

**Environment Scrutiny Committee**

**Wednesday 15 January 2020 at 10.00 am**

**Cabinet Suite - Shire Hall, Gloucester**



**AGENDA**

<b>1</b>	<b>APOLOGIES</b> To note any apologies for absence.	Chair
<b>2</b>	<b>MINUTES</b> (Pages 1 - 10) To confirm and sign the minutes of the meeting held on 26 November 2019.	Chair
<b>3</b>	<b>DECLARATIONS OF INTEREST</b> 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
<b>4</b>	<b>A429 TASK GROUP UPDATE</b> (Pages 11 - 18) To note the attached update report on progress made to date.	Kathryn Haworth
<b>5</b>	<b>ELECTRIC VEHICLE INFRASTRUCTURE</b> (Pages 19 - 26) To receive a presentation on Electric Vehicle Infrastructure in Gloucestershire.	Philip Williams
<b>6</b>	<b>DIRECTOR'S REPORT: ECONOMY, ENVIRONMENT AND INFRASTRUCTURE</b> (Pages 27 - 32) Colin Chick, Director of Economy, Environment & Infrastructure to update the Committee on current issues.	Colin Chick

<b>7</b>	<p><b>WORK PLAN</b> (Pages 33 - 34)</p> <p>To review the committee work plan and suggest items for consideration at future meetings. (Work plan attached).</p>	Chair
<b>8</b>	<p><b>FUTURE MEETINGS</b></p> <p>4 March 2020 20 May 2020 15 July 2020 23 September 2020 24 November 2020</p>	Chair

**Membership** – *Cllr Robert Bird, Cllr Dr John Cordwell, Cllr Kevin Cromwell, Cllr Stephen Hirst, Cllr Sajid Patel, Cllr Eva Ward, Cllr Ray Theodoulou, 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 Monitoring Officer, Rob Ayliffe ☎ 01452 328506 / e-mail: [rob.ayliffe@gloucestershire.gov.uk](mailto: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](mailto: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 the meeting of the Environment Scrutiny Committee held on Tuesday 26 November 2019 commencing at 10.00 am at the Cabinet Suite - Shire Hall, Gloucester.

### PRESENT

Cllr Robert Bird	Cllr Sajid Patel
Cllr Dr John Cordwell	Cllr Eva Ward
Cllr Kevin Cromwell	Cllr Ray Theodoulou
Cllr Stephen Hirst	Cllr Keith Rippington

### 1. APOLOGIES

Apologies were received from Cllr Suzanne Williams.

### 2. MINUTES

The minutes of the meeting held on 17 July 2019 were approved and signed by the Chair subject to a minor typo on page 5.

The minutes of the joint meeting held on 18 September 2019 were approved and signed by the Chair.

### 3. DECLARATIONS OF INTEREST

No declarations of interest were made.

### 4. THE INCREASE IN COSTS OF RE-TENDERING PUBLIC TRANSPORT SERVICES

4.1 The Chair invited Tom Main, Transport Operations Manager, to present their report on this item.

4.2 The report was taken as read with the following points highlighted:

- The Integrated Transport Unit (ITU) is responsible for over 100 public transport delivery contracts and in the past 18 months, the Council has noted up to a 35% increase on retendering some of these contracts.
- This was coupled with the fact that around 75% of the total spend on public transport contracts were due to expire in this financial year.
- In order to avoid an overspend, ITU had to request additional funds for the 2019/20 budget to continue to offer the same level of service across the retendering and Cabinet agreed a review of expensive services to be carried out.
- ITU have identified a range of underlying causes leading to these rising costs which included;

- An increase in operating costs – insurance, fuel, employment and driver shortages;
  - Legislative issues – improving the standard of vehicles, adhering to emissions reductions and supply audio/visual equipment; and
  - Lack of competition restricting the market.
  - It was advised that the risk of overspend has reduced significantly over this financial year. Whilst there were still obvious pressures on the operators, with 75% of the network now tended, the pressure had subsided.
  - A number of opportunities and issues were highlighted over the next 12 months.
- 4.3 A member highlighted that the opportunity of reviewing the use of rural public transport by developing demand-responsive transport was not a new idea; the Council won some funding for Stroud District to trial this a while back. It was questioned whether this was unsuccessful or if the funding ran out. It was advised that the money ran out for this particular scheme as it was time limited.
- 4.4 Concerns were raised that sometimes operators mitigate reduced contracts costs by changing bus timetables post-agreement, a member highlighted an example of this happening in their local area. In response, it was advised that this should not be the case and any request to change the service during the contract should be properly consulted on.
- 4.5 It was questioned how the Council can mitigate damage to highways/verges through operators using oversized buses. It was explained that on tendering contracts, a vehicle size/type can be stipulated. In addition if damage is caused, the Council will work with the operators to understand how/why the damage was caused as sometimes it can be something other than vehicle size. If this was the case, then a request for change can be made to a more appropriate sized vehicle. This will be handled on a case by case basis.
- 4.6 There was a discussion about carbon emission standards for public transport providers. It was advised that the current contracts comply with national regulations on emissions. As referenced in the report, ITU are currently developing a new Dynamic Purchasing System which was an online market place with various categories having their own Terms and Conditions. This will therefore allow a specific category on emissions to be created requiring any contractor to adhere to the criteria. The System will also be open over its lifetime and thus categories terms and conditions are flexible and open to change as time goes on. The Committee requested a copy of the new system's categories and accompanying terms and conditions.

**ACTION: TOM MAIN**

- 4.7 Noting the increase in costs experienced, a member questioned how the Council can protect itself from such high increases in the future. It was advised that in terms of requirements from legislation, if operators have to purchase new/low emission or electric vehicles the Council will bare the cost of these upgrades. In addition, due to the restricted market, there is a limited choice of operators.
- 4.8 However, an example was given of a contract that had increased by 345%. Clearly this was not a viable contract to renew so instead a temporary contract was tendered whilst a review of the service took place. If the Council was to experience this again, there are options that can be considered to mitigate overspend.
- 4.9 A member asked if it was a fair statement to make that the cost of providing public transport will increase in the future due to various demands on emissions, technology etc. In response, officers advised that it was clear public transport costs would see an increase but it would not be the same as seen in recent years. In addition, if there were particular requirements from central Government, a funding pot would usually be made available to support local authorities to make these changes.
- 4.10 It was questioned what the predicted cost of the pilot schemes would be and how they would be consulted on. It was explained that a cost model was currently being formed to see what would be viable. The idea is to focus on areas that do not currently have a service more than 1 day a week. If the schemes were successful, and there was demand to do so, weekend services may be considered in the future. The Council will consult as widely as possible in the local area concerned. These schemes are set to begin in the next 12 months.

