



Gloucestershire
COUNTY COUNCIL

MINUTES of meeting of the Cabinet

Held on FRIDAY 20 DECEMBER 2019

**PETER BUNGARD
CHIEF EXECUTIVE**

CABINET MEETING	Gloucestershire County Council
20 December 2019	

Cllr Mark Hawthorne MBE	- Leader of Council
Cllr Richard Boyles	- Deputy Leader/Children's Safeguarding and Early Years
Cllr Carole Allaway Martin	- Adult Social Care (Commissioning)
Cllr Tim Harman	- Public Health and Communities
Cllr Patrick Molyneux	- Economy, Education and Skills
Cllr Nigel Moor	- Environment and Planning
Cllr David Norman MBE	- Public Protection, Parking and Libraries
Cllr Vernon Smith	- Highways and Flood
Cllr Lynden Stowe	- Finance and Change
Cllr Kathy Williams	- Adult Social Care (Delivery)

1. Apologies

There were no apologies at the meeting.

2. Minutes

The minutes of the meeting held on 13 November 2019 were agreed and signed as a correct record of that meeting.

3. Declarations of Interest

Cllr Tim Harman, Cabinet Member: Public Health declared a non pecuniary interest in item 5 of the agenda (Cheltenham Transport Plan). Cllr Harman announced that, following officer advice, he would be leaving the meeting for consideration of this item. The declaration of interest related to Cllr Harman's role of Group Leader at Cheltenham Borough Council.

4. Questions at Cabinet Meetings

Seventeen public questions was asked at the meeting, (the majority of the questions related to item 5 of the agenda, Cheltenham Transport Plan Phase 4).

In addition to the public questions, 24 member questions were submitted for consideration prior to the meeting.

Please refer to the link below to view the responses to the questions:

<https://glostext.gloucestershire.gov.uk/ieListDocuments.aspx?MIId=9232&x=1>

In addition to the 17 public questions submitted prior to the meeting, an additional 9 questions were submitted for consideration as 'urgent' questions on the day of the meeting. The decision to accept the additional questions as urgent questions was agreed in accordance with the council's constitution, whereby 'an urgent written question may be asked by a member of the public about any item on the cabinet agenda for which the Chairperson considers could not have been reasonably submitted by the deadline for the receipt of written questions, provided notice of the question is given to the Chief Executive of the Council by 12 noon on the day before the meeting'.

Urgent Questions

The following questions were noted at the meeting: -

Question 1: Cllr Steve Jordan (Cheltenham Borough Council)

Agenda Item 5: Cheltenham Transport Plan Phase 4

Will you confirm that in taking any decision in relation to the Cheltenham Transport Plan phase 4 you will give proper weight to empirical evidence over anecdotal evidence?

The specific points presented at the meeting were:-

- Significant modal shift with Stagecoach claiming an additional 270,000 additional bus passengers p.a and better punctuality as a result of the trial; potentially the most significant modal shift success ever achieved within the County
- Cycling through Boots Corner itself up by 185% since the trial began
- Falling traffic flows in the town centre (20% reduction compared to 2008)
- No adverse air quality impact, in fact, a slow decline in NO₂ over several years
- Positive town centre performance from a footfall and investment perspective as cited by commercial contributors at the TR committee
- 7% increase in town visitors and 6% increase in overnight stays in the last 12 months i.e. within the trial period
- 2019 CBC residents survey independently undertaken that identified 'Promoting walking, cycling and public transport' within residents top three priorities.

Respondent: Cllr Nigel Moor

Cabinet will consider all the representations that have been made to it on this subject in reaching a decision.

Question 2: Cllr Steve Jordan (Cheltenham Borough Council)

Agenda Item 5: Cheltenham Transport Plan Phase 4

When GCC received £4.95m from the Local Sustainable Transport Fund it was premised on: -

- Reducing the severance of the High Street at Boots Corner
- Increasing walking, cycling and public transport use
- Stimulating town centre retail activity and supporting regeneration

Please confirm how you will achieve these if the outcome of Cheltenham Transport Plan phase 4 is to abandon the trial.

Respondent: Cllr Nigel Moor

The Cheltenham Transport Plan has been implemented in phases, so whilst Phase 4 has been a trial, Phases 1 – 3 are permanent changes. Albion Street, Oriel Road, Clarence Street and Clarence Parade will stay as two-way streets, providing more direct routes for bus passengers, cyclists and shoppers accessing town centre car parks.

Question 3: Cllr Steve Jordan (Cheltenham Borough Council)

Agenda Item 5: Cheltenham Transport Plan Phase 4

Do you agree that since the trial began there has been a 270 000 per annum (4.3%) increase in bus passengers in Cheltenham; a 185% increase in cycling at Boots Corner and a 20% reduction in vehicle movement representing a very significant modal shift?

As these significant gains would be lost if the trial is not made permanent, in light of the Climate Change emergency recently declared, could the Cabinet please advise how it proposes to address these significant modal shift losses and the steps it will take to make similar or increased improvements in Cheltenham?

Respondent: Cllr Nigel Moor

We have noted the growth in bus and cycle use and reductions in overall traffic. However, displaced traffic has also caused congestion on residential streets and roads used by buses. Our budget for 2020/21 includes proposals to invest in upgrading traffic signals to reduce congestion on the A4019 ring road at several locations and help keep the town moving.

