adoption of the Gloucestershire Local Development Guide 2020](#) (24 March 2021 by Cabinet)

1.2 Pending Items not yet published on the Forward Plan:

- Review of GCC Fleet Management
- ITU Bus Contract Procurement
- Public Transport Strategy

2.0 Highways

2.1 COVID19 Response

- Preparations continue to ensure resilience in operations and winter/emergency response being maintained over the coming months. Working closely with partner organisations. Additional work around business continuity in this area continues to consider actions in the event of multiple scenarios such as high sickness levels combined with snow or flood event.

2.2 M5 Junction 10

- OBC submitted to MHCLG on 21st March 2019;
- Additional GCC revenue secured to progress this project throughout 2020/21;
- Positive decision made in March 2020 stating that our bid has been successful;
- Urgent work is continuing to progress the scheme, noting concerns re- COVID19 and the associated delays to the original planned timescales due to the 'late' Government announcement;
- Lead Cabinet Members are being updated on a monthly basis;
- The funding shortfall was subject to an approved Cabinet report on 17th June 2020;
- Authority to use CPO powers if necessary approved by Cabinet 22nd July 2020.
- The GDA is now signed; maximum sum value of £249M

- Non-statutory public consultation ran from 14th October – 25th November. Good response to the consultation has been received and the results will form part of the wider work to feed into the Preferred Route Announcement in Spring 2021.
- Land agents appointed to progress land acquisition and negotiations in partnership with GCC Property.
- Claims 1 & 2 have been made and include circa £4M of 'historic claim' claw back.

2.3 Highways Contracts

- Term maintenance/Professional Services - Resources operating with some limited impact from COVID19. Annual programme of footway surfacing and surface dressing now complete. Patching in advance of next year's surface dressing currently underway. Performance on cyclical maintenance and defect repair remains above target. Ability to work collaboratively with all teams remote is challenging.
- Structural maintenance - delivery now ahead of schedule for 20/21 following concerted efforts to recover time lost due to COVID19 impacts. The website shows the current schedule plus the interactive map for 20/21 works. Now moving towards the final year (21/22) of the additional investment period.
- Street lighting – delivery is largely business as usual. Skanska sale to M Group now confirmed - will likely mean a novation of the street lighting contract – more detail to follow as it becomes available.
- Highways Skills Academy – work continues to support apprenticeships across Gloucestershire Highways with those already in place (over 15). The team are now also developing work on the possibility of delivering traineeships through the Skills Academy. Despite the difficulties in recruiting and training of new staff under pandemic restrictions the Skills Academy has managed to achieve its target of bringing eight more new apprentices into the business across GCC, Ringway and Atkins.

2.4 Highways Delivery

- Winter readiness – winter treatments have begun with a handful of gritting runs carried out during November and December. Contingency arrangements in place to ensure resilience for this service if impacted by COVID19, including exploration of mutual aid arrangements with neighbouring authorities and contracts.
- Depots/property – 20/21 funding from MTFs for land acquisition for replacement depot, additional MTFs bid for works to Cirencester Depot where structural failure of outer building has occurred. Likely to be delayed because of response to COVID19.
- Ash die back programme – works proceeding well to fully utilise the £0.5m funding on addressing ash die back in 20/21. Significant tree removal works now being undertaken in target areas, and work progressing on the parallel works for replacement trees which will be aligned with the wider Council strategy for tree planting. Plans being made to enable the proactive work on removing diseased ash trees to continue in 21/22.

2.5 A419 Junction Improvements (Stonehouse)

- Works are substantially complete with the exception of some planting works. We continue to review the scheme with local stakeholders alongside the post works evaluation that we undertake for all major projects.

2.6 A38 Canal Bridges, Whitminster

- Works are largely complete. This includes the completion of landslip works at Northleach on the old A40 where the removed spoil material from the canal project has been able to be utilised to stabilise the embankment supporting the road. This has been a positive benefit both financially and from a carbon footprint perspective, reducing the need to transport material over long distances.
- Following completion of the roundabout works, further works to connect the canal either side will be progressed.
- Cotswold Canal Trust and Stroud District Council successful in lottery bid for £8.9m, 4.5 miles of canal, (opening Thrupp through to Sharpness canal at Saul Junction). The funding also includes the creation of 21 hectares of biodiversity land, planting 30,000 trees and shrubs, generating additional spending of £5.5 million per year in the local economy, bringing health benefits estimated at £8 million a year, preserving the canal archives from the 1730s and involving up to 500 extra volunteers. GCC are a partner in its delivery.