## **5. CABINET FEEDBACK ON THE BIODIVERSITY TASK GROUP REPORT**

- 5.1 The Chair invited Kath Haworth, Lead Commissioner for Highways, to present the Cabinet's response to the Biodiversity Task Group report.
- 5.2 The Committee heard that this was a welcomed, detailed piece of work for officers and where they felt they could take some good steps forward for a positive change on biodiversity across the county. The report was taken as read and the item was opened for questions from the Committee.
- 5.3 There was a discussion about the future approach to verge cutting. It was advised that the highways team will be looking at pilots on grass cutting timings and potentially on taking cuttings offsite. It was not just a case of leaving the verges to grow but potentially looking at the effects of going to a bi-annual or other cutting cycle.
- 5.4 It was reiterated however, through research it has been evident that moving to a 'cut and collect' method was not an easy change to make at the moment. The technology hadn't yet caught up on how to remove and

dispose of the arisings. Officers have looked at a technology in Cambridge which vacuumed up cuttings on the back of tractor but which would only be suitable for larger areas and would be costly.

- 5.5 In addition, the task group report referenced a major issue of litter on the verges. If machines are being used to collect arisings that were full of litter this would a) cause issues for the machine and b) lead to contaminated arisings which would reduce the options for their disposal.
- 5.6 It was advised that GCC worked closely with the districts to combine resources on litter picking and often the county will provide highways support.
- 5.7 A member referenced a roundabout that had recently undergone maintenance but the opportunity wasn't taken to change the type of foliage growing on it and it had quickly return to coarse grass. In response, once the officers have reviewed the recent Plantlife guidance, the GCC highways biodiversity guidance will be updated and will then form part of the highways guidance on projects such as this.
- 5.8 A member questioned whether the Council welcomes farmers taking the initiative to help grass cutting in their local areas. Members heard that it was certainly welcomed by the Council, and they do in fact work with a significant number of parish and town councils who carry out grass cutting on the county's behalf. It was stressed however that all grass cutting should still be aligned with Council guidance.
- 5.9 Going forward, recommendation 8 will make sure that a good level of guidance is available for local groups to contribute towards the county's biodiversity efforts.
- 5.10 A member asked how highways were dealing with the problem of badgers digging setts under roads. It was explained that this was a particular issue in the Cotswolds which causes disruption and poses significant challenges. Members were advised if they knew of any activity to report it to their local highways manager
- 5.11 In relation to recommendation 2, a member was surprised the cost had come out higher and requested if a business case can be seen. Officers advised they were happy to meet with the Councillor to discuss this further.
- 5.12 On questioning, officers confirmed that they were still on course to update the GCC guidance and produce an information sheet to the deadline specified in the report.
- 5.13 The Cabinet member for Highways and Floods thanked the task group for their report and welcomed the very interesting details. It was noted that there would need to be good awareness around allowing verges to grow and move public perception away from neat grass cuts. It was also reiterated that

highways must continue to prioritise safety when it came to verge management.

- 5.14 The Cabinet member for Environment and Planning also thanked the task group and highlighted this was a good example of how a task group could work well. It was emphasised that the cabinet response showed a good degree of flexibility from highways to help implement some changes. They reiterated the point around good public communication and thought the information sheet would be a good start on this.
- 5.15 Members requested that the draft information sheet (recommendation 8) was brought to the March 2020 Committee meeting to allow members an opportunity to comment.

**ACTION: DEMOCRATIC SERVICES**

## **6. ELECTRIC VEHICLE INFRASTRUCTURE**

- 6.1 The Chair advised that due to the complex and fluid nature of the electric vehicles programme, officers have been unable to produce full report at this stage. It was accepted that in order to consider and scrutinise the item effectively, members needed to see a detailed report beforehand.
- 6.2 Apologies were given by officers for not being able to produce the report and it was agreed that following today's meeting an interim update would be circulated to the Committee via Democratic Services and the full item would be postponed until the January Committee meeting.

**ACTION: PHILIP WILLIAMS/DEMOCRATIC SERVICES**

- 6.3 The Cabinet Member for Environment and Planning reiterated the incredibly complex nature of planning to implement electric vehicle infrastructure, comparing it to the beginning of broadband implementation. It was advised that, as with broadband, the commercial sector were 'cherry picking' the most attractive opportunities to build the infrastructure, and thus leaving the public sector to intervene elsewhere.
- 6.4 In summarising, the Committee were advised that the report in January would explain the thought behind a proper procurement policy for implementing the infrastructure, the contrast between urban and rural areas of the county and the progress on funding opportunities.

## **7. GLOVER REPORT UPDATE**

- 7.1 The Chair invited Simon Excell, Lead Commissioner, to give a brief verbal update on the Glover Review Report.

- 7.2 Members were reminded that this was a national level review of designated landscapes which could potentially have significant implications for Gloucestershire, specifically in the Cotswolds and Forest of Dean.
- 7.3 The review was reported on 21<sup>st</sup> September 2019 and the Committee were advised that at this stage, there was no action needed from GCC as the Government now had to consider and respond to Glover's recommendations.
- 7.4 The proposals which affected Gloucestershire were outlined as follows:
- Cotswolds**
- The conversion of the existing AONB (Area of Outstanding Natural Beauty) to National Park Status.
  - If implemented this would have significant implications for planning as the body overseeing the National Park would become the local planning authority.
  - It is likely that there would be an increase in tourism in the area.
  - It is likely that there would be a significant increase in house prices.
- Forest of Dean**
- The creation of a new AONB status – no area had been specified at this stage.
  - This would mean more restrictive planning policies, and the same in relation to increased tourism and house prices.
- 7.5 A member raised concerns about what the actual benefit would be of having National Park status. It was clear that the restrictive planning policy would simply push development outside the park boundary rather than reduce the need for it, reiterating also that the local authorities would lose control of development overall. It was advised that an advantage could be the increase in tourism for growth of the area
- 7.6 A member of the Economic Growth Committee advised through their local district meetings, some districts already struggled with the issue of expensive housing and many low-paid seasonal tourism jobs, both of which would likely be made worse by these proposals.
- 7.7 It was questioned whether there needed to be a review of the Minerals Local Plan in light of these recommendations. It was advised that GCC no longer have a role in forming this Plan as the consultation responses are with the Planning Inspectorate.
- 7.8 In conclusion, members were reminded that at this stage, the recommendations needed to be reviewed by Government and there was no timeline as to when this would happen. It was also referenced that at the next GCC Full Council meeting, members had a cross-party motion

submitted which would gain the view of the Council as a whole to these recommendations.

