


Environment Scrutiny Committee	
Thursday 8 September 2022 at 10.00 am	
Cabinet Suite - Shire Hall, Gloucester	
AGENDA	

1	APOLOGIES To note any apologies for absence.	Chair
2	MINUTES (Pages 1 - 6) To confirm and sign the minutes of the meeting held on 13 July 2022.	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	DRAFT ROAD SAFETY POLICY (Pages 7 - 14) To consider the attached report and comment on the draft Road Safety Policy. This will be accompanied by a verbal presentation on some key statistics from the public consultation so far.	Philip Williams
5	WORK PLAN (Pages 15 - 16) To review the committee work plan and suggest items for consideration at future meetings.	Chair
INFORMATION ITEMS		
6	EXECUTIVE DIRECTOR'S REPORT: ECONOMY, ENVIRONMENT & INFRASTRUCTURE (Pages 17 - 28) To note the attached update report from Colin Chick, Executive Director of	

	Economy, Environment & Infrastructure. This report is to be taken as read . If members of the Committee have any questions, these should be emailed to Sophie Benfield in Democratic Services who will liaise with officers to provide a written response.	
7	FUTURE MEETINGS 22 November 2022 11 January 2023 8 March 2023 10 May 2023 12 July 2023 6 September 2023 15 November 2023	Chair
Membership – Cllr Roger Whyborn, Cllr Susan Williams, Cllr Chris McFarling (Vice-Chair), Cllr Gill Moseley, Cllr Alan Preest, Cllr Phil Awford, Cllr Sajid Patel, Cllr Dr David Willingham and Cllr Vernon Smith (Chair)		

- (a) **DECLARATIONS OF INTEREST** – Members requiring advice or clarification about whether to make a declaration of interest are invited to contact the 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.

EVACUATION PROCEDURE - in the event of the fire alarms sounding during the meeting please leave as directed in a calm and orderly manner and go to the assembly point which is **outside the main entrance to Shire Hall in Westgate Street**. Please remain there and await further instructions.



ENVIRONMENT SCRUTINY COMMITTEE

MINUTES of a meeting of the Environment Scrutiny Committee held on Wednesday 13 July 2022 at the Cabinet Suite - Shire Hall, Gloucester.

PRESENT:

Cllr Roger Whyborn	Cllr Alan Preest
Cllr Susan Williams	Cllr Phil Awford
Cllr Chris McFarling (Vice-Chair)	Cllr Sajid Patel
Cllr Gill Moseley	Cllr Vernon Smith (Chair)

Officers in attendance: Colin Chick, Philip Williams, James Blockley and Jason Humm

Apologies: Simon Excell, Cllr David Gray, Cllr Dr David Willingham and Cllr Dom Morris

2. MINUTES

The minutes of the meeting held on 24 May 2022 were approved.

3. DECLARATIONS OF INTEREST

Cllrs Chris McFarling and Roger Whyborn declared ownership of an electric vehicle, due to the forthcoming discussions on the electric vehicle charging rollout.

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, in relation to item 5.

4. ELECTRIC VEHICLE CHARGING POINTS

4.1 Steve Lowe, ULEV Programme Manager, gave the attached presentation and members noted the following points:

- There were a number of council strategies which reinforced the need for EV charging infrastructure (shown on slide 2).
- A contract had now been procured with Chargepoint for the next 3 years and would focus on on-street charging points. The contract provided an end-to-end service for the deployment phase, including identifying the best sites. This contract could also be re-used by other councils in Gloucestershire.
- The first phase was to identify the correct sites. A number of tools would be used to do this which were listed on slide 4. It was noted that there was an increasing appreciation of the need for charging points now.
- Slides 5-11 showed an idea of the first proposed sites, focusing around the more densely populated areas within each district. It was noted however that there were a number of towns and villages in the rural districts that solely relied on on-street parking as well, even though they had lower population density.

- The site surveys had begun in Cheltenham and Gloucester for the first stage of the rollout and the rest of the county would be scheduled for the summer months. The surveys were vital to truly understand the logistics for each proposed site.
 - Slide 13 outlined the process for finalising the on-street locations.
 - In addition to the on-street Chargepoint programme, the Government had also announced the opportunity to bid for LEVI funding. GCC's bid was outlined on slide 14 and focused on 40 rural towns/village hubs, positioned at starting to address the rural issue. It was expected the funding result would be announced around mid-August.
 - The final work stream was the Staff Fleet Migration, details outlined on slide 15.
- 4.2 The process of registering an interest by residents was available online and the request would then be added to the prioritisation list. This had been sent out via a press release and through the Parish and Town Council distribution list.
- 4.3 A member challenged the current prioritisation strategy reflecting that the overall goal for the county was to reduce the need to travel in the first place, especially by car. This would be arguably easier to achieve in more densely populated areas through other transport means. Whereas residents in rural areas had more of a need to use electric vehicles and therefore the priority for charging points should be there, rather than in our towns and cities.
- 4.4 This point was appreciated by officers and taken on board. It was confirmed that population density was not the only factor used to determine prioritisation and it should be considered that the carbon emitted from transport was much higher in rural areas. The advantage of keeping the heat maps up to date as the roll out continued was being able to see areas that were significantly far away from any provisions. The process had to be transparent and officers able to justify the locations selected, as well as residents being aware if their area was already on the prioritisation list etc.
- 4.5 It was added that many market towns in rural areas had no available parking in the centres and vast pockets with no access to charging. They had heard of police officers running out of power due to this. Noting that the LEVI funding mentioned in the presentation for the 40 rural sites was not guaranteed, there would need to be some way of addressing this within GCC's own rollout.
- 4.6 Members noted that all other councils in the county could use GCC's contract provisions to supply their own charging points. It was recognised that many of the public car parks for example were owned by districts and therefore GCC had no direct authority over those to install charging points. There had been a survey of GCC owned premises to see whether any of these sites would be appropriate to provide public charging but unfortunately, due to many of them being secure areas, this had not been fruitful.

- 4.7 It was confirmed that the programme was aiming to provide 1000 charging points over the 3-year contract period, which on average would mean 3 double charging ports per location (depending on the site requirements). It was likely most would be fast chargers as this would be enough for resident to charge overnight but not too much that it would overload the grid. There were no set timescales for the next phase at the moment, but the contractors were read to go as and when. The cost to residents had been set at a maximum per KW hour in the contract but noting this may increase slightly due to the pressures on energy supply at the moment. Officers were conscious that residents were not put at a disadvantage cost-wise if they did not have their own driveway to charge from.
- 4.8 On questioning, it was confirmed that there had been no additional cost to replacing the fleet vehicles. A lot of them had overdue leases for example.
- 4.9 It was noted that the rollout focused solely on residents, and it was questioned what the vision was for those visiting or travelling through the county. It was advised that the Council's 'customer' was residents and the government/OZEV funding available only covered residential supply. This was not a programme that GCC could deliver alone, it would rely on all partners, including private businesses to be involved and supply where they were able.
- 4.10 A member asked whether GCC had considered any mitigation for supply issues during the rollout. It was advised the contractors were confident they had the supply they needed, and there were regular meetings taking place on resource etc. Rather than the hardware being an issue, it was actually having the supply of local labour available to do the installations.
- 4.11 An action was taken to provide an update on the situation with local planning authorities ensuring charging points were a planning condition for new developments.

