

**CABINET – 27 January 2021**  
**Public Questions**

1. Questioner's name: Chloe Turner	Respondent's name: Cllr Nigel Moor
<p><b>Agenda item 7, Council Strategy and Medium Term Financial Strategy</b></p> <p>Thank you for publishing the Budget Consultation Report (Appendix 3) reporting the outcomes of the recent public consultation on the draft Budget.</p> <p>I note the huge volume of comments on the need for more investment in tackling climate change:</p> <ul style="list-style-type: none"> <li>• Question 2 (“Would you like to give us any feedback on the priorities in question 1 and on any specific areas you feel we should spend the money on, which aren’t already listed?”): <b>49 comments, of 183</b>, have been grouped as concerning “More investment in tackling climate change and protecting the environment and habitat, and better recycling”</li> <li>• Question 4 (“Do you have any further comments you would like to make about our proposed 2021/22 budget?”): <b>38 comments, of 160</b>, have been grouped as concerning “More investment in tackling climate change, to improve active travel and protect our environment”</li> </ul> <p>It is very clear that your electorate want greater financial investment in tackling climate change than was envisaged in the Budget presented to them for consultation – how and where has the 2021/22 Budget been amended following the consultation (in terms of investment, not the wording of the strategy), to reflect this</p>	<p>As a result of the feedback we have incorporated within the Council Strategy our ambition for Gloucestershire to be carbon-neutral county by 2050, our intention to make sure future growth is delivered in a way that is consistent with that commitment, and our promise to back that commitment up by working with partners to lead a wide-ranging Climate Change Strategy. The draft budget already included investments such as a £1m capital fund to reduce the carbon footprint of new schools development. On top of those commitments, we have since added an additional £6.470m to the capital budget for the B4063 cycle route.</p>

feedback?	
<b>2. Questioner's name: Chris White</b>	<b>Respondent's name: Cllr Nigel Moor</b>
<p><b>Agenda Item 10:</b> Gloucestershire Local Transport Plan</p> <p>a) The Local Transport Plan does not appear to include any reference to non-exhaust emissions  With the council declaring a 'Climate Emergency' how will the council take into account of 'non-exhaust emissions' from road vehicles when planning any new road schemes and will these emissions be detailed in Business Case, if not why?  References - detailed in the recent documents from the OECD and Defra</p> <p><a href="http://www.oecd.org/officialdocuments/publicdisplaydocumentpdf/?cote=ENV/EPOC/WPIEEP(2020)4/FINAL&amp;docLanguage=En">http://www.oecd.org/officialdocuments/publicdisplaydocumentpdf/?cote=ENV/EPOC/WPIEEP(2020)4/FINAL&amp;docLanguage=En</a>  <a href="https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_typeset_Final.pdf">https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1907101151_20190709_Non_Exhaust_Emissions_typeset_Final.pdf</a></p> <p>b) This links to fact the electric vehicles will have a tendency to be heavier than others based on the battery weight, therefore, even greater amounts of non-exhaust emissions. As the Council 'Local Transport Plan' talks a lot about how pollution will be reduced based on the use of electric vehicles, how will the Council take this into account?</p>	<p>a) LTP policy PD0.2, on Local Environmental Protection, sets out to tackle air pollution which is measured by District Councils in Gloucestershire against national air quality objectives. The LTP vision and objectives align with the environmental assessment carried out under the Integrated Sustainability Assessment Appraisal. Full Business Cases which include an assessment of the environmental impacts of a scheme, in line with Government guidance, are generally produced for large transport schemes. For qualifying schemes we will comply with the government's requirements at the time.</p> <p>b) The Local Transport Plan has a clear emphasis on reducing CO2 emissions and improving air quality. It seeks to achieve this through a combination of moving to ultra low emission vehicles and promoting a shift from the private car to active modes and public transport. GCC will continue to be led by national policy guidance on emissions, including those caused by non-exhaust emissions, and ensure that they are reflected in transport policy and environmental assessments as further guidance becomes available. During the next year we propose to start installing more on street electric vehicle charge points and are funding further work into reducing the impact of transport impact on carbon emissions in the county.</p>