I would note that, whilst Cheltenham Borough Council has contended the scheme provided carbon benefits, other representations made to the council, and at the committee meeting, argue the closure had a significant carbon cost.

I recall that, when Cheltenham Borough Council originally advanced the scheme, the primary intent was presented as boosting town centre business rather than modal shift.

Question 4: Cllr Steve Jordan (Cheltenham Borough Council)

Agenda Item 5: Cheltenham Transport Plan Phase 4

Both the Climate Change Strategy and emerging Local Transport Plan support increased walking, cycling and use of public transport. In the absence of any other deliverable proposals, would you agree that since Cheltenham Transport Plan phase 4 has succeeded in achieving these, abandoning the trial would be perverse?

Respondent: Cllr Nigel Moor

I certainly don't agree there are no other deliverable proposals to promote modal shift in Cheltenham, and, whatever the decision on this aspect of the Cheltenham Transport Plan, I look forward to working with Cheltenham Borough Council in pursuit of our shared goals in this area.

Question 5: Cllr Steve Jordan (Cheltenham Borough Council)

Agenda Item 5: Cheltenham Transport Plan Phase 4

If the Cabinet supports the recommendation of the TR Committee, to ensure that at least some of the modal shift and pedestrian priority benefits are preserved, will you confirm that cycle racks and traffic calming measures will be retained on the highway.

Respondent: Cllr Nigel Moor

The County Council will be very happy to work with Cheltenham Borough Council to look at the implementation of any changes.

Question 6: Jessica West

Agenda Item 5: Cheltenham Transport Plan Phase 4

Pedestrianisation and alternative transport measures across the town are obviously imperative - not only because of very limited spaces to park cars either on streets or off-road, but because of air pollution concerns from poor wind over surrounding hills, and because of our aging population who have different mobility needs. What is the next planned direction for accommodating these needs going ahead?

Respondent: Cllr Nigel Moor

The County Council is committed to working to decarbonise our transport systems and giving people the choice of how to travel. This will continue to be the case, irrespective of any decision on Boots Corner.

Question 7: Tabitha Joy

Agenda Item 5: Cheltenham Transport Plan Phase 4

What alternative measures might now be taken to reduce Cheltenham's carbon emissions and air pollution levels now that Boots Corner has been reopened? What steps will Gloucestershire County Council take to ensure that targets are being met,

people's health is being protected, and the declared Climate Emergency is being taken seriously - and what would be the timescale for implementation?

Respondent: Cllr Nigel Moor

Whilst supporters of the scheme have contended closing Boots Corner offered a benefit in terms of carbon emissions and air pollution, opponents of the closure have contended it has in fact increased carbon emissions, and moved air pollution issues to other, more residential, parts of Cheltenham.

Whoever is correct, this is a minor issue when set against the need to decarbonise all of our transport system, something the County Council is committed to doing as part of our response to the climate emergency.

We will be consulting soon on the draft Local Transport Plan and developing detailed action plans to deliver on air quality and climate change commitments, and I hope the questioner will take part in that consultation.

Question 8: Cllr Iain Dobie

Agenda Item 5: Cheltenham Transport Plan Phase 4

Today Cabinet will be considering the Due Regard Statement covering transport policy in Gloucestershire. Transport decisions made by GCC should avoid disproportionate harm to the poor, the old and the disabled. These people use buses more than the general population.

At the TR Committee meeting on Monday we heard from Stagecoach that, as a result of the closure of Boots Corner to 10,000 cars a day, its buses can now stick to their schedule – in consequence more people are using buses – therefore Stagecoach is (or was) planning to lay on more bus services. It follows that bus services will deteriorate should Boots Corner be reopened. Poorer bus services will disproportionately harm the poor, the old and the disabled. Therefore will Cabinet take into account when making its decision that reopening Boots Corner will run counter to GCC's own policy?

Respondent: Cllr Nigel Moor

Cllr Dobie had every opportunity to raise points on this issue at Traffic Regulation Committee. I can assure him Cabinet will give due consideration to relevant matters, as it always does

Question 9: Cllr Iain Dobie

Agenda Item 5: Cheltenham Transport Plan Phase 4

The supplementary item presented on behalf of the Traffic Regulation Committee claims that the committee's recommendation to GCC cabinet was to: "Abandon the current Phase 4 ETROs and revert back to the permanent TROs which were in place immediately prior to the Phase 4 trial."

However, the report makes no reference to the fact that the committee was not unanimous in its recommendation, or who on the committee voted for this recommendation.

Does the relevant Cabinet Member therefore agree with me that this is not an accurate record of the day's hearing, and do they agree with me that the accurate context is essential for Cabinet to make an informed decision on item 5?

Respondent: Cllr Nigel Moor

No, I do not agree with Cllr Dobie.

5. Cheltenham Transport Plan Phase 4

Cllr Tim Harman, Cabinet Member: Public Health declared a non pecuniary interest and left the meeting for consideration of this item (Cheltenham Transport Plan). The declaration of interest related to Cllr Harman's role of Group Leader at Cheltenham Borough Council.

The Cheltenham Transport Plan, (CTP), commenced in 2013 as a joint project funded by the Department for Transport. The CTP is a long-held Cheltenham Borough Council (CBC) vision to recast and make changes to Cheltenham Town Centre.