ACTION: Philip Williams

- 4.12 There was a discussion around making sure the charging points were financially sustainable. The set-up costs would not be met by users for any years and therefore it would be sensible to target users that were most likely to use the points, highlighting that many communities were currently unable to afford an electric vehicle. Officers acknowledged that it would be some time for the upfront costs to be recovered, but it was simply something that had to be done to get the market started. The day-to-day cost of the chargers would be met by a couple hours of charging a day and the market would reduce, with second hand vehicles becoming available in the future. Even with the rising cost of energy, it was still a lot cheaper to run electric over petrol vehicles.

5. NATURAL FLOOD MANAGEMENT

5.1 James Blockley, Principal Flood Risk Management Officer, had been invited to give the Committee a presentation on Natural Flood Management (NFM). Members noted the following:

- In its simplest term, NFM was a flood risk management methodology that sought to emulate and augment the way nature dealt with the flow of water through a range of natural processes.
- This could be done, for example, by; increasing roughness to slow water down, putting obstructions in the way, increasing losses or holding water back to be released at a controlled rate.
- Various techniques would be used to achieve these interventions, for example, land use change such as restoring habitats, multiple smaller interventions such as dams or larger schemes such as reconnecting flood plains etc.
- The benefits of NFM did not just lie within flood management, but also biodiversity and carbon capture as well as health and wellbeing due to residents feeling reassured the flood risk was being managed etc.
- It was important to note that NFM worked best as a part of a ‘toolbox’ of measures.
- The success of NFM had been measured by constant monitoring, before during and after interventions and by looking at successful projects.
- An example was given of the Stroud NFM project which had been a huge success and was increasingly being used as an example of best practice. The scheme involved 750 individual interventions, which had resulted in 25% of the catchment now draining through NFM and 1m peak river level reduction.
- Slide 5 outlined the challenges that remained for NFM. It relied significantly on people to talk to landowners, communities, effective monitoring etc. The interventions themselves were not expensive, it was more the resource needed from officers to get to the installation stage.
- The criterion on government funding often centred around the number of homes better protected. This was a difficult thing to measure through NFM and would be better to take into account all the added benefits when assessing funding levels.
- Liability also played a big part in the success of these interventions. As many completely relied on the landowner’s permission, they often worried about the interventions failing and becoming liable for community flood events.
- The final slide explored what was next for Gloucestershire in this area, which included:
 - Understanding the upstream NFM potential to reduce the level of water coming into Gloucestershire during heavy rain, before spending a lot of money on concrete alleviations in the lower catchments where the flooding happened.
 - Continuing to build on partnerships and networks, a collective effort on this issue would be much more beneficial rather than GCC working in isolation.

- Building on GCC's officer resource. There had recently been approval to recruit a full-time member of staff to look at NFM project development. This would fill a massive gap in the team which had been needed for a while now.

- 5.2 In response to a question, it was advised that the team were not yet working actively with the county farms estate. They were focusing their efforts on existing schemes but this was something, once the new NFM officer was in place, that will be able to come forward.
- 5.3 Members noted if there was a particular flooding issue they wanted to evaluate to see if NFM could help, they should speak with the flood team at GCC or partner organisations such as the Farming and Wildlife Advisory Group (FWAG) or Gloucestershire Wildlife Trust.
- 5.4 The Committee thanked the officer and his team for all their hard work.

6. RESTORING OUR RIVERS TASK GROUP

- 6.1 Cllr Awford, Chair of the Restoring our Rivers Task Group, presented the Group's final report to the Committee. Members were reminded that this task group resulted from a motion to full Council back in September 2020. Although the group were very conscious that the Council's ability to bring about significant change was somewhat limited, that said, members from across the council engaged fully which resulted in a very productive and in-depth piece of scrutiny.
- 6.2 The next steps would be for the recommendations to go through Cabinet and Council and, via the county MPs, to feed into the Environment Bill.
- 6.3 A member stressed that the key going forward with this piece of work would be to lobby the MPs and push for levies on water companies to be reinvested into environmental improvements, as well as making sure our sewage systems had enough capacity to prevent future spilling.
- 6.4 It was requested that Environment scrutiny were kept up to date with the recommendation's progress annually.

ACTION: Add to work plan

- 6.5 There was a discussion about the potentially irreversible damage that was currently happening to the rivers and that ongoing monitoring of pollution levels was vital. It was noted that the Group were limited in what they could deliver directly but reassurance was given that they would not be sitting back waiting for updates.
- 6.6 A member asked if it would be possible to have a map, like the one provided on page 57 and 58 of the reports pack, to cover the rest of the county.

Minutes subject to their acceptance as a correct record at the next meeting

ACTION: DSU to explore

6.7 It was agreed that a paragraph would be added to the report to reflect the Committees want for recommendations to be actioned with urgency, where it was possible for the task group to influence.

6.8 The Committee thanked the members involved for the hard work and extensive report provided. There was unanimous support for the report to move forward and be presented to Cabinet and full Council.

7. WORK PLAN

Members noted the future items in the attached work plan and made the following additions:

- Improving Gloucestershire's Bus Services Task Group report
- Strategic Estate Plan Task Group
- Sheep mess clear up in the Forest of Dean
- Restoring our Rivers Task Group progress report

CHAIR

Meeting concluded at 12:23.

Environment Scrutiny Committee	
Report Title:	Draft Road Safety Policy
Meeting Date:	8 th September 2022
Chair:	Cllr Vernon Smith
Presenting Officer:	Philip Williams
Purpose of Report:	For members of the committee to consider and comment on the draft Road Safety Policy.
Background Documents:	Draft Road Safety Policy Consultation - Cabinet Member decision, July 2022 https://glostext.gloucestershire.gov.uk/ieDecisionDetails.aspx?ID=1907
Appendices	Draft Road Safety Policy consultation document road-safety-policy.pdf (gloucestershire.gov.uk)

Summary

In June 2022 the Cabinet Member for Fire, Community Safety and Libraries approved publication of the draft Road Safety Policy and public consultation on ambitious plans to improve road safety in Gloucestershire.