2.7 West Cheltenham / Cyber £22M

- Following December 2018 Cabinet approval, Outline Business Cases for all phases of the scheme have been drawn up; business Cases for Phases 1 & 2 were submitted, presented and agreed at the LEP Board on 10th December 2019; business Cases for Phases 3 & 4 were submitted, presented and agreed at the LEP Board on 9th June 2020.
- Work started on site for Phases 1 and 2 in June 2020 and works are currently on schedule to be completed by Summer 2021.
- The Phase 3 and 4 Design and Build contract is progressing well with design due to be complete imminently, construction is anticipated to start in early 2021 and be complete by the end of 2021.
- Highways England's safety critical works at Staverton Bridge and M5 Junction 11 works have now commenced with Arle Court forming part of the M5 J11 diversion route, whilst this has resulted in an increase in stakeholder contact there has been no impact on the Phase 1 & 2 works programme.

2.8 Ashchurch Bridge over Rail (Delivery for Tewkesbury Borough Council)

- Planning permission for the bridge has been submitted. It is anticipated this will go on the agenda for the January planning Committee.
- Works continue with Tewkesbury Borough Council and Network Rail to understand the complexities of the legal agreements required for the construction phase.
- Detailed design continues (Atkins).

3.0 Community & Infrastructure

3.1 DfT Emergency Active Travel Fund

- EATF Tranche 1 (London Road cycle route): Detailed design underway for 140m of cycle lane between Tesco and Great Western Road, for construction early 2021.

- In November 2020 £864k was secured from an EATF Tranche 2 bid from the Department for Transport, which will part fund a section of the B4063 Chelt-Glos cycle route.
- Consultation plan summary for the B4063 Chelt-Glos cycle route has been submitted to DfT and published on the council's website together with evidence of how the scheme will comply with the government's new guidance on cycle infrastructure standards (LTN 1/20).

3.2 ITU Public and School Transport

- New national rules mandating the wearing of masks on school buses have been introduced smoothly and have been appreciated by schools, parents and bus operators.

3.3 E-scooters

- Continued excellent uptake. Total distance travelled now 47,748 kilometres, equivalent to riding 1.25 times around the world.
- Reduction in anti-social behaviour: while some anti-social behaviour has occurred, it has reduced in frequency and severity.
- Positive press coverage about PCSO using a Zwings e-scooter to apprehend an offender.
- Excellent uptake of free rides for NHS workers - over 150 key workers made free rides.
- Excellent COVID-19 response with vehicles fully sanitised on a daily basis.

3.4 School Streets

- Positive early feedback from parents and children about the School Streets pilots in Tewkesbury and in Warden Hill (Cheltenham). These are being managed and monitored by a project team from ThinkTravel, Highways, Parking and the Police. A decision on further school streets pilots will be taken in summer 2021, to allow us to apply lessons learned from the first phase.

3.5 Sustainability

- In December Cabinet agreed the council's first annual report on progress delivering the council's Climate Change Strategy. This includes updates to the rolling 5 year programme.
- £222k of bids submitted to the government's Low Carbon Skills Fund to help identify ways of reducing carbon emissions from the council property assets and inform future bids for the decarbonisation of heat.

3.6 Highways Development Management

- Four new members of staff join in January and February: the HDM Manager, two Principal Development Coordinators and one Principal Development Engineer.