<p><b>3. Questioner's name: Max Wilkinson</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p><b>Agenda Item 10: Gloucestershire Local Transport Plan</b></p> <p>Cabinet members will be aware of the Gear Change report. It is a document that sets a positive direction for transport policy. It has been welcomed by active travel campaigners and by advocates for sustainable transport from across the political spectrum. The report includes a foreword by Boris Johnson and we can therefore assume it has backing from the top of government. Please can the cabinet member outline how the principles of the Gear Change report are being applied as part of the LTP?</p>	<p>The LTP states on p. 66 that “The new DfT ‘Gear Change’ document and the DfT LTN1/20 will influence how cycle infrastructure is designed in Gloucestershire going forward.” LTN 1/20 refers to the cycle design guidance that was published alongside the Gear Change document. The Principles of the new Cycle Network &amp; Infrastructure Guidelines (DfT LTN1/20) are depicted in Figure PD2 (E) in the LTP and LTP Policy PD 2.1 – Gloucestershire’s Cycle Network aims to ensure “that all cycle infrastructure will meet approved design standards; for example Manual for Streets (MfS), LCWIP and DfT cycle design guidance LTN1/20 and best practice (...).”</p>
<p><b>4. Questioner's name: Chris McFarling</b></p>	<p><b>Respondent's name: Cllr Patrick Molyneux</b></p>
<p><b>Agenda item 7, Council Strategy and Medium Term Financial Strategy</b></p> <p>I note that the Council are recruiting an economic growth officer to help implement the future <i>sustainable(?)</i> economic growth strategy (annex 1.3 pg 119).</p> <p>Cornwall Council have invested in officers to enable the use of Kate Raworth’s doughnut economics wheel in supporting wiser, economically carbon-literate decision-making processes.</p> <p>When will the cabinet consider investing in such an alternative economic model; one that enables us <b>all</b> to thrive without destroying the planet?</p>	<p>The County Council has committed to become carbon neutral by 2030 and are firmly on track to beat this target, as well as supporting the whole county to be carbon neutral by 2045. I strongly disagree with the idea that this has to be at the expense of growing our economy, and of protecting local jobs and businesses – and indeed much of that economic growth can come from delivering the infrastructure and services we will depend upon for carbon neutrality.</p>

<p><b>5. Questioner's name: Karl Hobley</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p><b>Agenda Item 10: Gloucestershire Local Transport Plan</b></p> <p>The Connecting Cheltenham report was produced by SYSTRA to inform strategic transport planning in Cheltenham, focusing on sustainable transport in line with the county's stated ambitions for the environment and public health. Please could the cabinet member outline which specific proposals from the Connecting Cheltenham report are included in the LTP?</p>	<p>The Connecting Cheltenham Report has significantly influenced the development of the LTP and is directly referred to in the Central Severn Vale Connecting Places Strategy. The guiding principles of the Connecting Cheltenham report align with LTP policy and expected outcomes, in terms of strategic connection, multi-modal interchange, improving cycling and providing the basis for liveable streets that encourage physical activity and mode shift, especially for new development. LTP policies and initiatives identified are already starting to be delivered, such as walking and cycling improvements on the A40 to help allow for the new Cyber Park, improved rail services to London from Cheltenham and rail station improvements, the securing of significant funds towards the B4063 cycle route between Cheltenham-Gloucester.</p>
<p><b>6. Questioner's name: Karl Hobley</b></p>	<p><b>Respondent's name: Cllr Nigel Moor/</b></p>
<p><b>Agenda Item 10: Gloucestershire Local Transport Plan</b></p> <p>The Local Transport Plan states that Cheltenham already has an "established cycling network". Can the Cabinet member please supply a list of the elements of the current network that comply with the standards set out in the Conservative Government's Gear Change report?</p>	<p>Alongside the Gear Change report, Government published new cycle design guidance (LTN 1/20) in July 2020. The vast majority of the cycle network in Gloucestershire will therefore have been designed before LTN 1/20 was published. The LTP recognised that the new DfT 'Gear Change' document and the DfT LTN1/2050 will influence how cycle infrastructure is designed in Gloucestershire going forward.</p>
<p><b>7. Questioner's name: Karl Hobley</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p><b>Agenda Item 10: Gloucestershire Local Transport Plan</b></p> <p>School streets trials are taking place in the county and the cabinet member has spoken about these in positive terms. Given the need to reduce traffic at peak times, improve air quality outside schools and promote active lifestyles among children, why does the revised</p>	<p>We are conducting a trial into the effects of school streets –and whilst that's going well it's important to give that time to see the full results. The LTP policy recognises at a strategic level the need to investigate community based vehicle restriction zones, such as the School Streets trial, in order to protect vulnerable highway users</p>

<p>LTP not reference any future ambitions for the expansion of school street schemes to more schools?</p>	<p>from a safety and health perspective.</p>
<p><b>8. Questioner's name: Carol Kambites</b></p>	<p><b>Respondent's name: Cllr Nigel Moor</b></p>
<p><b>Agenda Item 10: Gloucestershire Local Transport Plan</b></p> <p>We welcome the commitment in the Local Transport Plan to achieve carbon neutrality by 2045 rather than by 2050. Bearing in mind that rail transport must play an important part in achieving this aim, the local and national support for the project and the economic and social benefits it would bring to the Stroud valleys (the third largest urban area in Gloucestershire) why is the re-opening of Stroudwater Station at the Bristol Road site in Stonehouse not a Priority Scheme in the LTP? '</p>	<p>The LTP strongly supports a new station south of Gloucester, and commits to look at all the options to deliver that. I would have expected that supporters of a station at Stonehouse, who are presumably confident that is the best site, would welcome that commitment.</p>