This report draws members' attention to medium term trends in road casualties, the Vision Zero ambition by 2050 and the proposed strategy to achieve a 50% reduction in fatalities and serious injuries by 2032 using the Safe System approach.

The committee will also be briefed on a snapshot of interim findings from the public consultation which started on 18th July and ends on 11th September. All feedback will then be carefully considered before Cabinet is asked to approve the final Road Safety Policy, strategy and targets at its meeting in November.

Full details of the Cabinet member decision, the current road safety work of the council and its partners, the nine key strands of the strategy and a full list of the public consultation questions can be accessed using the links above.

A separate report will follow later in the year in respect of responding to Motion 901 – Road Safety in Gloucestershire. One of the resolutions was to ask officers to provide a thorough briefing on recent accidents and their causations. This requires detailed analysis and the collection of additional information which is being carried out by the road safety data team with input from other agencies.

Background

The proposed Road Safety Policy covers the statutory duties of the Council as the Highway Authority, Fire Authority, and Public Health Authority:

- Road Traffic Act 1988 section 39 - must prepare and carry out a programme of measures designed to promote road safety.

- Traffic Management Act 2004 section 16 – duty to manage the road network.
- Road Traffic Regulations Act 1984 section 122 – to secure the safe movement of traffic.
- Health and Social Care Act 2012 – assess the needs of the community (including Road Safety).
- Fire and Rescue Services Act 2004 section 8, part 1 a and b:
 - Rescuing people in the event of road traffic collisions in its area:
 - Protecting people from serious harm to the extent it deems reasonable to do so, in the event of road traffic collisions in its area.

In recent years there has been growing public awareness and interest in urban and rural communities in measures to help people walk and cycle more and to improve road safety. During the pandemic lockdowns significantly less traffic on roads led to a noticeable increase in cycling and walking as people felt safer. In some areas temporary measures were introduced by the council using the government’s Emergency Active Travel Fund.

The Council’s formal policy on Road Safety, set out in the Local Transport Plan 2020 - 2041 (LTP), approved last year, states:

GCC will contribute to improved safety, security and health by reducing the risk of death, injury or illness arising from transport, working with partners to improve personal safety perceptions and the promotion of transport that contributes to good health and wellbeing.

Gloucestershire, like many authorities, has not had binding road safety targets for over 10 years, ever since the Department for Transport (DfT) made them discretionary and ended the link between Local Transport Plan targets, performance and funding. Towards the end of this period coordination of road safety activity was also hindered by the absence of a formal road safety partnership in the county.

A study by the Parliamentary Advisory Council on Transport Safety in 2021 showed that where other authorities are continuing to make improvements, in Gloucestershire and several authorities in the South West the numbers of Killed and Seriously Injured people (KSIs) from road traffic collisions have increased.

Table 1: Least effective areas for casualty reduction efforts across Britain

Rank	In England	%age Change	In Scotland	%age Change	In Wales	%age Change
1.	Torbay	+53%	East Lothian	-10%	Caerphilly	+28%
2.	Devon	+46%	Moray	-20%	Monmouthshire	+27%
3.	Plymouth	+40%	North Ayrshire	-20%	Newport	+25%
4.	Luton	+32%	Edinburgh	-22%	Conwy	+21%
5.	Cornwall	+29%	Midlothian	-22%	Denbighshire	+16%
6.	Gloucestershire	+27%	East Renfrewshire	-24%	Torfaen	+8%
7.	City of London	+22%	West Lothian	-26%	Carmarthenshire	+5%
8.	Barking and Dagenham	+22%	North Lanarkshire	-26%	Powys	+1%
9.	West Sussex	+19%	West Dunbartonshire	-26%	Blaenau Gwent	0%
10.	Surrey	+18%	Glasgow City	-27%	Ceredigion	-1%

The trend in KSI's in Gloucestershire over the past 9 years is highlighted in table 2 below. This shows a steady increase in the number of serious injuries between 2015 – 2019.

Table 2: Gloucestershire KSI's between 2012 and 2021

Severity	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Killed	33	32	29	26	27	20	28	20	23	23
Serious	222	181	195	228	253	294	257	297	254	302
Total KSI	255	213	224	254	280	314	285	317	277	325

Actual number KSI recorded between 2012 and 2021

In the past three years the council has been receiving increasing demands for lower speed limits, particularly 20mph, and for local communities to be able to use Vehicle Activated Signs and Community Speed Watch cameras to help highlight and manage speeds.

Developing a new Road Safety Policy

Stakeholder Workshop

In December 2021 the council convened a workshop with a wide range of stakeholders to review current practices and develop a broad consensus to taking forward a new road safety strategy. Delegates included town, parish, district and county councillors, different mobility user groups, cyclists, horse riders, road haulage association, as well as Police, Fire & Rescue, Ambulance, Public Health and the office of the Police and Crime Commissioner.

The Parliamentary Advisory Council on Transport Safety reported on a global plan to reduce casualties by 50% by 2030 and interest from the UK government, from Project EDWARD about their award-winning UK road safety campaign and from a road safety consultant about the rationale behind the Safe Systems approach.

Delegates identified how road safety supports wider policy objectives, they set out the main challenges with achieving ambitious targets and priorities for resourcing, listed activities which support a Safe System approach and gaps and considered ways of engaging target audiences.

In December 2021 we also surveyed parish and town councils, and district councillors in Gloucester and Cheltenham – urban areas which are largely unparished – to seek views on 20mph speed limits. This showed a strong level of support for more 20mph limits, but also showed that where we have already introduced these limits, the compliance with them was not high. A DfT study in 2014 showed that 20mph limit schemes which rely on signage alone are less likely to be effective than those which include physical measures to effect lower traffic speeds. More details can be found in the background paper to the Cabinet Member decision

taken in July 2022.

Safe Systems and Partnership Working

Gloucestershire's ambitions to improve road safety cannot be achieved in isolation and can only be done by partnership working.

A cornerstone of the new strategy is the 'Safe Systems Approach'. Whilst engineers could design a perfect road system, human interaction with that system would mean that mistakes will happen.

There is a shared responsibility amongst those who design, build, manage and use roads and vehicles to prevent collisions resulting in death or serious injury, therefore, it is very much a collaborative approach to deliver road safety 'with' the community instead of 'to' the community. Rather than Local Authorities having a reactive approach to road safety, the Safe Systems approach requires Councils and other organisations to be proactive and consider how risk can be reduced from a particular stretch of road, instead of only treating roads where there is already a collision problem.

There are 6 elements to the Safe Systems Approach:

- Safe Roads
- Safe Vehicles
- Safe Road Users
- Post-Crash Response
- Safe Speeds and
- Road Safety Management

The best performing authorities in road safety are those which are adopting the Safe System approach and who are demonstrating good levels of governance and accountability. They also have clear targets and monitoring systems in place. Staffordshire and South Gloucestershire who have both adopted this approach appear in the list of the best performing authorities in England.