The original Phase 4 Experimental Traffic Regulation Order (ETRO) commenced on Thursday 28 June 2018 as a trial restriction of Clarence Street, Cheltenham, (known locally as "Boots Corner"), to run for a period of up to 18 months, after which time the trial would need to be abandoned or made permanent. The overall objective of implementing the trial ETROs was to restrict general traffic along a section of Clarence Street (Boots Corner) whilst allowing service access and enabling civil enforcement.

Having considered comments received in relation to the original Phase 4 ETROs, including the effects of the restrictions, Cheltenham Borough Council (as scheme promoter) and Gloucestershire County Council (as local highways authority) agreed in January 2019 to introduce revised ETROs. The amendments to the Phase 4 Trial commenced for a 6 month period on Monday 3 June 2019.

At a meeting on 16 December 2019, the GCC Traffic Regulation Committee (TRC) was asked to make a recommendation to GCC Cabinet on whether the Phase 4 Trial, (as amended from 3 June 2019), should be abandoned or made permanent. The TRC has the authority to make a recommendation to Gloucestershire County Council, (as local highways authority), to seek a final decision on whether to abandon or make permanent the ETROs. The remit of the committee was to solely consider the amended and final version of Phase 4 ETROs.

The TRC was asked to consider the following recommendations: -

- i) Make the current Phase 4 ETROs permanent; or

- ii) Abandon the current Phase 4 ETROs and revert back to the permanent TROs in place immediately prior to the Phase 4 trial

Following a full and in-depth discussion, involving intense questioning and representations from members of the public, local businesses and Cheltenham Borough Council, the TRC made the following recommendation to Gloucestershire County Council, (as local Highways Authority), for consideration by GCC Cabinet at this meeting.

The TRC recommended: -

- i) That Cabinet abandon the current Phase 4 ETROs and revert back to the permanent TROs in place immediately prior to the Phase 4 trial.
- ii) In considering the recommendation, that Cabinet delegates authority to the Lead Commissioner: Highways Authority to implement the decision and, whatever the outcome of the decision, commit to continue to working with key stakeholders to improve transport and access arrangements in Cheltenham Town Centre.

Vice Chairman of the TRC, Cllr Alan Preest, presented the final decision report of the committee, including an overview of the outcomes of the meeting held on 16 December 2019. Cllr Preest informed members that, in addition to considering the written evidence presented at the meeting, the committee had received representations from: -

- Scheme Promoter, Cheltenham Borough Council;
- Highway Authority, Gloucestershire County Council;
- Oral representations from 44 people (36 speaking in objection and 9 speaking in support)

At the meeting, the TRC robustly questioned both the Scheme Promoter and the Highway Authority. Particular emphasis was placed on issues raised by members of the public, which the committee felt did not correspond to the data included in the committee report, nor to the information presented by the Scheme Promoter and Highway Authority.

Cllr Preest confirmed that the majority view of the committee had been that the responses provided by the Scheme Promoter and Highway Authority were unclear nor did they allay the committees concerns. The majority of members felt the answers to their questions were not 'sufficiently positive' to offset the points raised by members of the public when making their representations to the committee.

In summary, the majority view of the committee had been that the agenda documentation and the information presented at the meeting, including the responses to questions, were not sufficiently compelling to make the current Phase 4 ETROs permanent, nor did they outweigh the concerns and issues raised at the meeting.

Having considered all of the evidence available to them, including the representations made at the meeting, the TRC

RESOLVED to recommend that the Gloucestershire County Council Cabinet: -

Abandon the current Phase 4 Experimental Traffic Regulation Orders (ETROs) and revert back to the permanent Traffic Regulation Orders (TROs) which had been in place immediately prior to the Phase 4 trial.

In proposing Cabinet abandon the current Phase 4 ETROs, it was noted that:

- i) Capital investment would be needed to improve the sequence of the traffic signals on the town centre ring road in order to make the routes more useable;
- ii) Clearer strategic route signage would be needed throughout the town centre in order to enable motorists to navigate their way around effectively; and
- iii) Action would be needed to address the conflict between pedestrians and vehicles at various points in the town centre.

Responding to the TRC's recommendation, Cllr Nigel Moor, Cabinet Member for Environment and Planning, noted the significant amount of work that had been undertaken as part of the in-depth examination of issues relating to the proposed implementation of Stage 4 of the Cheltenham Transport Plan.

Noting the effects of the trial on the local area, Cllr Moor confirmed that, in making its decision, Cabinet had taken into consideration the concerns of both Liberal Democrat and Conservative County Councillors, and representations made by the local MP, all of which, were very important considerations.

Cllr Moor informed members that, following the announcement of the decision at the TRC meeting on 16 December 2020, he had been contacted by a significant number of Cheltenham residents expressing their support for the decision.

Cllr Moor stated that, in recent months, the County Council had tried extremely hard to support Cheltenham Borough Council with the implementation of this latest stage of the scheme, and had stood by the Borough Council, even when encountering significant public opposition. The County Council had made several changes to the scheme in order to make it work and had paid significant costs associated with the trial. Notwithstanding the huge disappointment, Cllr Moor believed it was necessary to cut our losses and abandon Phase 4 of the scheme.