- 7.9 It was agreed that officers would keep a watching brief on this issue for now and update the Committee when next appropriate.

**ACTION: SIMON EXCELL**

## **8. DIRECTOR'S REPORT: COMMUNITIES & INFRASTRUCTURE**

- 8.1 Colin Chick, Strategic Adviser (Communities & Infrastructure), updated the Committee on current issues. In particular, members noted that:

- The department was currently dealing with a phenomenal work load for its size, including a growing strategic agenda for Gloucestershire's long-term vision.
- Ringway's defect performance was steadily improving; it was still working on clearing the backlog from the previous contractor.
- In order to improve staffing resource for the future, there were now 10 new apprentices in place across the highways team.
- The A40 West Cheltenham remained on track with phases 1 and 2 being approved at Cabinet in November (2019).
- A419 is due to completed in June 2020.
- Officers were twin tracking landowner negotiations with a compulsory purchase order to make sure the southwest bypass scheme remained on target.
- The Highways England Cycling Scheme was running 6 months behind its original schedule due to the funding criteria.
- Junction 9 and 10 were awaiting decisions back from central government on their respective progress.
- The first phase of Gloucestershire Rail Strategy had been commissioned.

- 8.2 A member raised a concern about the southbound approach on the A38 Cross Keys roundabout advising that road users were getting confused whether the left lane was a through road or not. It was advised that unless it was segregated, users should stop before continuing. In addition, the roundabout was shortly due its 3 month safety audit, which all schemes go through to ascertain any teething problems.

- 8.3 Expanding on section 3.4, it was advised that the first phase of the Gloucestershire Rail Strategy had identified quick, short-term improvements for the rail network which could be delivered outside the formal investment process. Members heard that it would be difficult to lobby for major capital investment from Network Rail at this stage as Control Period 6 did not expire until 2024. Phase 2 would then move on to lobbying for Control Period 7 and 8 funding and identify the larger scale projects.

- 8.4 The Committee also questioned what can be done about the Transport for Wales service deterioration. It was advised that it is very difficult situation to address due to it being under the responsibility of Welsh Rail.
- 8.5 On digital connectivity, a member asked whether it was normal for residents to make private arrangements with network providers to connect their property to the nearest broadband box. It was advised that, like with other utilities, the Council's responsibility with broadband was to take a connection to an area 'box', it is then for each resident to make contact with their chosen provider to connect to their local 'box' and pay for the service. The Council would only intervene outside of this if there was no commercial option available to a resident.
- 8.6 The Committee were advised that the public consultation on the A417 Missing Link closed on 8<sup>th</sup> November and an officer level response from GCC was submitted that day which was joint with Tewkesbury Borough and Cotswold District Council as the three planning authorities for the area.
- 8.7 In regards to the RIS2 announcement, this was expected in November 2019 and was now unknown when it would be received.
- 8.8 A member asked what the age range for the Climate Change Youth Panel was and identified a typo at the end of 4.5 which should have read 2019 not 2029. Members heard that the intention was 16-25 year olds but they received such passionate and knowledgeable applications that the age range is actually 13-26.
- 8.9 On section 4.6 of the report, members were advised that the Strategy action plan was being prepared to present at the Health and Wellbeing Board in January 2020, and now being supported county-wide.
- 8.10 There was a discussion about the Council's control over utilities work being carried out on the highway. It was advised that any works would need to be programmed in advance, and that the county is currently moving to a time limited permit scheme where companies would incur a charge if they take longer than specified.
- 8.11 It was explained that since the New Roads and Street Works Act, local authorities did not have as much power as they used to and now statutory companies take priority.
- 8.12 The street works team work very hard to keep control of the network through inspections and complaints follow up, but there can be hundreds of companies at work at any one time meaning it would be impossible to address all the issues. The real change would come when the permit scheme was implemented.

## **9. WORK PLAN**

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

The Committee noted the items scheduled for the next meeting and requested the additional item on the biodiversity information sheet for March 2020.

**CHAIRPERSON**

Meeting concluded at 12:47.

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<b>Environment and Communities Scrutiny Committee</b>	
<b>Report Title:</b>	<b>A429 Task Group Progress Update</b>
<b>Meeting Date:</b>	15 <sup>th</sup> January 2020
<b>Chairman:</b>	Councillor Rob Bird
<b>Presenting Officer:</b>	Kathryn Haworth
<b>Purpose of Report:</b>	To consider
<b>Planned Dates</b>	
<b>Background documents:</b>	n/a
<b>Appendices</b>	
<b>Recommendations</b>	To note the report

## 1. Background

1.1. The A429 Task Group presented the task group's recommendations to Cabinet on 8<sup>th</sup> June 2016. A formal Cabinet response was provided and circulated on 9<sup>th</sup> September 2016. An update report was provided to Scrutiny on 7<sup>th</sup> March 2018. Cabinet was generally supportive of the recommendations, and made a few detailed comments for consideration. It was noted that the normal budget setting cycle and processes would need to be followed where funding is required to take forward some of the recommendations.

1.2. This briefing note sets out the recommendations, associated priorities and work programme and progress made to date.

## 2. Recommendation 1 – Support an asset management approach to maintenance along the A429 to ensure it is maintained to a suitable standard (including cyclical and structural maintenance).

<b>Summary of Cabinet Response:</b>	Gloucestershire County Council (GCC) uses an asset management approach to the maintenance of the highway network which is set out in the Transport Asset Management Plan. This enables the maintenance requirement and funding for all road classes to be understood and targeted. Network deterioration occurs on all roads over time, and the available funding does not always keep pace with the network needs. Gloucestershire currently has an estimated maintenance backlog of £90 million. However, the road hierarchy of the A429 means that it is of strategic importance to the county and the priority of the A road network is recognised in the structural maintenance funding. The hierarchy of the road is also reflected in the standards for safety included in the Highways Inspection Policy. Cyclical and routine maintenance are more dynamic activities as they involve responding to developing network and seasonal conditions across the whole of the county. Within this approach the road hierarchy is also used to prioritise the available maintenance budgets.
<b>Work Programme &amp; Priority:</b>	Officers investigate how to better share information about the cyclical maintenance activities and timetable which are taking place across the network. <i>Short term (6-12 months)</i>
<b>Progress Update:</b>	Complete - A dedicated page was included on the GCC website which covers road maintenance activities including annual cyclical maintenance.