Last year Safer Gloucestershire agreed a governance structure to improve multi-agency road safety coordination and in December 2021 the Gloucestershire Road Safety Partnership was re-established. This reports into Safer Gloucestershire, meets quarterly and provides a forum for coordinating strategic direction and resources. Each partner organisation retains its own internal governance for formal decision making and remains accountable for its statutory responsibilities.

As part of the consultation process for the draft Road Safety Policy members of Safer Gloucestershire have been invited to comment.

The Vision Zero ambition

The council's Corporate Strategy includes the following ambition:

On road safety, we want to deliver safer roads, healthier streets; lowering speed limits where people live and building more crossing points to achieve the Vision Zero road safety ambition by 2050.

Vision Zero is an aspiration to eliminate death and serious injury from roads and traffic, by 2050, by taking a safe system approach. The aspiration is that by 2050 there will be zero, or as close to zero as possible, road fatalities or life changing injuries; that the Safe System will be the normal approach to road safety, and also that walking and cycling will be a safe and easy choice for personal transport.

To ensure that long term goals are achieved the proposed strategy has included interim ambitions to half KSI's over the next 10 years, by 2032. Using current road safety data for Gloucestershire this would mean reducing KSI's to the levels set out in table 3. The baseline is the average number between 2017 and 2019, predating the Covid pandemic.

Table 3: Indicative pathway for Gloucestershire 50% KSI reduction by 2032

Severity	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Killed	23	22	21	20	18	17	16	15	14	13	12
Serious	254	241	229	216	203	191	178	165	152	140	127
Total KSI	277	263	250	236	221	208	194	180	166	153	139

To achieve this ambition means we need to be able to reduce the estimated total KSI figure of 277 for the whole of 2022 to 139 by the end of 2032. This represents a significant challenge, given that we are likely to see more vehicles on the road. Thus, the need to act now is imperative if we are to encourage change and improve road safety for future generations.

Against this backdrop vehicles are becoming safer and include greater levels of automation to reduce human error, such as reading speed limit signs, Intelligent Speed Assistance, Emergency Braking, Pedestrian Detection and Lane Assistance. The level of automation in vehicles in 2040 and in 2050 is likely to be considerably greater and more advanced than today. Medical interventions / treatment is also expected to improve survivability after collisions.

Consultation on the draft Strategy

The proposed strategy for delivering road safety to 2032 relies upon the Safe System approach and nine thematic areas of activity:

1. Reduce fatalities, serious injuries, number, and severity of collisions
2. Develop a data and evidence base, including research, and monitoring of existing approaches
3. Develop toolkits and programmes
4. Increase levels of safety for walking
5. Increase levels of safety for cycling
6. Improve collaboration between partners and stakeholders

7. Embed the Safe System approach
8. Promote Vision Zero to Gloucestershire's public
9. Lead by example

Details of the activities within each area are set out in the consultation document which can be viewed using the link on the front page of this report.

A key element of the first theme is the proposed '20mph speed restriction policy statement'. This is designed to apply to urban and rural locations, prioritising locations:

- With an existing casualty history;
- adjacent to or in the Local Cycling & Walking Infrastructure Plan network or which form part of urban realm/liveable street improvements;
- with limited footway provision;
- with widespread community support; and
- supported by statutory consultees and officers.

As part of the consultation process organisations and members of the public have been asked 34 questions about the strategy. These aim to identify areas of support and concern about the Safe System Approach, Vision Zero, 20mph policy, ambitions for 50% fatal and serious casualty reduction by 2032, and ask to what extent people agree with each of the nine strategic themes.

At the time of writing the report over 430 consultation responses had been received with around twice the number of responses supporting a Safe System approach compared with not supporting it. A similar pattern of responses was given to the ambition for a 50% reduction in KSI's by 2032.

A verbal update will be provided at Committee by the presenting officer with further details.

Financial Implications

The council has a £47m highways capital programme which is part funded by the DfT. This covers a wide range of front line investment across areas including structural maintenance for roads and footways, structures/bridges, lighting, drainage, integrated transport, cycling and local safety schemes, which target collision hot spots.

Road Safety data-led schemes typically have a very high benefit/cost ratio and 'before and after' studies have demonstrated significantly reduced collision numbers. In recent years the road safety capital programme budget has reduced to around £400k. This means that only projects under £250k can be considered for inclusion. More expensive schemes rely upon third party grants and funding. Smaller ones often rely upon Highways Local, developer contributions and match funding.

This year an additional £600k one off funding has been allocated to support **Community Speed Watch** activities - £250k capital, £300k revenue and £50k from

the OPCC. This money is available to support communities taking part in Community Speed Watch, including road safety advice, speed surveys, signing, and monitoring equipment. Parish and community groups have been invited to bid for funds against criteria from the Community Approaches to Road Safety toolkit, which is being refreshed. A verbal update on this will be given at the Committee.

Looking ahead, it is not unusual for a council of this size to invest considerably more in measures to improve road safety. Additional targeted investment would be expected to result in lower KSI's and could also support the council's wider policy objectives for transport decarbonisation, improving the cycle network and helping more people walk to school. Funding for such measures is normally secured through the MTFs process. This is likely to be challenging given the current public finance pressures however measures such as making more use of in-house traffic engineer resources would help to make schemes more affordable and quicker to implement.

Climate Change implications

Many of the proposed actions within the Road Safety Plan will have a positive impact on climate change. Making it safer to walk and to cycle will increase the proportions of short journeys undertaken with these modes, which will contribute significantly to the decarbonisation of transport. Physical infrastructure measures such as segregated cycle paths, controlled crossings and lower speed limits are also necessary to deliver long term changes.

Equalities implications

Collision data shows that young people and older drivers are over-represented in KSI figures for the county, and also that male drivers, particularly younger male drivers are the highest risk group. A full EIA has been completed for this draft policy and can be viewed with the Cabinet Member decision paper published in July 2022.

Social value implications

Transport is a key determinant of levels of social inclusion of people in society. Over 40,000 households in Gloucestershire are without a car or van to enable them to access essential services. These tend to be households where one or more members have a disability. This is why improving levels of safety for cycling and walking is essential to enable communities to access employment, training and essential local services.