4.0 Strategic Infrastructure

4.1 B4063 / A40 Highways England Cycling Scheme – Cheltenham to Gloucester

This project will need to link into the under construction GCC £22M transport improvement scheme to the west of Cheltenham. The original HE scheme, in order to fulfil funding criteria, needed to be completed by March 2020. This, however, was subsequently extended to construction starting in 2021, as part of the RIS2 process. Given the limited progress to date, the original date was increasingly impossible to adhere to. GCC officers continue to engage with HE's Route Manager to attempt to ensure everything is 'joined up'. GCC officers have decided to take over the detailed design of this project, given the HE delays with the design fully underway and expected to be complete in Spring 2021. This will have the key advantage of directly linking the project to the emerging £22M West Cheltenham Transport Improvement Scheme (WCTIS) providing a continuous link between Gloucester and Cheltenham Station once complete and include the recently successfully delivered Emergency Active Travel Scheme on London Road in Gloucester. A bid was recently submitted to the GFirst LEP for £5M towards this scheme. Despite scoring well, the scheme was not shortlisted by the LEP for funding. The GFirst LEP Board, in December 2020 agreed that any future underspend on the £22M WCTIS would be ringfenced to the B4063 cycle scheme.

4.2 M5 Junction 9 and A46 (Ashchurch)

- The Strategic Outline Business Case for the M5 J9 / A46 scheme was submitted to the DfT in January 2020;
- Positive Government announcement in March 2020, stating that the scheme should progress to the next stage;
- This is to progress to the Outline Business Case – the cost of which is likely to be £2M-£3M – part of the funding will come from the approved £4M GCC funding for 'business case development' in 2020/21;
- Discussions re- possible future funding ongoing with both Homes England and Tewkesbury BC due to the links to the 'garden town'.

4.3 Improved rail connectivity

- Rail Strategy published March 2020;
- This will now feed into the emerging review of the Local Transport Plan (LTP), which has recently been subject to a public consultation – the results of which have now been analysed and the LTP is scheduled to be considered at Cabinet in January 2021.

4.4 Digital connectivity

- Cabinet considered and approved the latest, revised Fastershire Broadband Strategy 2019-2022 in December 2019;
- This is now being implemented, with a view to securing solutions for 'the final 3%'.

4.5 A417 Missing Link

- Preferred Route Announcement (Route 30) made March 2019;
- Further public consultation took place in Autumn 2019;

- A supportive officer-level response to this consultation (a joint response from CDC, TBC and GCC) was sent on 8th November 2019;
- Positive announcement in March 2020 stating that the scheme has secured funding and should progress to DCO later this year;
- Various issues, including National Trust (NT) withdrawing their support for some aspects of the scheme, have resulted in a need for the scheme to be redesigned. This will lead to a delay of 8-12 months to the scheme's timetable. The Leader has taken this up with NT.
- The revised proposals were subject to a recent public consultation, which started on 12th October 2020. A detailed officer response was sent, meeting the external deadline of 12th November 2020.

4.6 GSWB / Llanthony Road

- Planning permission granted April 2019;
- Ongoing negotiations with landowners / landlords re- 14 plots; contract now agreed with City Business Centre, work progressing well in relocation for businesses within this site
- Planning application in with GCC for change of use (part of City Business Centre to become car park for displaced parking)
- The 'virtual' CPO Public Inquiry took place on 24th November 2020 – 2 objectors remain. Neither of which were represented at the Inquiry.

4.7 Local Transport Plan (LTP)

- Adopted in 2016;
- Currently being reviewed, with a view to adopting the revised Plan in early 2021;
- Draft LTP (pre- public consultation) agreed at 20th December 2019 Cabinet;
- Public consultation took place 16th January – 26th March 2020;
- The results of the public consultation have been analysed;
- GCC Cabinet will consider the final revised LTP in January 2021, before proposed adoption at Full Council in March 2021.

4.8 Minerals Local Plan

- The Plan has now been adopted.

4.9 Chepstow Transport Improvements

- Consultant's report outlined scheme options;
- Monmouthshire CC keen to progress the Business Case;
- GCC Lead Cabinet Members supported a GCC financial contribution of £20K (2020/21) towards Stage 2 of the Chepstow Transport Study.

4.10 Cinderford

- FoDDC yet to secure planning permission and funding for proposed extension of phase one of the road;
- FoDDC aiming to apply to themselves (via a Section 73 amendment) to vary the existing planning permission later in 2020/21;
- Until planning and funding is in place, no further action for GCC.