Cllr Moor wished it to be noted that, when CBC approached the County Council to assist with implementation of the trial, it had been on the basis that the scheme would support the regeneration of Cheltenham, not environmental issues. Cllr Moor expressed concern that, making the ETROs permanent could result in the movement of air pollution to residential areas of Cheltenham, and whilst there had been some evidence linked to environmental issues, (relating to cycling and bus

usage), there was no firm evidence to suggest there had been a reduction in overall carbon as a result of the trial.

Leader of the Council, Cllr Mark Hawthorne, confirmed that the County Council had embarked on the joint collaboration with CBC with an open mind, seeking to work towards the council's regeneration aspirations. He clarified that, at every stage of the trial, the County Council had made it abundantly clear the success of the trial would be the responsibility of CBC, including the need to seek out the support of those affected by the scheme and efforts to prove that the benefits of the trial outweighed the disadvantages.

The Leader clarified that the decision at today's meeting was not a 'binary choice'. He expressed his disappointment that supporters of the scheme had made it appear that the decision was a binary choice, and that, in doing so, had failed to focus on the economic elements of the decision. The Leader confirmed that the County Council remained fully committed to working with CBC in the regeneration of the town centre, (including increased bus use).

The Leader expressed his huge regret that CBC, as scheme promoter, had failed to prove that the economic benefits of the decision to make the ETROs permanent outweighed the impact on the local area. Cllr Moor also expressed his regret at having to uphold the TRC decision, and gave his assurances that a number of meetings between GCC and CBC would be arranged to review this position and to move forward in a positive manner. Cllr Moor confirmed that the County Council would continue to work with CBC to address both the regeneration of Cheltenham Town Centre and the climate change emergency.

Thanking officers at GCC for the significant amount of time and effort contributed to supporting the scheme and noting the evidence made available to them,

Cabinet accepted the recommendation of the Traffic Regulation Committee and,

RESOLVED to: -

- 1) Abandon the amended versions of the ETROs for Phase 4 of the CTP;*
- 2) Delegate authority to the Lead Commissioner: Highway Authority to implement its decision;*
- 3) Commit to continuing to work with key stakeholders to improve transport and access in Cheltenham Town Centre.*

Urgent implementation

In circumstances where there is a need to implement a decision so urgently the pre-implementation review process of the decision is not appropriate, the Council's Constitution allows for that decision to be implemented urgently without imposing a call-in period. (To endorse this requirement, the Chair of Council and the Chair of the relevant Scrutiny Committee, must confirm that it is necessary to implement the decision immediately).

In accordance with Paragraph 7.2 of the Cheltenham Transport Plan Phase 4 decision report, Cllr Ray Theodoulou, (as Chair of the County Council), and Cllr Rob Bird, (as Chair of the Environment Scrutiny Committee), agreed that, whatever the outcome of the cabinet decision, the decision should be implemented immediately, for the following reason: -

The original CTP Phase 4 ETROs were implemented on 28 June 2018 for a period of no more than 18 months. The ETROs are due to expire on 28 December 2019. Whatever the outcome of the decision at the cabinet meeting on 20 December 2019, the council's 5 day call in procedure would restrict implementation of the decision until 1 January 2020, (after expiry of the ETROs).

For this reason, it was agreed to implement the decision to abandon the amended versions of the ETROs in respect of Phase 4 of the Cheltenham Transport Plan with immediate effect, in accordance with the council's procedures for Urgent Implementation of Cabinet Decisions.

6. Financial Monitoring Report 2019/20

Cllr Lynden Stowe, Cabinet Member for Finance and Change, gave an update on the year end forecast for the 2019/20 County Council's Revenue and Capital Budgets.

Cllr Stowe reported a forecast revenue year end position, (as at the end of October 2019), as showing a balanced budget of £429.661 billion. This had been achieved through a comprehensive review of reserves and in year efficiencies.

Cllr Stowe confirmed that the net year end forecast position included a significant overspend in the Children and Families Budget of £11.916 million. This reflected continuing pressures on external placements and safeguarding staff budgets.

The Dedicated Schools Grant (DSG) was forecast to overspend by £9.552 million, which included a deficit carry forward of £2.884 million. Recent funding announcements had identified £700 million additional national funding for special needs in 2020/21 with early indications that GCC's allocation could be in the region of £6.1 million in 2020/21. It was noted this would not be sufficient to cover the current in-year cost pressure and that the implementation of the High Needs Strategy, (agreed by Schools Forum) would be essential going forward. Cllr Stowe highlighted the importance of working closely with the School's Forum.

The forecast capital year end position was reported at £108.696 million, resulting in an in year overspend of £0.112 million. Cllr Stowe advised that this had been the result of the advanced delivery of schemes and had no impact on the overall cost of the capital programme. It was proposed that an increase of £4.628 million be made to the capital programme, as detailed in the Cabinet report.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to: -

1. *Note the forecast revenue year end position as at the end of October 2019 (Period 7) for the 2019/20 financial year is a balance budget. This has been achieved as a result of the review of revenue reserves and in-year efficiencies authorised by Cabinet on 13 November 2019.*
2. *Approve the transfers from reserves as detailed in the report of £2.001 million*
3. *Note the forecast capital year end position as at the end of October 2019 of £108.696 million against the revised budget of £108.584.*
4. *Approve the £4.628 million increase to the capital programme as outlined in Section D of the report.*

7. Medium Term Financial Strategy (For Publication and Consultation) 2020/21 to 2022/23

Cllr Lynden Stowe, Cabinet Member for Finance and Change, set out proposals relating to the detailed revenue and capital budget for 2020/21 and the Medium Term Financial Strategy for the period 2020/21 to 2022/23.