Officer Contacts

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and

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ENVIRONMENT SCRUTINY COMMITTEE

WORK PLAN 2022/23

<p>8 September 2022 Report deadline: 30 August 2022</p>	<p>22 November 2022 Report deadline: 11 November 2022</p>	<p>11 January 2023 Report deadline: 30 December 2022</p>
<p>Draft Road Safety Policy [feedback as part of the consultation]</p>	<p>Annual Climate Change Strategy review [to include Motion 891]</p>	<p><i>Alternative/environmental-friendly technologies and innovative ideas within highways</i></p>
	<p>Strategic Planning for the County</p>	

<p>8 March 2023 Report deadline: 27 February 2023</p>	<p>10 May 2023 Report deadline: 2 May 2023</p>	<p>12 July 2023 Report deadline: 3 July 2023</p>

POSSIBLE FUTURE ITEMS

1	Transport Decarbonisation Plan		4	Sheep mess clear up – FOD	
2	Improving Gloucestershire’s Bus Services Task Group		5	Restoring our Rivers Task Group monitoring	Within 12 months from July 2022
3	Strategic Estate Plan Task Group				

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

August 2022

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

1.0 Decisions

Relevant forthcoming decisions, by date due:

- [The Introduction of Moving Traffic Enforcement](#) - 21 Sep 2022 by Cabinet
- [Parking ICT Contracts](#) - 21 Sep 2022 by Cabinet
- [Proposed relocation of Gloucester Library to the former Debenhams Building and entering into a lease](#) - 21 Sep 2022 by Cabinet
- [M5 Junction 9 and A46 \(Ashchurch\) Transport Scheme](#) - Between 23 Aug 2022 and 30 Sep 2022 by Cabinet Member - Environment and Planning

Pending items for publication

- Tender and Award of Transport Contracts under the Dynamic Purchasing System for Transport – Colin Chick / Jason Humm / Tom Main
- Public Transport – Network Review – Colin Chick / David Taylor
- Road Safety Policy – Colin Chick / Gill Pinder
- Climate Change Strategy & Action Plan annual report – Colin Chick / Pete Wiggins

2.0 Highways

M5 J10

- Preferred Route Announcement took place on 16th June 2021 along with associated communications and publication via GCC website.
- Land agents progressing land acquisition/negotiations in partnership with GCC Property.
- Successful bids for £35k and £125k Capacity Funding from Homes England to support local planning authorities in both their statutory and non-statutory functions in respect of the Development Consent Order process.
- Claims to date total just under £22m.
- Statutory Public Consultation is complete. Formal responses have been provided to prescribed consultees' comments. Next stage will be full consultation report released in summer 2022 which will then feed into the DCO. Further targeted consultation to address the changes arising from the statutory consultation is underway.
- Work continues on the draft DCO documents, along with engagement with stakeholders on the Statements of Common Ground.
- Arle Court Transport Hub – Civils element– Planning granted and contract awarded to Knights Brown. Works commenced on site on 6th June 2022 and there is ongoing engagement with local stakeholders. A positive planning decision has now been received and the construction contract can now be awarded for the Multi Storey Car Park.
- A38/A4019 Coombe Hill - consultation complete, package of works have concluded and design finalised, with planning application submitted at the end of June, with determination anticipated in September.
- A4019/Link Road - Work continues on finalising the design.

West Cheltenham Transport Infrastructure Scheme / Cyber

- Work started on site for Phases 1 and 2 in June 2020 and are now complete. The Phase 3 and 4 Design and Build contract started in January 2021 and are now substantially complete with a public unveiling event undertaken in early June. Wider walking and cycling improvement works will continue on Hubble Road and in the St Marks area of West Cheltenham.
- National Highways' safety critical works at Staverton Bridge and Brookfield Bridge are underway. The M5 J11 works were completed as scheduled in March 2022 with full co-ordination with the West Cheltenham Transport Improvement Scheme.

Gloucester SW Bypass / Llanthony Road

- All premises are now owned by GCC, utility disconnections and demolition works are completed. Planning application for change of use (part of City Business Centre to become car park for displaced parking) has been approved. Scheme includes segregated footway and cycleway facilities that are compliant with latest government design guidance from the DfT.
- A successful DfT Levelling Up Fund bid has allocated £12.822m to the scheme and highway works started 4th July with works expected to last for 12 months. A contractor share event was undertaken on the 15th June alongside wider scheme communications.
- Works now underway and progressing well.

Gloucester Station Access Works (Delivery with Gloucester City Council)

- New access/egress at Metz Way now complete. Revised Bruton Way access works including additional drainage works commenced in May 2022 following confirmation of GWR license requirements, anticipated completion end Summer.

Structures/Geotechnical Schemes

- Blakeney West – Construction ongoing – piling operations now underway but are taking longer than anticipated due to ground conditions and piling rig capacity. Target completion is Summer/Autumn 2022.
- Rushmire Hill – investigations ongoing to determine slip failure mechanism to inform design.
- Badgeworth Road – Discussions re roadspace and with National Highways and Network Rail to co-ordinate activities in the area, along with joint comms.
- Tintern Bridge – Contractor appointed and work start planned for mid-July for a duration of 6-9 months. Ongoing co-ordination with Monmouthshire CC who jointly have responsibility for the bridge including joint comms and public share events. Public share event held on 23rd June.
- Walk Bridge – tendering Design and Build contract for Stroud District Council. Project specification delivered for design and build procurement.
- Charlton Hill – Complex geotechnical solution designed, and contract preparation underway.

Ashchurch Bridge over Rail (Delivery for Tewkesbury Borough Council)

- Planning permission for the bridge has been granted. Development of legal agreement is concluding.
- Project delivery through Design and Build contract with procurement documents being drafted. Works continue with Tewkesbury Borough Council and Network Rail to understand the complexities of the legal agreements required for the construction phase.

A435 Junction Improvements

- Works substantially complete. Alterations planned at Horsetrough Roundabout to improve cycling provision planned for later in 2022.

A435 Cheltenham to Bishops Cleeve Cycleway

- A recent funding announcement from the DfT Active Travel Fund means the scheme is now fully funded and preliminary design work is now progressing of the cycle route following an initial concept design.

A419 Junction Improvements (Stonehouse)

- Works substantially complete. Alterations planned at Horsetrough Roundabout to improve cycling provision planned for later in 2022.

Highways Contracts

- Term maintenance (Ringway) – Fourth year of the contract has now commenced. Cyclical maintenance and defect repair performance remains on target. Recruitment across the sector remains difficult - commercial discussions underway to address retention/ recruitment challenges in construction sector. Direct and supply chain costs are coming under increasing pressure with the current inflation challenges.
- Professional services (Atkins) – Fourth year of contract underway.
- Bridge Inspections – investigating a risk-based approach to inspection regime as opposed to calendar-based approach, this will bring in to line with Safety Policy.
- Structural maintenance (Tarmac) – First year of new 4-year contract started April 2022. Delivery of capital resurfacing programme well under way and on track.
- Street lighting (M Group) – Performance on key indicators remains satisfactory.
- Highway Skills Academy – Focus for 23/24 is on the formation of a development/career path for those staff which are progressing through their apprenticeships in order that GCC retains the investment in time, funds and skills. Our first cohort of Level 4 (HNC equivalent) Apprenticeships of 10 staff is in progress. A second cohort planned to follow this year with the high level of interest from existing staff. Highways have also welcomed some participants from the Kickstart programme into the teams which has been a successful initiative resulting in individuals wishing to stay with the authority and applying for permanent roles.