## 3. Recommendation 2 - Promote the importance of the A429 to the economic health of the vibrant rural community through which it travels; and in the longer term, to seek reclassification of the road as a trunk road

<b>Summary of Cabinet Response:</b>	GCC recognises the importance of the A429 to both the local community and the countywide traffic movements. However, the reclassification of the A429 as a trunk road, and hence the responsibility passing to Highways England, is considered unlikely given the national policy which exists for the trunk road network across the country.
<b>Work Programme</b>	<i>Long term</i>

<b>e &amp; Priority:</b>	
<b>Progress Update:</b>	<p>The publication in October of the report “A Major Road Network for England” does not include the A429 through Gloucestershire as part of the MRN.</p> <p>Officers and LCM have also considered this aspect in more detail and concluded that the likelihood of the A429 being reclassified as a trunk road is very low and hence that the County Council should focus its attention on what opportunities there are for managing HGV traffic and dealing with capacity issues.</p> <p>GCC is currently in the process of reviewing its Local Transport Plan (LTP) with a view to go out to public consultation on January 16th 2020, subject to Cabinet approval on 20<sup>th</sup> December 2019. It is envisaged that the draft LTP will propose revising the Advisory Route Map by introducing a route corridor weighting, based on HGV traffic flows, without altering the primary route corridor. This will in effect show such routes as the A429 as having a lower weight than freight routes of national significance and clarify the status of the A429. Levels of HGV flows acceptability should be monitored through ‘Lorry Watch’ at a parish and town council level and in consultation with Highways England. The draft revised LTP will be available for review on the GCC website, once the consultation has started.</p>

**4. Recommendation 3 - Investigate traffic monitoring requirements to complete any gaps in the current knowledge base, with particular regard to congestion and HGV movements, so that the impact of developments and neighbouring authority plans can be fully understood**

<b>Summary of Cabinet Response:</b>	GCC already carry out some limited annual monitoring of traffic volumes on the A429 but it is recommended that a traffic study could be carried out, subject to the budget being identified, to provide an area wide baseline of traffic volumes (including HGVs) and congestion. This could also help to provide a baseline for investigating proposals for weight limits to manage HGV movements.
<b>Work Programme &amp; Priority:</b>	Officers will provide a summary of what data exists, what data gaps there are and the costs for carrying out surveys to enable local councillors to consider whether to contribute highways local funding to carrying these out. <i>Short term (6-12 months)</i>
<b>Progress Update:</b>	Complete - Several additional traffic surveys have been carried out and data is now held for most of the key sites across the A429 and adjoining lorry routes. Data gaps identified, most notably that for the B4450, have been addressed. This data has been used to inform the discussions on the proposed lorry ban in Burford, Oxfordshire and the potential impact on the Gloucestershire network.

**5. Recommendation 4 - Explore and maximise funding opportunities from which to support improvements and maintenance on the A429**

<b>Summary</b>	The Task Group has recognised that funding opportunities will
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<b>of Cabinet Response:</b>	have to be sought and maximised in order to bring some of the proposals forward over the short, medium and long term. This approach is supported and noted and every effort will be made to ensure that as and when opportunities arise they are utilised.								
<b>Work Programme &amp; Priority:</b>	As and when opportunities arise								
<b>Progress Update:</b>	<p>There has been a significant level of structural maintenance carried out (and programmed before the end of the current financial year) on the A429/A433 since the last update report with resurfacing and retexturing schemes totalling £917k and 7.5km in total length.</p> <p>The Section 106 funds for the A429 are expected to be limited with only the following still held by the authority:</p> <table border="1"> <thead> <tr> <th colspan="2"><b>Fire College, Moreton in Marsh (14/01483)</b></th> </tr> <tr> <th><b>Scheme</b></th> <th><b>£K</b></th> </tr> </thead> <tbody> <tr> <td>Removal of footway on railway bridge</td> <td>30</td> </tr> <tr> <td>VAS sign at bridge</td> <td>70</td> </tr> </tbody> </table> <p>It is anticipated that the Chesterton development at Cirencester will enable the improvement of the A429 Cherry Tree junction and the bypass roundabouts.</p> <p>The Cotswold District Council Local Plan Community Infrastructure Levy (CIL) has been in place since June 2019 so funds available through this are limited so far. Rates are £80/sqm for residential development and £60/sqm for retail.</p> <p>Gloucestershire County Council (GCC) has commissioned White Young Green (WYG) to carry out a multimodal corridor study of the A429/A433 corridor. The report provides a detailed review of existing traffic conditions, identifies current issues, provides recommendations for future improvements, and discusses potential funding opportunities. The report is now available under the following link:  <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/</a></p>	<b>Fire College, Moreton in Marsh (14/01483)</b>		<b>Scheme</b>	<b>£K</b>	Removal of footway on railway bridge	30	VAS sign at bridge	70
<b>Fire College, Moreton in Marsh (14/01483)</b>									
<b>Scheme</b>	<b>£K</b>								
Removal of footway on railway bridge	30								
VAS sign at bridge	70								

**6. Recommendation 5 - Further investigate potential options for managing congestion, resilience and road safety with a view to having a long term plan of improvements in place for the A429.**

