

MEMBER QUESTIONS

CABINET MEETING – 13 November 2019

Question 1: Cllr Paul Hodgkinson	Respondent: Cllr Richard Boyles
Agenda Item 6: Financial Monitoring Report Page 47 Para 19: It is notable that reducing the over-spend has been revised to “unachievable” from “very challenging” in last months report. Can the Cabinet Member please confirm when the report from the LGA and Peopletoo is expected?	The LGA and Peopletoo report was received by the Council at the end of October and the recommendations and next steps are currently being agreed.
Question 2: Cllr Paul Hodgkinson	Respondent: Cllr Mark Hawthorne
Agenda Item 6: Financial Monitoring Report Page 48 Para 25: Noting the recent increases in school funding, can the Leader please confirm the number of schools in Gloucestershire that will still see themselves with less funding in real terms by 2020/21 compared to 2015?	We await further details on how the DfE are proposing to allocate the funding, so are not yet able to fully assess how the £14bn increase to school funding will impact Gloucestershire schools. However, the Government has announced that every secondary school will receive a minimum of £5,000 per pupil next year, with every primary school getting a minimum of £3,750 per pupil next year and £4,000 from 2021/22.
Question 3: Cllr Paul Hodgkinson	Respondent: Cllr Vernon Smith
Agenda Item 6: Financial Monitoring Report Page 49 Para 30: Can the Cabinet Member confirm what small cost pressures are there within the new contract, since Ringway took it over?	These are mostly issues around the mobilisation and bedding in of the new contract.

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<p>Question 4: Cllr Paul Hodgkinson</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 6: Financial Monitoring Report</p> <p>Page 52 Para 50: :</p> <p>The item states there is the potential for a substantial reduction in the spend for the Gloucester to Quedgeley cycle track due to the potential loss of EU funding. Elsewhere, the Conservative Government has pledged to replace any lost grants.</p> <p>As such, can the Cabinet Member commit to replacing that funding if lost through a no-deal Brexit, in order to reassure concerned residents?</p>	<p>The Government has confirmed the funding for these works is ring fenced and not subject to change as a result of Brexit.</p>
<p>Question 5: Cllr Paul Hodgkinson</p>	<p>Respondent: Cllr Nigel Moor</p>
<p>Agenda Item 10: West of Cheltenham Transport Improvement Scheme and Cyber Business Park</p> <p>Page 145 onwards</p> <p>I note that this major (£22m) procurement vaguely states that cycling access at junctions should be improved and that the aim is to “investigate” other cycling improvements.</p> <p>No budget is allocated to cycleway construction.</p> <p>Will the Cabinet commit to requiring a report producing specific, costed, recommendations on cycling infrastructure to support the Cyber Park - with the ultimate aim of at least matching the impressive figures that GCHQ achieves regarding employees cycling to work?</p>	<p>Phase 1 and 2 of the scheme includes improvements to the existing cycle provision around Arle Court Roundabout and adjoining roads, including:</p> <ul style="list-style-type: none"> • A new pedestrian/cyclist crossing facility across Fiddlers Green Lane to support a well established desire line for pedestrians and cyclists: • An upgrade to the existing subway with improved lighting: • Additional shared use footway/cycleway facilities on Hatherley Lane to cater for cyclists accessing the park and ride and linking with the subway to the North. <p>Future phases of the scheme will include further improvements, including £1.6million allocated by GFirst LEP to be used on cycling and walking infrastructure to between Arle Court Roundabout and Gloucester Road/Lansdown Road Junction.</p>

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	<p>These future measures will be delivered alongside Phases 3 and 4 of the scheme and will include a new shared use footway/cycleway along the A40 between Telstar Way and Benhall Roundabout amongst a number of other cycling and walking improvements.</p> <p>The scheme incorporates measures that will support existing infrastructure along the route. As part of any future planning application, a thorough appraisal of cycling infrastructure will be undertaken.</p>
Question 6: Cllr Paul Hodgkinson	Respondent: Cllr Nigel Moor
<p>Agenda Item 10: West of Cheltenham Transport Improvement Scheme and Cyber Business Park</p> <p>Page 154</p> <p>The report states that the transport improvement scheme will have a positive impact on climate change.</p> <p>Can the Cabinet Member please expand upon this and explain what the modelling suggests for increases in traffic and confirm whether or not this takes into account construction impacts?</p>	<p>Environmental assessment work, done as part of the initial business case development, and wider appraisal of transport infrastructure, indicated that the scheme would have at least a neutral to slightly positive impact on sustainability - a key contributor to climate change;</p> <ul style="list-style-type: none">• The scheme introduces additional bus lane provision and with the completion of the scheme the park and ride facility at Arle Court will be upgraded to provide additional spaces to encourage a modal shift.• The scheme has elements of additional cycle and walking infrastructure in Phases 1 and 2. Subsequent phases of the project will incorporate significant upgrades to existing provision, alongside £1.6million of redirected funds specifically ring fenced for cycling and walking.• The scheme will reduce congestion at key pinch points and a full local air quality assessment has been undertaken with estimated concentrations of all pollutants were shown to be below relevant AQS objectives at all receptors with and without the Proposed Scheme. The effect of the Proposed Scheme on air quality at existing human health receptors during operation is therefore considered to be not significant.

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	<ul style="list-style-type: none">• Any loss of landscaping and screening resulting from Phases 1 and 2 of the scheme will be offset with new planting to provide screening and amenity value. The planting will be at an equal or improved level to the existing landscaping provided.• Any impact on ecology will be offset by creating new habitats and protecting existing habitats <p>The modelling work for Phases 1 and 2 is in the process of being finalised, but assuming current levels of growth journey times along the route are seen to improve over the extents of the study area.</p>
Question 7: Cllr Jeremy Hilton	Respondent: Cllr Nigel Moor
Agenda Item 6: Financial Monitoring Report Page 49 Para 29: On the waste overspend – while Javelin Park was offline in August, can the Cabinet Member confirm what the cost of the alternative tipping arrangements came to and what proportion was covered by UBB?	<p>The figures are currently being checked to ensure they are robust. Once finalised, the data will be agreed with UBB. At this point, the actual cost of the contingency period can be confirmed. We will provide a final figure for the financial year end.</p>