Highways Delivery

- Depots/property – development of strategic plan for highways depots included in 22/23 Service Plan in order to ensure facilities are fit for purpose. Construction works have been completed at Cirencester depot including refurbishment of the existing building and a new building built to provide Operative Welfare facilities and GCC hub provision. IT provision is currently being undertaken. Decoration works have been completed in Stroudwater and we have improved the operative welfare facility. A new kitchen for the operatives is being installed at Cannop and plans are being prepared to improvements to other welfare facilities.
- Ash die back – continued programme in 22/23 including planting programme to ensure that two trees are planted for each one felled with ash die back disease. Discussions are underway with external organisations such as National Trust and others to identify larger woodland planting schemes off the public highway. Latest inspections indicate that the disease is spreading quickly – prioritisation of works to ensure a risk-based approach is being take is essential.

3.0 Traffic and Transport

Recent DMMO Statistics

Total number of 'unresolved' applications:	209 (static from last month)
No. of new 'min.14(1) compliant' applications received in 2022 to date	32 (21 in 2021)
Number of applications 'resolved' in 2022 to date	3 (10 in 2021)
Number of routes added to DM&S by 'other means' in 2022 to date	2 (3 in 2021)

Currently resolving, on average over the past 5 years, 7.2 applications a year (between the 2 Officers, plus support from 1 Technician).

Number of all 'undetermined' applications, as at 22 August 2022:

	Undetermined	Undet-Archived	Undet-Non14(2)
No.	49 (down 1)	52	72

("Archived" applications are whereby the intended effect of the application is essentially nulled by a subsequent change in legislation (for example, the NERC Act); "Non14(2)" applications have not been 'fully made' but are still valid applications in terms of needing determination.)

Number of all unresolved 'determined' applications, as at 22 August 2022:

	Apps at publication/ confirmation stage	Apps with unresolved objections	
		Submitted to SoS	Awaiting submission
No.	0	1 - on 30/6/222	35

Recent CROWC determinations:

Last 2 CROW Committees	1 App on 29 March - decision to make Order for additional FP - objection received 1 App on 16 May - decision to make Order for additional FP - objection received
Next CROW Committee	4 Oct 2022

DfT Active Travel Fund

- Tranche 2: Works on an LTN 1/20 compliant cycle route along the B4063 between the M5 overbridge and Pheasant Lane were substantially completed in June. Construction of the adjacent section from Pheasant Lane to Arle Court is forecast to be completed in November.

ITU Public Transport and School Transport

- The DfT is currently providing revenue support to the bus network to mitigate the long-term impact of Covid on passenger numbers and the impact of the Russia's war in Ukraine on fuel prices. The council continues to make additional payments to support bus operators and local communities through the Concessionary Travel Scheme and it has recently paid inflationary uplifts on its public transport and education transport contracts. In August the DfT announced further support to local transport authorities for the period from 4th October (when existing support was due to end) until the end of this financial year.

- Officers are liaising with Stagecoach regarding ongoing service reliability issues linked to difficulties with driver recruitment and retention. Disruption has mainly focused on services operating in the Stroud and Cheltenham areas.

Network Management (Road Safety and Parking)

- During the summer a cabinet member decision was taken to consult on a draft Road Safety Policy. The consultation will end in September after Environment Scrutiny Committee has the opportunity to consider the draft proposals at its September meeting. In developing these proposals consideration has been given to the international Vision Zero aspiration by 2050 and interim target to halve the number of people killed and seriously injured on Gloucestershire's roads by 2032. Meanwhile parishes and other community groups have been actively applying for speedwatch cameras, speed surveys, 20 is plenty stickers and Road Safety Officer advice as part of phase one of the council's £550k Community Safety Fund.
- The Council's bid to the DfT's LEVI pilot scheme for rural EV charge points was unsuccessful. Information gathered for the bid will help the council to identify sites for future consideration and a review meeting is being arranged to learn lessons so that we can apply these in future rounds of the £450m national LEVI scheme. Our ULEV Programme Manager continues to work with the council's EV charge point contractor, Connected Kerb, to firm up locations for the first phase of EV charge points to be installed in urban and rural areas as part of the 22/23 workplan. To support our Fleet Replacement programme over 37 GCC sites, including fire stations, have been assessed for the phased installation of charge points that will be needed as we upgrade the council's fleet to electric and ULEV vehicles.
- Work is underway to upgrade all the council's on street pay and display machines (around 160) in Cheltenham, Gloucester and Cirencester to take contactless payment. Machines in Cheltenham have now been updated, as have all the Cirencester machines, and most machines in Gloucester will have been upgraded by the end of September. This change provides better customer access and will also address the problem of criminals stealing cash from pay & display machines. Last year GCC Parking officers helped police to catch one such gang.
- We are currently consulting the public on plans to review parking in the Kingsholm area of Gloucester and will be consulting in All Saints, Cheltenham, in August and September. These schemes aim to improve access for residents in areas affected by commuter parking. Following a parking study in Stroud a detailed design is being prepared for a resident parking scheme in some residential areas to the north and east of the town centre.
- The council has received an award from PATROL, a national parking adjudication service, for its 2020/21 Annual Parking Report in respect of its use of innovation and technology.
- Cabinet is due to consider a report in September recommending the adoption of Moving Traffic Offence powers which will enable it to improve safety at junctions and manage access to areas for public transport and cyclists. Cabinet will also be asked to approve plans to procure a new contract for its parking back-office ICT system, cashless payments and permits.
- The TRO team has been unable to fill four vacancies and appoint to one new post approved in the 2022/23 budget. These are hard to fill posts. An interim arrangement with an external TRO specialist company has been working well however this is not a financially sustainable solution, so officers are considering other options.