<b>Summary of Cabinet Response:</b>	A number of detailed proposals were made relating to how to improve road safety. The Road Safety Partnership (RSP) carries out annual monitoring of collision data across the county in order to be able to identify trends and particular locations of concern, as well as how to prioritise safety improvement budgets. The RSP is also looking to better link with parishes so that future road safety messages and education awareness programmes could also be cascaded through parish magazines and newsletters. However,
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	<p>on specific locations/issues raised:</p> <ul style="list-style-type: none"> <li>• The A429 as a whole is currently ranked 49<sup>th</sup> in the latest ranking of A and B roads.</li> <li>• The location at Kemble does not appear on the latest hotspot analysis in either the lengths or junctions list. It is also likely that the Chesterton Development might change this whole area and the recent safety scheme on the bends north of Kemble should also continue to make a difference. The A436 Bourton junction also does not appear on the latest hotspot analysis – there are 2 injury accidents recorded in the last 3 years. Similarly the A40/A429 Northleach roundabout doe</li> <li>• The A40/A429 Northleach roundabout is currently ranked 104<sup>th</sup> in the list of junction priorities with 3 slight injury collisions in the past 3 years.</li> <li>• At Broadwater Bottom a more detailed analysis has been carried out by the RSP and a recommendation to consider the addition of a couple of bend warning signs to help highlight the corner to approaching traffic has been made. The use of specific signs to inform traffic what the issues are or message which suggest behaviour changes are preferred and considered more effective than those showing accident numbers.</li> <li>• Whole route treatments for speed limits would need to be investigated and more evidence gathered to understand how appropriate they might be. There are long lengths of straight carriageway with no junctions along the A429 where it is unlikely to be able to meet national guidance for a blanket speed limit.</li> </ul> <p>The Task Group also identified a number of detailed proposals for easing congestion including widening the carriageway, building overtaking/crawler lanes and addressing known congestion pinch points such as those at Stow-in-the-Wold and Moreton-in-Marsh. It is unclear how the funding for these would come forward as the majority would be economically unviable for GCC to progress alone but should be considered when development opportunities arise. Similarly, bypasses for Moreton-in-Marsh and Stow-on-the-Wold are unlikely to be economically viable unless they are realised through development. In addition, the inclusion of a plan to provide a pedestrian footbridge at Moreton-in-Marsh over the railway, allowing an improvement to the carriageway over the railway, is included in the Local Transport Plan.</p>
<p><b>Work Programme &amp; Priority:</b></p>	<p>It is recommended that officers implement the bend warning sign recommendation at Broadwater Bottom within the next 6-12 months using safety maintenance funding. <i>Short term (6-12 months).</i></p> <p>It is recommended that officers investigate the feasibility of such proposals (including the whole route treatment for speed limits) along the A429 over the next 1-2 years. It is also recommended that an options appraisal be undertaken, subject to identifying the budget, for addressing congestion at pinch points along the A429 to inform future debate and long term planning. It is proposed that the funding for this study is sought in future budget setting cycles.</p>

	<i>Medium term (1-2 years)</i>
<b>Progress Update:</b>	<p>Warning signs at Broadwater Bottom were erected in Jan 2017.</p> <p>There is insufficient evidence to support a wholesale reduction in speed restrictions on the route. However through discussions with the Police they are supportive of managing the existing limits on the route with an increase in mobile enforcement. Cirencester Ring Road will be affected by the progression of the Chesterton development and we will continue to monitor how this might impact speed enforcement and restrictions on the route over this section.</p> <p>Gloucestershire County Council (GCC) has commissioned White Young Green (WYG) to carry out a multimodal corridor study of the A429/A433 corridor. The report provides a detailed review of existing traffic conditions, identifies current issues, provides recommendations for future improvements, and discusses potential funding opportunities. The purpose of the study was to develop a long term vision for the corridor and proposals on how to achieve it. The proposed measures are aimed at addressing both existing issues and problems expected to arise beyond 2031, and ensure that the corridor functions safely for all road users and supports the economy. The report is now available under the following link:  <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/</a></p>

**7. Recommendation 6 - Support air quality monitoring at key locations, including Stow-on-the-Wold and Moreton-in-Marsh**

<b>Summary of Cabinet Response:</b>	The air quality monitoring funding agreed by Council in February related to areas with higher levels of vehicle pollution (AQMAs) and was subject to match funding from districts. Officers have met District Environmental Health Officers and some, including those from the Cotswolds, did not consider air quality to be a priority for funding or officer time. There is an AQMA in the Cotswolds near the Air Balloon but nothing in the north Cotswolds. Therefore, initially other areas will be prioritised and the position with Cotswold District Council will be reviewed over the coming year to see whether there is scope to work with a school in Moreton or Stow later in the project.
<b>Work Programme &amp; Priority:</b>	Officers to review position with Cotswold District Council over the coming year to see whether there is scope to work with a school in Moreton or Stow later in the project. <i>Medium Term (1-2 years)</i>
<b>Progress Update:</b>	Nothing further to report at this time – GCC are focusing AQ monitoring on schools in Cheltenham, Gloucester and Tewkesbury. The Thinktravel Schools Engagement Team are currently running to capacity and have exceeded their target number of schools. However, there are plans within the budget proposals for 20/21 to extend the capacity of the team which will assist.

**8. Recommendation 7 - Further consider the public transport and cycle provision on the A429, and investigate where improvements can be made**

<b>Summary of Cabinet Response:</b>	Public transport and cycle provision is a key part of Gloucestershire's Local Transport Plan. In rural areas sustainable travel modes can be more difficult to promote and to achieve meaningful infrastructure provision.
<b>Work Programme &amp; Priority:</b>	Officers investigate the public transport provision (bus and rail) on the A429 with a view to considering improvements for the future – primarily focused on spurs off the Fosse for cycling and links to stations at Kingham and Kemble. It is also recommended that an options appraisal is carried out, subject to the funding being identified, for creating cycling provision along the A429. <i>Medium Term (1-2 years)</i>
<b>Progress Update:</b>	The A429 corridor study referred to under recommendation 5 considers pedestrian, cycle and equestrian infrastructure as well as public transport provision in chapter 2.

**9. Recommendation 8 - Engage with neighbouring authorities in co-ordinating activities from which to progress any long term aspirations relating to traffic movements on the A429 and supporting local road network**

<b>Summary of Cabinet Response:</b>	Gloucestershire County Council continues to work closely with neighbouring authorities on issues which have mutual impact
<b>Work Programme &amp; Priority:</b>	Officers and councillors to continue to hold regular (at least annual) liaison with neighbouring counterparts to ensure that there is early discussion about proposals which might affect both authorities. <i>Short Term/Ongoing (6-12 months)</i>
<b>Progress Update:</b>	Oxfordshire County Council are now progressing an experimental Traffic Regulation Order for a weight restriction on the A361 which has the potential to route HGV traffic through Gloucestershire including on the A429. Officers have liaised with Oxfordshire to determine the potential impacts of that scheme and there is an aligned proposal for an experimental Traffic Regulation Order for a weight restriction on the A436 in Adlestrop to protect Stow on the Wold from the HGV traffic. Both orders are programmed to be introduced in Spring 2020.