The Draft Medium Term Financial Strategy (MTFS) was presented as the basis for consultation and scrutiny, prior to finalisation of the budget for approval by Cabinet on 29 January 2020, and recommendation to County Council on 12 February 2020.

Cllr Stowe informed members that the MTFS had been prepared using best estimates pending the announcement of the provisional finance settlement. Any amendments would be incorporated into the final budget submitted to Cabinet in January 2020 and Council in February 2020.

The MTFS contained the proposed budget for 2020/21, including the general fund revenue budget, the capital programme and the Dedicated Schools Grant. The general fund revenue budget totalled £468.183 million, based on a 1.99% Council Tax increase, plus the Adult Social Care Levy, (extended for a further year to allow the Council to increase council tax levels by an additional 2%, with the specific aim of funding Adult Social Care). It was noted that the 2% Levy would raise an additional £6.3 million for delivering Adult Social Care services.

Cllr Stowe confirmed that the proposed tax increase would result in a Band D Council Tax of £1,345.32 in 2020/21 compared to £1,293.70 in 2019/20, an increase of £51.62 per annum. Cllr Stowe reported an increase of £1.00 per week for average Band D tax payers. Acknowledging that the decision to increase council tax was never an easy decision for any authority to take, Cllr Stowe clarified that the proposed increase had been made in line with the council's ongoing commitment to delivering key front-line services, including Children's and Adult Services. He added that Gloucestershire remained amongst those councils whose performance was high and tax levels low.

Presenting the budget as delivering real investment, Cllr Stowe acknowledged the ongoing challenges of having to make proposed savings, estimated at £9.6m, and

the continuing pressures of delivering Children and Adult Services. Leader of the Council, Cllr Mark Hawthorne, echoed these sentiments.

Pending the announcement of the final government financial settlement, the draft budget would be considered at a scrutiny committee budget meeting on 9 January 2020 and submitted for approval as a recommendation to Council by Cabinet on 29 January 2020.

Commending Steve Mawson, Paul Blacker and the Finance Team for their work in the development of the MTFS and the draft budget, and having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

Approve for consultation and scrutiny the proposed detailed revenue and capital budget for 2020/21 (including Dedicated Schools Grant which will also be considered by the Schools Forum) and the Medium Term Financial Strategy (MTFS) covering the period 2020/21 to 2022/23.

8. Leading the response to the Climate Emergency: Gloucestershire Climate Change Strategy 2019/20 to 2024/25

Cllr Nigel Moor, Cabinet Member for Environment and Planning, presented the Draft Climate Change Strategy, including an immediate action plan and resource implications for implementation of the strategy.

Cllr Moor informed members that the council had been working to reduce its impact on climate change for at least 15 years. In spite of its ongoing commitment, the council recognised that, as a county, more work was needed to address climate change, and quickly. Cllr Moor stated that, whilst there was a desire to lead Gloucestershire's response, it was not possible for the council to do this alone.

He explained that the new Climate Change Strategy set out the council's vision of achieving a carbon neutral county by 2050. The strategy aimed to provide an 'improved quality of life' for everyone, both at the current time, and for future generations. This would be achieved from making improvements to the quality of the natural environment. Furthermore, the vision aimed to reduce carbon emissions by 80% by 2030.

Cllr Moor explained that the strategy highlighted the level of change that would be required and, in broad terms, what actions would be required to make this happen. He described the document as an enabling strategy; setting out what the council needed to do and how it needed to work with partner agencies to deliver the changes, enabling everyone involved to play their part.

The intention would be to share the proposed overall approach with Leadership Gloucestershire and with other partners, seeking agreement on how Gloucestershire as a whole can work together to bring about a co-ordinated approach in response to the climate emergency.

Cllr Moor informed members that the council was striving to respond urgently to the climate emergency and to ensure resources were available from which to deliver the necessary changes. He stated that the council would work within the remit of an immediate action plan, with an anticipated delivery date of April 2020. Medium and long term measures would be implemented as part of a five year rolling programme, due to be launched in April 2020, to be reviewed and updated annually.

The proposed strategy concentrated on 8 key themes, including:

1. Putting climate change at the heart of decision making
2. Buildings – ours, residents, businesses and partners
3. Transport – carbon busting options for all
4. Power – helping everyone convert to green power
5. Waste – reducing and dealing with
6. Influencing others
7. Land use
8. Campaigning

It made an immediate commitment to the following key actions, with an anticipated target date of April 2020:

- £1million action fund to fight the effects of climate change;
- Million Trees Challenge – working with partners across Gloucestershire, the council commits to planting a million trees by 2030;
- To use only 100% renewable electricity to power council buildings and Gloucestershire's lit road signs, bollards and 60,000 streetlights – which would see the council having cut its CO₂ emissions by 89% since 2007;
- Request all contractors to report a "carbon and environmental cost" on competing bids;
- Make another £1million available from our Salix fund to support other public sector organisations with carbon reduction projects;
- Consult on the revised plan for transport – challenging the way we travel looking at cycling, roads, rail and on foot travel; and
- Install 200 new electric vehicle charging points by 2023.