4.0 Strategic Infrastructure

B4063 / A40 Highways England Cycling Scheme – Cheltenham to Gloucester

- 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. GCC officers continue to engage with HE's Route Manager to attempt to ensure everything is 'joined up'.
- GCC has decided to take over the detailed design of this project, with the design fully underway with the East part of the route designed and consulted upon in Spring 2021, an independent audit has now been completed by a leading industry expert to ensure we provide the best possible facility we can within the constraints. The audit findings have led to extensive enhancement of the provision, which have been heavily endorsed by Sustrans to the extent that they are due to become a major funding provider for the scheme. The revised proposals for the East part of the route between the M5 overbridge and Arle Court have now been published on the County Council's website reflecting the feedback received to date.
- Works started in October 2021, delivering the east part of the route first between the M5 and Pheasant Lane which is now substantially complete.
- The subsequent phase between Pheasant Lane and Arle Court is also now being constructed with an expected completion date of late Early Autumn 2022.
- Works on the wider route West of the M5 Overbridge in Staverton are in the process of being tendered with works expected to start in Autumn 2022.
- Consultation is due to be undertaken on the West part of the route between Elmbridge Court and Gloucester in Autumn 2022.
- This scheme 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 rail station once complete and include the recently successfully delivered Emergency Active Travel Scheme on London Road in Gloucester. The GFirst LEP Board, in December 2020, agreed that any future underspend on the £22M WCTIS would be ringfenced to the B4063 cycle scheme. Prior to this, in November 2020, £864k was secured from an EATF Tranche 2 bid from the Department for Transport (DfT), which will part fund a section of the works. National Highways have now allocated £5 million to the construction of this scheme and Sustrans have allocated a further £1 million to the delivery of the route.
- The County Council has recently successfully secured DfT Levelling Up Funding to extend the route through Gloucester City Centre and Gloucester Docks providing linkage to the Gloucester Canal Towpath.
- A recent DfT Tranche 3 Active Travel Fund (ATF) bid announcement has been made in relation to the County Council securing its full bid allocation for the cycle route in Gloucester including Estcourt Road Roundabout.

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, which is the Outline Business Case;
- The progression of the scheme was considered and approved by GCC Cabinet on 24th March 2021;
- Discussions re- possible future funding ongoing with both Homes England and Tewkesbury BC due to the links to the emerging 'garden town' – and an additional £1.5M funding was secured in March 2022;
- Ongoing discussions with HE to secure approval of options for Junction 9;

- Detailed HE feedback has been received and is currently being analysed by officers and Atkins.
- Baroness Vere has confirmed support for the project in November 2021.
- Cabinet report (re- future expenditure on M5 J9 / A46) was considered on 22nd June 2022.
- Non statutory public consultation anticipated end September 2022.

Fastershire

- **Fastershire Partnership Agreement** – Discussions with Herefordshire Council regarding the Fastershire Project are ongoing and will conclude in the autumn where it is anticipated that an updated Fastershire Partnership Agreement will be formally agreed by each authority.
- **Project Gigabit** – Discussions are still ongoing with Herefordshire Council and BDUK regarding how Project Gigabit will be delivered within the county.
- **Fastershire household and business grants** - The publication of the decision report outlining the updated household and business grants has been paused while discussions regarding the Fastershire Partnership Agreement are taking place.

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;
- Revised proposals were subject to a further public consultation, which started on 12th October 2020. A detailed GCC officer response was sent, meeting the external deadline of 12th November 2020;
- The DCO planning application was submitted in June 2021 and the Planning Inspectorate's Public Examination concluded on 16th May 2022;
- The Planning Inspectorate will now compile a report, which will make a recommendation of decision to the Secretary of State for Transport. This report is expected to be sent to the Secretary of State in Summer 2022 and a final decision to be made later in 2022.

Local Transport Plan (LTP)

- The LTP was adopted at Full Council on 17th March 2021. A review of the LTP is currently being considered.

Chepstow Transport Improvements

- Consultant's report outlined scheme options;
- Monmouthshire CC keen to progress to Full Business Cases;
- GCC Lead Cabinet Members supported a GCC financial contribution of £20K (2020/21) towards Stage 2 of the Chepstow Transport Study;
- A further GCC financial contribution of £30K for 2021/22 has been made to Monmouthshire CC;
- Meeting with relevant MPs held on 28th January 2022;
- Supporting letter sent to Monmouthshire CC in August 2022.

Cinderford

- FoDDC yet to secure planning permission and funding for proposed extension of phase one of the road;

- A Section 73 amendment to vary the existing planning permission was submitted in April 2021 and is awaiting determination by FoDDC;
- FoDDC held a Cinderford Northern Quarter Scrutiny Inquiry in November 2021, with GCC senior officer input;
- Until planning and funding for the road is in place, no further action for GCC.

Local Plans / JSP / CIL

- Review of Joint Strategic Plan (JSP – formerly known as the JCS) now underway following an ‘Issues and Options’ consultation which ended in January 2019;
- The JSP Reg.18 public consultation has now been delayed to Spring 2023;
- Progress has been made with the JSP authorities to review the JCS CIL – consultants are now undertaking this task in liaison with GCC officers and stakeholders;
- GCC education and library contributions continue to be challenged and declined by some District Councils and developers – these are in the process of being reviewed by GCC;
- GCC continues to not receive a penny of CIL from any of the JSP authorities and Cotswold District Council;
- Bids currently being prepared to be sent to Stroud District Council to secure CIL funding in 2023/24;
- 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 Whaddon and Sharpness. Another SDC consultation took place with additional possible housing sites, which was responded to in December 2020. The most recent public consultation stage (pre-submission draft consultation) ended on 21st July 2021. GCC officer comments were submitted prior to the deadline. The Plan has now been submitted to the Planning Inspectorate for consideration. GCC officers and consultants will be actively involved in the future Public Examination and have secured approval to do so.
- Cotswold Local Plan – ‘Issues and Options’ consultation recently ended – the deadline for comments was 20th March 2022. GCC officers submitted representations prior to the deadline on 18th March 2022.
- Forest of Dean Local Plan – Issues and Options consultation ended on 31st October 2019. FoDDC consulted on a ‘preferred option’ – the closing date for comments was 29th January 2021. GCC officers commented before this deadline. The Forest of Dean District Local Plan Second Preferred Option is currently out on public consultation (as at 1st August 2022). The deadline for responses is 26th September 2022. GCC officers are currently analysing the consultation document and will formally respond prior to the deadline.

5.0 Libraries & Registration

Libraries

- The Summer Reading Challenge has been running over the school summer holidays. Uptake has been excellent with 6063 starters (a 37% increase on last year) with another 3 weeks to go. This year’s challenge has a 65% uptake when compared to 2019. To date we’ve had 1461 completers which is a 24% increase on the previous year.
- Stonehouse library, which moved into the Town Council Offices in 2020, had its official launch on Wednesday 17th August 2022. The formal launch was delayed due to the impact of COVID and the fact the library was not open with a full range of services on its first anniversary. The event was well attended with the author, Katie Fforde in attendance to formally cut the ribbon.

Registration

- No new update.