## Appendix A - S106 Funds associated with length of A429 Fosse Way through Gloucestershire

<b>Fire College, Moreton in Marsh (09/04440)</b>			
<b>No</b>	<b>Scheme</b>	<b>£K</b>	<b>Notes</b>
O30041001	Transport Strategy	16	Complete
2469	A44/A429 Roundabouts Phase 1	25	Complete (any GCC funds returned to the programme)
2484	A44/A429 Roundabouts Phase 2	35	Complete + GCC £15k
2261.1	Cycle Route from development to station	200	Significantly complete
2261.2	Footway to bus stop		
2261.3	Bus Shelter at development		
2261.4	RTPI near Railway Station		
2261.5	Bus Shelter near Railway Station		
2261.6	Contribution to new waiting room at railway station		
	Cotswold Friends Community Bus Service	30	Complete
	<b>TOTAL</b>	<b>306</b>	

<b>Fire College, Moreton in Marsh (14/01483)</b>			
<b>No</b>	<b>Scheme</b>	<b>£K</b>	<b>Notes</b>
	Removal of footway on railway bridge	30	
	VAS sign at bridge	70	
2261.1	Cycle Route from development to station	38	Significantly complete
2261.2	Footway to bus stop		
2261.3	Bus Shelter at development		
2261.4	RTPI near Railway Station		
2261.5	Bus Shelter near Railway Station		
2261.6	Contribution to new waiting room at railway station		
	Bus services	32	
	<b>TOTAL</b>	<b>170</b>	

<b>Todenham Road, Moreton in Marsh (14/00948)</b>			
<b>No</b>	<b>Scheme</b>	<b>£K</b>	<b>Notes</b>
2484	A44/A429 Roundabouts Phase 2	3	Complete
2261.1	Cycle Route from development to station	29	Significantly complete
2261.2	Footway to bus stop		
2261.3	Bus Shelter at development		
2261.4	RTPI near Railway Station		
2261.5	Bus Shelter near Railway Station		
2261.6	Contribution to new waiting room at railway station		
	<b>TOTAL</b>	<b>32</b>	

# Electric Vehicle Infrastructure in Gloucestershire

Environment Scrutiny Committee

15<sup>th</sup> January 2020

Agenda Item 5

# Alignment with Strategic Policies

- 2018 The Road to Zero (DfT)
- 2019 Gloucestershire Air Quality & Health Strategy
- 2019 Gfirst LEP - Draft Local Industrial Strategy
- 2019 Net Zero
- 2019 Climate Emergency declared
- 2019 Draft Climate Change Strategy agreed
- 2020 Review of draft Local Transport Plan

# Local Objectives

- Improving Air Quality in AQMA's (Air Quality Management Areas) by reducing Nitrogen Oxide and Particulate pollution
- Reducing GCC's carbon dioxide emissions by 80% by 2030, and Gloucestershire's to net zero by 2050
- Enabling take up of electric (EV) and ultra-low emission vehicles (ULEVs) by citizens and businesses to achieve Road to Zero targets
- Working with all stakeholders to provide a balanced offer of EV chargepoints and to decarbonise local transport
- An affordable and flexible approach, managing risk to GCC, grid supply infrastructure and adapting to emerging technologies

# Sources of Support for EV's

Stakeholders	Charging type	Funding streams	Funding Type
Private Cars	Residential garage/driveway	Home chargepoint Scheme Developers	OLEV grant to private individuals
	Residential on-street	On street residential chargepoint scheme	OLEV grant to GCC GCC funding
	Residential hubs	Government pilots and Clean Air Fund (CAF)	Go Ultra Low CAF
	Destination EV Rapid charging & extended duration	Rapid Charging operators Retailers Car park owners	Rapid: commercial GCC, District/parish councils. CIL.
Employees & Business Fleets	Workplace	Workplace charging scheme CAF	OLEV grant Businesses
Taxis	On street, hubs and Residential	Plug in taxi grant CAF, Licensing authorities	OLEV grants
Buses	Depot/Flexi	Clean Bus Technology Fund LEP infrastructure	DfT retrofit grants EV bus grants

# Recommended areas for GCC focus

Stakeholders	Charging type	Funding streams	Funding Type
Private Cars & Developers	Residential garage/driveway	Home chargepoint Scheme Plug in car grant	OLEV grant to private individuals
	Residential on-street	On street residential chargepoint scheme	OLEV grant GCC funding
	Residential hubs	Government pilots and Clean Air Fund (CAF)	Go Ultra Low CAF
	Destination EV Rapid charging & extended duration	Rapid Charging operators Retailers Car park owners	Rapid: commercial GCC, District/parish councils inc CIL.
Employees & Business Fleets	Workplace	Workplace charging scheme CAF	OLEV grant EV grants
Taxis	On street, hubs and Residential	Plug in taxi grant CAF, Licensing authorities	OLEV grants
Buses	Depot/Flexi	Clean Bus Technology Fund LEP infrastructure	DfT retrofit grants EV bus grants

# Key issues and questions to consider

1. Procurement: GCC's commercial strategy, third party risk appetite favours high demand locations with low installation costs, setting tariffs and sharing revenues.
2. Grid constraints: limited capacity, high connection costs, smart charging to manage excess demand
3. Urban/rural coverage: how much weight is given to air quality and commercial factors when considering sites
4. Predicting future EV demand: how many, where, when?
5. Restricting access to charging bays to EV's only in heavily parked up areas, selective use of TROs
6. Rapidly changing Technology: interim fixes (e.g. pavement cables), leads replaced by induction charging, advances in battery storage and solar PV, kerbside vs hub charging

# Key issues and questions (2)

7. Changing Technology: interim fixes (e.g. pavement cables), induction charging, battery storage, kerbside vs hub charging
8. Effect of Government (OLEV) funding on the scale of our investment
9. Policy issues:
  - Enabling EV use in new developments (residential, retail, work)
  - Support for lower income groups, shared ownership / car clubs
  - The role of parishes in rural areas and means of support
  - Investing across wider modes of transport: taxis, LGVs, buses
  - Leading by example: greening our own fleet, mileage rates.
  - Effect of future changes to government policy and subsidies