Cllr Moor informed members that, making a further £1million available to support public sector organisations with carbon reduction projects, would allow the council to become more involved with the projects and hopefully encourage members to undertake an ambassador role in the process.

Cllr Moor announced that the new climate change strategy represented a real step change in ambition, resources and action. The aim would be to lead the response in the climate emergency, alongside, and in partnership, with Leadership Gloucestershire and other partners, including the Gloucestershire Youth Panel. The strategy aimed to enable everyone to become involved in the global effort of minimising climate change by managing the impacts.

Making reference to the Climate Change Manifesto, Leader of the Council, Cllr Mark Hawthorne, highlighted the need to address the climate change emergency

through actions, and not just words. Drawing on the surge of attention placed on the planting of trees, the Leader referred to the tremendous challenge the proposed planting, (and specifically, the nurturing to maturity), of one million trees would be.

Cllr Moor recommended that his cabinet colleagues endorse and approve the Climate Change Strategy and Immediate Action Plan, along with the recommendations included in the decision report.

Cabinet members expressed their full support and congratulated Cllr Moor and officers for their commendable efforts in producing the strategy.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

- 1. Approve the Immediate Action Plan and endorse the Climate Change Strategy (Annex 1);*
- 2. Adopt the Gloucestershire Climate Change manifesto (Figure 1) and seek the support of the council's partners at Leadership Gloucestershire to join the county council's commitment;*
- 3. Approve up to £90,000 in-year investment to cover the costs of developing and implementing the strategy and for the staffing and green electricity proposals, from the 2019/20 existing corporate budget;*
- 4. Subject to the Council approving the £1million Climate Change and Air Quality 'Action Fund', to delegate authority to the Director for Economy, Environment & Infrastructure to determine how the Fund will be used to support delivery of the Climate Change Strategy, in consultation with the:*
 - a) Cabinet Members for Environment & Planning; Finance & Change; Public Health & Communities; and the*
 - b) Directors of Finance and Public Health*
- 5. Note the findings from the public consultation and the feedback from the Gloucestershire Youth Climate Panel (Annex 2)*

9. Concessionary Travel Scheme - Operator Reimbursement

Cllr Nigel Moor, Cabinet Member for Environment and Planning, sought cabinet approval to negotiate and enter into a three-year fixed rate agreement with Stagecoach West Ltd.

Cllr Moor informed members that the county council made a very substantial financial commitment to public transport in Gloucestershire. He explained that the reimbursement of operators for bus trips by pass holders was a statutory obligation for all authorities. Gloucestershire currently provide transport passes to approximately 110,000 pass-holders across the county, (representing, an average 5.5 million trips a year). The current scheme is a key revenue stream for operators, with Stagecoach responsible for over 95% of the bus trips made in Gloucestershire.

The new proposal represents a 3-year agreement, introduced to make payments to Stagecoach at a fixed rate, based on actual passenger numbers. The new agreement would be a follow-on agreement to the current, successful 2017-2020 version. A key advantage of the agreement is that it would provide both parties with budgetary and bus operational network stability. Members noted that Stagecoach had agreed to maintain the current service level (at the time of contract signing) at a fixed price payment.

Cllr Moor confirmed that Stagecoach would benefit from protection against potential sudden drops in passenger numbers, achieved from the payment of reimbursement payments at a fixed rate, thus reducing the risk of a service being withdrawn if there was a sudden reduction in numbers.

At the time of the writing the report, the total concessionary reimbursement budget was set at £6.2m. It was noted that, even with a small increase in the number of journeys on popular services, this could result in a large increase in the amount the council would have to pay. The proposed agreement would provide budgetary stability by removing the council's exposure to such fluctuations. The agreement also sought to reduce the risk of a legal challenge by Stagecoach.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

Delegate authority to the Lead Commissioner – Communities and Infrastructure, in consultation with the Cabinet Member for Environment and Planning, to:

- 1. Negotiate the terms of a 3 year fixed rate agreement with Stagecoach West Ltd, commencing on 1 April 2020, under which Stagecoach shall receive the statutory reimbursement of fares that would otherwise be payable in respect of passengers it carries holding an English National Concessionary Travel Scheme (ENTCS) pass; and*
- 2. Enter into such agreement provided the above-mentioned negotiations are successful, meets core requirements and is within budget.*

10. Fastershire Broadband Strategy 2019 - 2022

Cllr Patrick Molyneux, Cabinet Member for Economy, Education and Skills, gave an update on the Fastershire Broadband Strategy and the future deployment of high speed broadband for Gloucestershire and Herefordshire to 2022.

He informed members that the GCC Fastershire Project had been operating in conjunction with Herefordshire for 8 years, and over this time, over £30m of public subsidy had been invested in high speed broadband across the county, including locations where the market had previously failed to deliver. The programme provided gap funding to attract commercial providers, including BT, Gigaclear and Airband to invest.

Cllr Molyneux stated that the project had been very successful and had been recognised several times for being a 'trailblazer' nationally, (most recently by INCA as the organisation that had made the greatest public sector impact on the provision of broadband). By the end of completion of the current contracts, Gloucestershire's broadband coverage was anticipated to be 97.8%, enabling 324,386 properties.