4.11 Local Plans / JCS / CIL

- Review of JCS now underway following an 'Issues and Options' consultation which ended in January 2019;
- GCC's signing of the JCS Partnership Agreement has now been paused and it currently depends on the outcome of the JCS CIL review (see below);
- There was agreement with JCS officers in October 2019 that there should be an immediate review of the JCS CIL. GCC had agreed to financially contribute £25K towards this and the review was progressing. In Spring 2020, JCS officers informed GCC that this CIL review will be paused due to (i) COVID-19 and (ii) lack of secured funding from the District Councils;
- GCC education and library contributions continue to be challenged and 'declined' by some District Councils and developers. We have now failed to secure several millions of pounds worth of essential infrastructure;
- To date GCC has not received any monies generated through CIL from any of the JCS authorities;
- That said, negotiations continue with some positive progress made and Lead Cabinet Members have been updated;
- Stroud Local Plan – Consultation on Draft Local Plan – closed 22nd January 2020. Significant officer-level concerns submitted to SDC – especially transport issues re- the significant proposed development at Sharpness. Another SDC consultation took place with additional possible housing sites, which was responded to in December 2020.
- Cotswold Local Plan – Adopted in August 2018;
- Forest of Dean Local Plan – Issues and Options consultation ended on 31st October 2019. FoDDC are currently consulting on a 'preferred option' – the closing date for comments is 29th January 2021. GCC officers will comment before this deadline.

5.0 Libraries & Registration

5.1 Libraries

- Libraries continue to adjust the services offered inline with national COVID-19 restrictions. Agreement has been received to roll out the Innovation Lab concept to the 6 districts. Work will begin on this project in the New Year.

5.2 Registration

- The backlog of birth registrations is now under 300. The team have made significant progress on the huge backlog and we are now reverting all offices back to mixed appointment availability. Registration services continue to adjust their provision in line with national COVID 19 restrictions and changes in demand.

6.0 Waste Management

- Household Recycling Centres (HRCs) will remain open during the latest national lockdown (announced on 4th January 2021), with social distancing facilitated through

an online appointment booking system. Waiting times for an appointment to visit a HRC remain low. Waiting times have reduced at Pyke Quarry since the last update:

Site	Waiting time 2 nd Dec	Waiting time 16 th Dec
Fosse Cross	1 day	1 day
Hempsted	5 days	5 days
Oak Quarry	1 day	1 day
Pyke Quarry	13 days	9 days (excludes Christmas Day and Boxing Day closure)
Wingmoor	1 day	1 day

- General and clinical waste management arrangements for the COVID-19 mass testing pilot at the RAU, Cirencester have been paused following the recent announcement that the majority of university students will not return to colleges until at least mid-February. Support for the Gloucester testing site is being arranged, effective from 13th January.

7.0 Employment and Skills

7.1 Adult Education Service

- AES's contribution to the local skills support for economic recovery has been completed and has been shared with the GAB and stakeholders in October. This should help raise the profile of GCC Adult Education and also stimulate further discussion and provision with District Councils, community groups, etc. and help with further collaboration over the use of Adult Education Budget (AEB) with local colleges.
- Since the implementation of the new staffing structure (commenced 1st September), good progress is being made with staff being embedded into new roles. The transition from old to new is progressing very well despite COVID-19 related challenges. An internal full review of our current processes and procedures is underway to enable the Service to continue making improvements (streamlining, efficiency gains and cost savings).
- Online learning remains in place for community learning, skills and apprenticeship provision. It is likely that longer-term the Service will retain more of a blended learning approach combining online and face-to-face learning, although this remains challenging with Community learning.
- Performance 1st Quarter (Learner enrolments, Income from ESFA, Exam passes, Retention Rates, etc.) remain strong in most areas despite Covid-19 related challenges.
- Sarah Carne, the new Head of Adult Education started work on the 4th January.

- REPORT END -

ENVIRONMENT SCRUTINY COMMITTEE

WORK PLAN 2020-21

13 January 2021 <i>Report deadline: 4 January 2021</i>	3 March 2021 <i>Report deadline: 22 February 2021</i> Last meeting of this Council
Electric Vehicle Infrastructure update	Rail developments
	<i>Tentative: Flooding on highways</i>

POSSIBLE FUTURE ITEMS

POSSIBLE FUTURE ITEMS					
1	Infrastructure South – including the third river crossing		3	Visit to Javelin Park	
2	Infrastructure Planning				

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