# Implementation Plan

- June - Dec 2019 Research into technologies and procurement routes. Market engagement with EV charging suppliers, other councils and Western Power Distribution.
- Dec 2019 Atkins commissioned to develop Strategy
- March 2020 Draft Strategy and presentation to Scrutiny
- Phase 1 (2020):
  - On street residential charging pilot (Procurement, implementation and marketing)
  - Explore taxi hub scheme (Glos City)
  - Explore town centre rapid charging (Chelt)
- Phase 2: (2021) Large scale on street residential charging
- Phase 3: (2022) Review scope for future phases: e.g. types of charging and geographic coverage

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

January 2020

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:

- [Minerals Local Plan for Gloucestershire – inspector's report and recommendation to Council for adoption](#) – 29 January 2020
- [Ashchurch Bridge over Rail \(ABoR\)](#) – 29 January 2020

#### 1.2 Pending Items not yet published on the Forward Plan:

- Variation of current broadband contracts – extension of scope and value (11 March 2020)
- Refresh of the Local Developer User Guide (11 March 2020)
- Electric vehicle charging points (possibly 11 March 2020)
- Proposed Consultation on County Council Traveller Site Management options (TBC)

#### 1.3 Pending Individual Cabinet member decisions:

- Ubico Shareholder Agreement (incl exempt information)

### 2.0 Highways update

#### 2.1 Ringway/Term Maintenance Contract

- Defect repairs continue to improve with performance now getting close to target.
- Flooding issues during November 2019 have diverted resources into reactive response and away from planned works. There is now an emphasis on the small scale works programme to provide visibility and reliability of delivery dates, particularly around highways local delivery.

#### 2.2 Atkins/Professional Service Contract

- Performance is steady and has moved from mobilisation to business as usual.

#### 2.3 £150m Highways Improvement Programme

- Delivery remains on track in the 19/20 financial year with the accelerated programme.
- The website shows the current schedule plus the interactive map for 19/20 and 20/21 works.

#### 2.4 Structural Maintenance Contract

- Tenders closed for the next 2 year structural maintenance contract on 11<sup>th</sup> December 2019.
- Tenders are now being scrutinised with a view to making a decision and awarding in January 2020.

#### 2.5 Highway Skills Academy

- 10+ apprentices appointed across GCC, Ringway and Atkins.

- Plan for 20/21 intake being developed currently.

## **2.6 Collaboration**

- Independent review of the relationship between GCC, Ringway and Atkins undertaken.
- Some areas of focus identified which will feed into the work towards attaining ISO44001 for Collaborative Working. Some work on embedding and developing the collaborative approach needed over the next 6-12 months which will kick off with a series of workshops in December and January, as well as a highways staff survey.

## **2.7 A419 Junction Improvements (Stonehouse)**

- Continued work on site.
- Original delay to programme has been mitigated by working with contractor

## **2.8 A4173 Pitchcombe**

- Works on programme
- Adjacent landowner issue to resolve re contractor's use of his field.

## **2.9 A38 Canal Bridges, Whitminster**

- Works started on site

## **2.10 A38 Cross Keys Roundabout (Hardwicke)**

- Complete on site, no contentious issues to resolve.

## **2.11 Gloucester South West Bypass / Llanthony Road**

- Planning permission granted April 2019;
- Ongoing negotiations with landowners / landlords re- 14 plots;

## **3.0 Community Infrastructure Update**

### **3.1 Cheltenham Transport Plan**

- On 16<sup>th</sup> December 2019 the Traffic Regulation Committee recommended abandoning the Boots Corner trial (CTP Phase 4 amended Experimental TROs). This was supported by the Cabinet at its meeting on 20<sup>th</sup> December 2019. An urgent implementation procedure was agreed beforehand to enable legal changes to be implemented for the 28<sup>th</sup> December 2019 when the ETROs were due to expire.
- Camera signs and yellow advisory closure signs were removed prior to Christmas. Road markings and parking related lines/signs will be altered over the coming weeks. For safety reasons there will continue to be a single lane for traffic at the Boots pedestrian crossing.
- Discussions with Stagecoach highlighted the role bus growth in Cheltenham has on the viability of marginal rural routes. Having seen a healthy rise in bus use over the past year (4.5%) and high levels of reliability they are looking for reassurance from GCC on how we can sustain public transport growth post Boots Corner.
- Some low cost mitigation works are still proposed for Rodney Road near its junction with High Street, to reduce speeds of vehicles approaching this busy pedestrian area.
- Traffic signal refurbishment on the A4019 northern relief road is scheduled to take place during the next quarter. Given the age and poor condition of the signals this is

part of a larger scheme that was always required irrespective of the outcome of the trial.

### **3.2 Parking**

- Great Western Railway (GWR) is behind schedule with its works to expand the car park at Cheltenham station. It has informed GCC that this puts at risk the pedestrian and cycle link to Lansdown Road. A funding gap of £100-£300k has been identified. It is unlikely that GWR will contribute towards this whilst it is still waiting to hear from government about whether it will be awarded the new franchise from 1<sup>st</sup> April 2020.

### **3.3 Highways Development Management**

- Appointments have been made to two Team Leader posts following interviews in early December 2019. The quality of applicants for mid level posts (Principle Development Coordinators) was poor and discussions are underway with HR about further recruitment.

### **3.4 Cycling/walking**

- Temporary staff have been recruited to ensure business continuity following staffing issues in the ThinkTravel team which oversees Bikeability and School Crossings.

### **3.5 Climate Change**

- Cabinet agreed a Climate Change Strategy and initial Action Plan at its meeting in December 2019. Significant work has also been done to facilitate the coordination of activities at a county wide level.

### **3.6 Air Quality**

- Nothing to update this month.

## **4.0 Strategic Infrastructure update**

### **4.1 A417 Missing Link**

- Preferred Route Announcement (Route 30) made March 2019;
- Further public consultation recently took place (Autumn 2019);
- A supportive officer-level response to this consultation (a joint response from CDC, TBC and GCC) was sent on 8<sup>th</sup> November 2019;
- All 6 'new' MPs had a photoshoot at the Air Balloon very soon after the election;
- RIS2 announcement is now expected imminently.

### **4.2 M5 Junction 9 and A46 (Ashchurch)**

- Work continues on the Strategic Outline Business Case for the M5 J9 / A46 scheme, with the intention of submitting it to the Department for Transport in January 2020;
- Discussions re- possible future funding to progress to the Outline Business Case – ongoing with both Homes England and Tewkesbury BC.