The current Strategy would need to be rolled forward and updated to reflect emerging future Government Policies on Digital Connectivity. The Fastershire team had recently met with the Leader, Cabinet Member and Chief Executive, seeking guidance on the future approach of the revised Strategy and delivery plans for further investment in broadband infrastructure, where it had been agreed that the county council would continue with the current Joint partnership arrangements with Herefordshire for the next two years. This would enable delivery of the current full fibre contracts, and use the remaining GCC capital funds to concentrate on the remaining 2.5% locations still to be enabled with faster broadband.

In terms of delivery, the revised strategy would focus heavily on continuing to work with commercial providers to support delivery of full fibre in the major towns, as well as establishing the new community broadband grant targeted at around 7,000 properties currently not in line to be upgraded as part of the existing contracts.

A new Dynamic Purchasing System would be established to enable the team to award Community Broadband Grants. Cllr Molyneux advised that there was likely to be a good level of demand from those areas yet to be enabled and achieve full fibre connectivity, and any efforts by the Authority to improve the potential coverage and connectivity in those areas would be welcomed by the local communities.

Cllr Molyneux clarified that Digital Connectivity and full fibre roll out remained a Government priority, and that he hoped the final phase of the project would be as successful as previous phases. He confirmed that the county council aimed to continue with investment in delivering faster broadband to more homes and businesses in order to achieve the Fastershire Strategy Vision of '*enabling all residents and businesses in Gloucestershire and Herefordshire to access the connectivity they need and encourage people to use faster broadband to do more online, boost business growth and achieve their potential*'.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

1. *Approve the revised Fastershire Broadband Strategy 2019 – 2022;*
2. *Delegate authority to the Lead Commissioner – Strategic Infrastructure, in consultation with the Cabinet Member for Economy, Education and Skills to:*
 - 2.1 *Approve the approach and criteria under Stage 5 of the revised Strategy, to establish a Fastershire Community Broadband Grant, that will be delivered via a new Dynamic Purchasing System (DPS) and;*

2.2 Conduct a competitive procurement process for Community Broadband grants based on the criteria set out in 2.1 and award such contract (s) in accordance with the Dynamic Purchasing System established through the joint Partnership Agreement between Gloucestershire County Council and Herefordshire Council.

11. Waste Collection Authority Incentive Payments

Cllr Nigel Moor, Cabinet Member for Environment and Planning, presented proposals relating to the new residual waste reduction incentive arrangements, prior to discussion with district councils. The arrangements would replace the existing Food Waste Collection and Delivery Arrangements.

Cllr Moor informed members that, currently, the County Council had bi-lateral agreements in place with each Gloucestershire district council, whereby a discretionary incentive payment was made to them by the council for reducing residual household waste. The current arrangements have helped to increase recycling, particularly through the introduction of separate collections of food waste.

However, with variances from district to district in terms of meeting targets and in the payments they receive, there has arisen a shared desire to agree a fairer system. It was noted that the new arrangement would need to be affordable to the council.

The proposed new payment would take effect from July 2020, comprising three components:

- i. A fixed payment, in recognition that all districts have invested in recycling and composting services and as a result have certain fixed or standing costs.
- ii. An incentive or performance payment, determined by a district council's performance against a household residual waste target.
- iii. A partnership and communications match fund payment, where each district makes an agreed annual contribution that is matched by GCC.

The third element of the proposed payment would provide a working budget for the new Waste and Resources Partnership that is proposed as a replacement to the Gloucestershire Joint Waste Committee. (The committee formally ended on 13 December 2019). It was noted that a new partnership arrangement would be considered under the next agenda item.

The proposed payment system has been developed in consultation with district councils. The proposal aims to provide continued incentives aimed at reducing of waste, but, under a new, fairer and more transparent payment system.

It was confirmed that there had been broad approval of the proposal by the Gloucestershire Joint Waste Committee. There had also been slight disagreement amongst the districts as to the proportions of 'fixed' and 'performance based' incentive payments, (with Stroud District Council, in particular, calling for a higher proportion of the incentive to be performance based).

Cllr Moor believed the unit payments recommended by the report represented an appropriate balance of recognising fixed costs and, at the same time, incentivising good waste reduction and recycling performance.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

- 1. Support the agreement of new Residual Waste Reduction Incentive Arrangements with each of the Waste Collection Authorities on the basis described in section 2 of the decision report, with a view to ensuring that the reduction of residual waste in Gloucestershire continues to be prioritised and supported; and*
- 2. Delegate authority to the Head of Joint Waste Management, in consultation with the Chief Executive, to enter into new residual waste reduction incentive agreements with Waste Collection Authorities from July 2020 under which the authorities will be incentivised to reduce waste through the provision of waste reduction, reuse and recycling initiatives.*

12. Proposals for partnership working and future governance arrangements between Gloucestershire Waste Disposal and Collection Authorities

Cllr Nigel Moor, Cabinet Member for Environment and Planning, proposed the formation of a Gloucestershire Resources and Waste Partnership between Gloucestershire County Council and the 6 district councils of Gloucestershire.

Cllr Moor confirmed that the Gloucestershire Joint Waste Committee had ended on 13 December 2019. Following the decision by Cheltenham Borough Council to leave the partnership, county and district councils had engaged in several discussions to consider proposals for the formation of a new partnership arrangement to continue the long and positive history of joint working on the county's waste management issues.

