

## Cllr Roger Whyborn

### J10 report - do we have a timeline for spades in the ground, and how firm is that?

Following the Treasury call in of the HIF programme, the DCO submission date for M5J10 has been revised to reflect a potential 6-month delay (this has been the length of delay suggested by Homes England but Members should note that this is still to be confirmed by Treasury and Homes England). The Project Team are working on the assumption that the DCO is now submitted to PINS in July/August this year. That being the case, the SoS decision would be expected Feb 2025, with a start on site in April 2025 and a practical completion in Dec 2027.

**Buses and Stagecoach 'aftermath': When the report says that only the one half of the F service has been replaced by the L, and the other (St Marks half) need not be, due to proximity of other routes, what is the evidence that the other routes are near enough the erstwhile F route to be meaningful within normal accepted standards for urban areas.**

The reason the vehicle for the F has been used to serve Leckhampton is one based on isolation and available alternative services. For someone living along the route of the F, on Devon Avenue for example, they have a relatively short walk to the railway station and Gloucester Road for service D that provides up to 4 buses an hour. Also a slightly further walk in the opposite direction to Princess Elizabeth Way, Orchard Way or Arle Road for service A that provides up to 5 buses an hour. Finally, south to the A40 for the 94/94X with upwards of 6 buses an hour. The area of west Cheltenham served by the F is essentially surrounded by very high frequency bus services and the number of households with a long walk to a bus stop is comparatively small.

Residents of Leckhampton and the surrounding area do not have the same level of alternative service. There is a service Q that clips the north-eastern part of the area but only provides 4 trips a day. The frequent services of B (Sandy Lane) and the 66/10 (Shurdington Road) are approximately a mile from the central point of the service F catchment area in Leckhampton. The equivalent measurement to alternative services from a similar central point of the F catchment at the western end of the route would be less than half a mile.

Our analysis shows that users at the western end have a shorter walk to more frequent services than those of the southern portion. There is no legal or policy-based maximum walking distance to a local bus stop. Some best practice guides suggest a 400m distance but this is not GCC policy.

## Cllr Gill Mosley

### Have all the first phase applications been processed and how many were approved?

In Phase one of the Community Speedwatch (CSW) scheme:

- 119 bids were received from Parishes.
- 290 total requests were received – noting that a parish can submit multiple bids for Community Speedwatch Cameras, Vehicle Activated Signs, Wheelie Bin Stickers, visits and attendance at Parish or Town to provide Road Safety advice and guidance and finally speed surveys - multiple bids were submitted of which not all were approved.
- 169 requests are approved by GCC, and we are awaiting approval from stakeholders with regard to Speedwatch Camera applications or Vehicle activated signs that were approved in principle. If these are approved by the Police, then all of Phase 1 is complete with a potential increase in the final requests approved.

### When will the results be known for the second phase?

Applications for the second phase are being processed and will be completed by GCC in March. Then a complete list of what has been issued to which Parish will be placed on the Councils web site. Additionally, a GIS map of locations will also be produced and made publicly available, to ensure the delivery of the scheme and what it has achieved in relation to Road Safety and the wider council's policy is understood.

There is no mention of School Streets. Although this project has been halted, where there is a good case for further installations, when might these be considered? (I have a case in Cinderford about which I have contacted Graham Morgan following a new housing development approval).

It was agreed that the 2 previously installed school streets projects would run for an initial period of 12 months, after which the impact and benefit of the projects would be assessed and a view taken regarding the benefit of rolling out this approach at other schools. The review work is due to be undertaken this summer. In the meantime any concerns relating to traffic around schools should be raised in the usual way through the local member and parish, through to the Local Highway Manager, who will discuss whether any measures would be appropriate.

### Grant scheme - how are communities identified for inclusion in this programme?

The focus of the Fastershire Broadband Strategy is to “increase superfast broadband coverage through a mixture of contracts and grants prioritising those premises without access to 30Mbps. Eligible households for the Digital Household Grant scheme will be those that have less than 30Mbps (download) broadband, and not covered by any public intervention or commercial investment plans.

The proposed Digital Household Grant scheme will be phased, with priority initially focused to offer a solution to those households affected by their removal from the Gigaclear contracts in December 2021. This would equate to 1,187 premises in the Forest of Dean. From late Autumn, any eligible households across the county can apply.

### Similarly, how will individual homes be identified for inclusion in the new household digital grant scheme?

To help raise the profile of the new Digital Household Grant scheme, every property identified in Phase 1 will be contacted directly by GCC to outline the updated grant offer available to them. Further information will be added to the GCC website to fully explain the grant and how it might be used for eligible premises.

How will any increase of fly-tipped tyres be monitored?

The number of tyres delivered by district councils for treatment under the council's residual waste treatment contract is recorded. Weighbridge data allows fly-tipped tyres to be identified.

Will this include the cost of disposal?

Yes