### **4.3 M5 J10 / HIF bid**

- OBC submitted to MHCLG on 21<sup>st</sup> March 2019;
- Additional £2M p.a. GCC revenue secured to progress this project 2019/20-2020/21;
- Decision was expected in 'Autumn'. This has now been delayed until after the election and is expected to be imminent.

- If successful with the bid, there will be an opportunity to claim back significant elements of the business case development costs.

#### **4.4 West Cheltenham / Cyber £22M**

- Following December 2018 Cabinet approval, Outline Business Cases for all phases of scheme are being drawn up;
- Business Cases for Phases 1 & 2 were submitted, presented and agreed at the LEP Board on 10<sup>th</sup> December 2019;
- AMPS have completed the purchase of the two properties adjacent to Arle Court roundabout, with a view to demolishing them both;
- Starting on site early 2020;
- Ongoing issue re-timing / extent of Highways England's A40 / M5 'safety critical' works.

#### **4.5 B4063 / A40 Highways England Cycling Scheme – Cheltenham to Gloucester**

- GCC officers continue to engage with Highways England's Route Manager to ensure scheme links into the emerging GCC Cabinet-approved £22M transport improvement schemes to the west of Cheltenham. It has been suggested that GCC may wish to take over the sponsorship and project management of this project, given the delays with the scheme.

#### **4.6 Improved rail connectivity**

- Rail Strategy commissioned and is expected to be finalised early 2020;
- This will then feed into the emerging review of the Local Transport Plan.

#### **4.7 Local Transport Plan (LTP)**

- Draft LTP (pre- public consultation) agreed at 20<sup>th</sup> December 2019 Cabinet;
- Public consultation will now take place 16<sup>th</sup> January – 26<sup>th</sup> March 2020.

#### **4.8 Digital connectivity**

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

#### **4.9 Minerals Local Plan**

- Submitted Draft Plan to Government;
- Public Hearing took place between 11<sup>th</sup>-12<sup>th</sup> June 2019;
- Public consultation on proposed main modifications ended 11<sup>th</sup> September 2019;
- Inspector's report received in final form 23<sup>rd</sup> December 2019;
- Immediate adoption now proposed in early 2020 – aiming for 29<sup>th</sup> January 2020 Cabinet and 12<sup>th</sup> February 2020 Full Council.

#### **4.10 Local Plans / JCS**

- GCC will now become a formal partner to the JCS process from April 2020, rather than a statutory consultee, assuming approved by Full Council (in February 2020) as part of the budget setting process.
- Stroud Local Plan – Current consultation on Draft Local Plan – closes 22<sup>nd</sup> January 2020.

## **5.0 Libraries & Registration update**

### **5.1 Stonehouse Library**

- Works commenced on 2<sup>nd</sup> December 2019 on a 16 week refurbishment. It is planned that the library will re-open in the new location in April 2020.

### **5.2 Libraries Growth Hubs and Innovation Lab**

- Plans are progressing for the Gloucester Innovation Lab with the aim to have this set up in spring 2020.

### **5.3 Mobile Library**

- 4 of the 8 Customer Access points have now been set up and will commence in January 2020. Locations have now been identified for the remaining 4 and these will start from February onwards. All locations will pilot for 6 months to ensure the level of use warrants the time and travel spent by the member of staff who will be running these points.

### **5.4 Library Strategy & Opening Hours**

- Plans are in place to update the 2012 Library Strategy. A paper will be considered by Cabinet in January 2020 to approve a public consultation on a new pattern of opening hours and to gain updated understanding on how residents want to use library services.

## **6.0 Waste Management update**

### **6.1 Joint Waste Committee**

- The Gloucestershire Joint Waste Committee closed on 13<sup>th</sup> December 2019, with the county and district councils agreeing to form a new, less formal partnership on Resources and Waste.
- At its December 2019 meeting, Cabinet delegated responsibility to the Head of Waste to finalise Terms of Reference for the proposed Gloucestershire Resources and Waste Partnership with district councils. A proposal to adopt the new payment system (replacing the Food Waste Agreements) was also agreed by Cabinet in December 2019.
- An officer delegated decision has been taken to award four contracts for Garden Waste Treatment, which will commence 1 Feb 2020. Forest of Dean District Council has expressed concern that its garden waste tipping location will change under the new contract (from Lydney to Dymock).
- Electricity from the Javelin Park Energy from Waste facility is now being generated. The council purchases the electricity from UBB for a guaranteed price and then sells it on the wholesale market. An Electricity Strategy Group is being convened to govern and coordinate the sale and purchase of electricity by the council.

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**ENVIRONMENT SCRUTINY COMMITTEE**

**WORK PLAN 2019-20**

<b>26 November 2019</b>	<b>15 January 2020</b>	<b>4 March 2020</b>
Increase in costs of re-tendering public transport services	A429 Task Group Update	Biodiversity draft information sheet
Cabinet feedback on the Biodiversity Task Group report	Electric Vehicle Infrastructure	Local Flood Risk Management Strategy Annual Implementation Plan 2019/20
<del>Electric Vehicle Infrastructure [postponed]</del>		
Quarter 2 2019/20 Performance Report		

<b>20 May 2020</b>	<b>15 July 2020</b>	<b>23 September 2020</b>
Quarter 3 2019/20 Performance Report	Quarter 4 2019/20 Performance Report	

**POSSIBLE FUTURE ITEMS**

<b>1</b>	<b>Lengthsmen Scheme</b> – To consider the effectiveness of the Scheme	6 months post April 2019	<b>7</b>	<b>Dynamic Purchasing System for Transport</b>	
<b>2</b>	<b>Footways (in relation to Motion 787: Pavements)</b> – to be revisited early 2019	6 months post April 2019	<b>8</b>	<b>Infrastructure South</b> – including the third river crossing	
<b>3</b>	<b>Air Pollution and its Impact on Public Health Task Group</b>	Members sent update report 23.5.19	<b>9</b>	<b>Infrastructure Planning</b>	
<b>4</b>	<b>Ringway mobilisation</b> – How the new term maintenance contract is going	8 months after April 2019	<b>10</b>	<b>Climate change reduction pledge</b>	
<b>5</b>	<b>Cotswold National Park Status</b> – Watching brief on the Government’s response to the Glover Review		<b>11</b>	<b>Visit to Javelin Park</b>	
<b>6</b>	<b>DMMO</b> – To receive a report from the outreach post holder regarding application demand	6 months after budget 2019			