6.0 Waste Management

- EDF is the incumbent provider. All energy sales from the Gloucestershire EfW have been fixed until Oct 23 (the end of the existing contract term with our current off-taker, EDF). The aim is to commence the new agreement by Sept 22, so that the council can forward sell electricity when considered best value to do so. Electricity prices continue to increase and are at a record high.
- The Energy from Waste facility at Javelin Park has been shut down for its annual maintenance outage. The plant was turned off on 15th August and is due to running again by 29th August. Waste deliveries by district councils are unaffected, with sufficient bunker capacity to accommodate the shut-down. Contingency plans are in place in the event of a significant delay in restarting the plant.
- Next day appointments are available at each of the five HRC sites. Improvements to the website appointments booking platform have been made to allow same day booking (the soonest appointments that can currently be made are next day). Previous issues with mobile and Wi-Fi coverage at some of the HRC sites have been resolved, meaning that this service improvement can be launched very soon.
- A public engagement campaign on the repair and reuse of textiles/clothing will be launched in September. The fashion industry is carbon intensive, and this campaign aims to keep clothes in use for longer and reduce textiles waste. This campaign will be delivered in partnership with the district councils.

Sustainability/Climate Change

- Preparations for the next tree planting season (Oct to Mar) are underway, with planting opportunities currently identified.
- A proposal has been developed for consideration by SEEIMB in August to join a new “Trees for Streets” initiative. This gives residents the opportunity to sponsor the planting of a new tree in their street or local park, off-setting local authority costs and increasing the amount of tree planting in urban areas..
- A Sustainability Engagement plan has been developed setting out priorities and plans for communications on climate change and sustainability issues. This will be similar to the waste management engagement plan, setting out quarterly campaigns together with other smaller activities through the year. This will also include the launch of a staff Green Champions network to engage with colleagues and reduce the impact of the council’s business activities.

Travellers Service

- There have been several large illegal encampments across the county, including one on a GCC owned farm near Stonehouse. The team has worked with landowners (including AMPS) and the Police to move the travellers on. The new powers under the Police, Crime, Sentencing and Courts Act 2022 to limit the harm caused by unauthorised encampments have been used effectively.

7.0 Employment and Skills

Careers Support

- Gloucestershire Careers Hub staffing has changed. The Hub works with approx. 50 secondary schools, colleges and alternative provision settings in Gloucestershire to

drive up careers support standards and provision. PC was managing this work from within GFirst LEP so a combination of his move to GCC and the recent resignation of Rob Jenkins as Careers Hub Manager leaves a management capacity issue. DfE and the Careers & Enterprise Company (CEC) want Careers Hubs to transition to local authorities as part of the LEP transitions to LAs and PC intended working on this during the current academic year but this may need to be accelerated.

- It has just been announced that the National Careers Service (NCS) contract for Gloucestershire has been awarded to SeeTec Pluss. The previous provider was Adviza. This change will affect Adult Education, the E & S Hub and the Careers Hub - all of which have been working with SeeTec Pluss already, so a meeting has been arranged with SeeTec Pluss to clarify new arrangements and support for our customers.

Social Value

- Now that the Social Value Board is up and running, PC has joined this and one workstream will involve working with other LAs and CAs in the SW that have experience of securing Social Value monies for E & S priorities. This should enable good practice to be shared, monies to be secured to support the sustainability of the E & S Hub, and for E & S priorities in the County (e.g. apprenticeships, traineeships, work placements, etc.)

Adult Education Service

- RoAPT application was successful and we remain on the Apprenticeship register.
- New Health and Social Care CPD courses have been rolled out with a good initial response from local employers – generating a steady flow of referrals
- New Mental Health First Aid courses are now being delivered.
- Paediatric first aid courses now being delivered.
- Sector based work vocational courses are being rolled out in collaboration with with the skills and employment hub team to support people into healthcare jobs roles, working directly with local care employers and the NHS.
- New weekly career café is being run at the AdEd building every Thursday to support people with job applications, job searching and career development. Guest speakers each week along with up-to-date employer vacancies and skills development opportunities.
- New streamlined learner paperwork has been rolled out with all staff ready for the September new learner cohorts. All paperwork is Ofsted and ESFA compliant and will streamline the learner journey and cut down on staff time completing paperwork.
- Continuing to support the hub with a variety of workshops and training, including Forwards Job Clubs, Moving Forwards and various other employability programmes.
- ESOL provision continues to be in high demand within the Ukrainian community with our provision doubling in the past couple of months. Courses are being held throughout the county either remotely or face to face in community locations. We are working closely with the DWP to meet their customer needs with ESOL.
- The Community Learning team are working within the local hotels that are providing accommodation for refugees. The team are providing summer clubs for families and young people within these settings. These activities are based around what the residents wanted and asked for such as cooking foods that they miss from home to arts and crafts and wellbeing activities such as yoga and meditation. The take up has been slow to start with but more interest is building as they are seeing what we have on offer and how much fun it is.

Employment Programmes

- 289 referrals into the Employment and Skills Hub to date.
- Our Forwards programme for Disabilities continues to operate smoothly and we now have all staff in post
- Our AIM supported internship programme has finished this year with 20 (59%) of the 34 young people completing the programme already securing paid employment
- We continue to struggle to recruit staff. We are looking at different ways of filling roles eg secondments from partner organisations
- Step Forwards support for Care Leavers will commence soon as we have successfully recruited to the post
- ICS work has now started, and we are talking to various ICS business areas to identify opportunities for customers.
- Works for Me NEET programme is underway with a cohort of 16-year-old children in care. A second potential cohort has been identified through working with the Virtual School and we will be assessing these over the next few weeks.
- The BME research project is now gathering pace and we are looking to coordinate surveys etc over the next few weeks after which a report will be produced which will help us to understand how we can support young people from BME communities through education and employment.
- We have started to work with the Guinness Project where they will advertise the Hub on their website and any interested residents will be referred straight through to the E&S Hub.

The Gloucestershire GEM Project

- We have started work with partners to develop a post-GEM project which will run alongside GEM for 3 months from the 1st of October 2022 until 31st March 2024. This is funded through GCC.

LSE Funding

- We have been successful in our bid for Local Supported Employment Funding which will allow us to work with an additional 60 people with complex learning disabilities/and or autism over the next to years. We are currently working with Adult Social Care colleagues to develop the programme that will start on the 1st of November.

GIS Healthcare

- The Proof of Concept for the Employment Support Grant has now been launched by DWP however we still have scant information about this. Over the coming weeks we should know more about how we can use this to support people with more complex disabilities who's needs cannot be met through existing support into work.
- Lots of recruitment now going on to fill the traineeships and utilise the funding from DWP. We now have a robust system in place to ensure that all supported employees are receive their support in line with the DWP requirements and working with Adult Education to identify support to help with upcoming changes.

- REPORT END -

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