Cllr Moor advised members that, as a result of the discussions, a Gloucestershire Resources and Waste Partnership was proposed. This proposal aimed to provide countywide leadership and an appropriate framework for joint working between the Gloucestershire councils on resources and waste matters.

A principal function of the new arrangement would be the development of a new joint Resources and Waste Strategy for Gloucestershire, setting out a clear plan for delivering sustainable and affordable services over the next decade or so. Once adopted, the proposed new partnership would coordinate and oversee the delivery of the strategy.

It was reported that the new partnership aimed to be less formal than the previous joint committee arrangement. The partnership would not have any statutory powers, with the legal responsibilities for waste returning to the individual local authorities. Each local authority would hold its own budgets and contracts and employ its own staff.

A working budget for the proposed partnership would be created through the new Waste Collection Authority Incentive Payments, which would allow joint working on communications and community engagement work to be undertaken. Terms of Reference for the proposed partnership would be finalised and agreed over the next two to three months.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

- 1. Authorise the formation of a new Gloucestershire Resources and Waste Partnership between Gloucestershire County Council (GCC) and the 6 district councils of Gloucestershire; and*
- 2. Delegate authority to the Head of Joint Waste Management in consultation with the Cabinet Member: Environment and Planning and the Chief Executive to agree and approve the Terms of Reference for the Partnership.*

13. Gloucestershire Local Transport Plan Review - Public Consultation

Cllr Nigel Moor, Cabinet Member for Environment and Planning, sought cabinet approval of the Draft Local Transport Plan (LTP) Consultation Document, (Appendix A of the report), and consent to commence public consultation in January 2020.

The existing Local Transport Plan (2015-2031) was adopted in June 2016. As a key component to achieving Gloucestershire's planning ambitions for the future, the ongoing review of the LTP allows the council to update the council's policies to reflect national, regional, county and local priorities that may be subject to change throughout the lifetime of the plan, including the commitment to achieving carbon neutrality by 2050.

Although the current LTP extends to 2031, (broadly in line with adopted Joint Core Strategy and Local Plans), under the current review, the intention would be to include an additional chapter in the plan to look further into the future, towards 2041. The aim of the proposal would be to reflect the significant challenges and opportunities that might require long-term planning for transport.

It was confirmed that the new overarching strategy now included cross-cutting policies in areas relating to carbon emissions, environment, sustainable transport, new development, health and behaviour change.

Commending the proposals, and noting the importance of public consultation to the review process, Cllr Moor proposed that the LTP review be subject to a 10 week public consultation, conducted between 16 January and 26 March 2020. This could be extended to allow for a more detailed consultation, including the additional offer of working with Cheltenham Borough Council on transport proposals for the town centre.

Having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

Approve commencement of a public consultation on the Draft Local Transport Plan (LTP) Consultation Document, (Appendix A of the report), along with the associated documents, to run between 16 January and 26 March 2020.

14. Lydney Coastal Community Fund: Construction of a Highway Improvement Scheme (Authority to receive funds and proceed to contract procurement)

Cllr Vernon Smith, Cabinet Member for Highways and Flood, sought approval to enter into a funding agreement with the Forest of Dean District Council in respect of the Lydney Coastal Community Fund Highway Improvement Scheme.

Cllr Smith informed members that the Forest of Dean District Council had been awarded funding from the Coastal Community Fund (CCF) for the “Destination Lydney Harbour Project”. The £1.9m Destination Lydney Harbour project aimed to attract increased visitor numbers to Lydney Docks and Harbour through a range of physical improvements to the canal and wider public realm, cycling and walking routes, and from the introduction of visitor information space and public toilet facilities at the docks.

Cllr Smith stated that the proposed agreement was an ‘enabling project’, aimed at creating an environment for the future economic growth and investment in this unique location.

In January 2019, a Stage 2 application had been submitted, and funding was awarded in September 2019. Project activity has since commenced with a view to completing all Coastal Community Fund expenditure by 31 March 2021.

Cllr Smith informed cabinet that the Forest of Dean District Council wished to enter into a joint funding agreement with Gloucestershire County Council (GCC) to provide £1.5 million of funding to the county council (as the local highways authority), to undertake the highway elements of the project. It was noted that the funding did not form part of the council’s £150 million investment in highways.

The funding to be invested in: -

- a) The resurfacing of Harbour Road and creation of a new footway, with improved lighting
- b) Parking Improvements for Cookson Terrace and Railway Terrace
- c) The creation of a multi use cycle track

Thanking Cllr Alan Preest for his work on the project, and having considered all of the information, including known proposals, alternative options and reasons for recommendations, Cabinet noted the report and,

RESOLVED to:

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

Delegate authority to the Lead Commissioner; Highway Authority to:

- 1) Enter into a funding agreement with Forest of Dean District Council under which Gloucestershire County Council (GCC) shall receive £1.5m by way of funding from the District Council to pay for a contract for works for the Lydney Coastal Community Fund Highway Improvement scheme described in this report ('the Contract');*
- 2) Permit the County Council to become the "Client" for the purposes of procuring the proposed Contract;*
- 3) Conduct a competitive procurement process for the Contract, in consultation with the Cabinet Member for Environment and Planning,*
- 4) Award such contract to the successful tenderer.*

Leader of Council

Meeting concluded 11.35am