



MINUTES OF COUNTY COUNCIL MEETING

DATE: Wednesday 28 June 2023 TIME: 10.00 am

VENUE: Council Chamber - Shire Hall, Gloucester

Present

Membership:

Cllr Carole Allaway-Martin	Cllr Colin Hay	Cllr Steve Robinson
Cllr Matt Babbage	Cllr Jeremy Hilton	Cllr Vernon Smith (Chair)
Cllr Paul Baker	Cllr Stephen Hirst	Cllr Lisa Spivey
Cllr David Brown	Cllr Paul Hodgkinson	Cllr Lynden Stowe
Cllr Alastair Chambers	Cllr Nick Housden	Cllr Wendy Thomas
Cllr Cate Cody	Cllr Beki Hoyland	Cllr Brian Tipper
Cllr Linda Cohen	Cllr Mark Mackenzie- Charrington	Cllr Pam Tracey MBE
Cllr Stephen Davies	Cllr Chris McFarling	Cllr Chloe Turner
Cllr Dr David Drew	Cllr Dr Andrew Miller	Cllr Robert Vines
Cllr Ben Evans	Cllr Graham Morgan	Cllr Roger Whyborn
Cllr Stephan Fifield	Cllr Dom Morris	Cllr Kathy Williams
Cllr Bernard Fisher	Cllr Gill Moseley	Cllr Susan Williams (Vice- Chair)
Cllr Andrew Gravells MBE	Cllr Emma Nelson	Cllr Suzanne Williams
Cllr David Gray	Cllr David Norman MBE	Cllr Dr David Willingham
Cllr Tim Harman	Cllr Alan Preest	
Cllr Mark Hawthorne MBE	Cllr Philip Robinson	

Apologies: Cllr John Bloxsom, Cllr Terry Hale, Cllr Rebecca Halifax, Cllr Joe Harris, Cllr Alex Hegenbarth, Cllr Paul McLain and Cllr Sajid Patel

2. MINUTES

The minutes of the meeting held on 24 May 2023 were confirmed and signed as a correct record.

3. DECLARATIONS OF INTEREST

Cllr Colin Hay stated he was a member of the National Trust in relation to Motion 924.

Cllr Paul Baker stated he was a Trustee of Cheltenham Welcomes Refugees in relation to Motion 922.

Cllr David Willingham stated he was a Trustee of the Cleeve Common Trust in relation to Motion 924.

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

Cllr David Drew stated he was a Patron of Gloucestershire Action for Refugees and Asylum Seekers (GARAS) in relation to Motion 922.

4. ANNOUNCEMENTS

Gloucester-Hartpury Womens Rugby Union Team

The Chair congratulated Gloucester-Hartpury Womens Rugby Union Team who became the first non-London club to win the Premier 15s final with a 34-19 victory on Saturday over Exeter in front of a record crowd on home-turf at Kingsholm – rebranded ‘Queensholm’ for the day.

5. PUBLIC QUESTIONS

Sixteen public questions had been submitted prior to the meeting. The following supplementary questions were asked:

Question 13 – Claire Bloomer explained that Gloucestershire County Council had not been providing adequate support for her son who was suffering from a disability due to Long Covid. She asked if the Cabinet Member would meet with her family to discuss.

Cllr Stephan Fifield confirmed he would ask officers to look into Mrs Bloomer’s son’s case and would ask the officers to prioritise arranging a meeting with the relevant case officers. Cllr Fifield said he would be happy to join the meeting.

Question 14 – Adrian Oldman asked whether the Cabinet Member would consider relocating the disused Robin Bus in the North Cotswold area to somewhere like Stroud.

Cllr Philip Robinson explained that he shared the member of the public’s concern and has been monitoring the bus usage. He explained that both vehicles in the North Cotswold area were being used and would wait to see if further promotion efforts would increase journeys. He also explained that a condition of the funding for ‘The Robin’ pilot was that the services could only be provided to the Forest of Dean and the Cotswolds areas, but he was looking at the possibility of extending the service within those constraints.

Question 15 – Adrian Oldman asked whether small improvements to the Merrywalks interchange in Stroud could be sped up in advance of the more substantial improvements planned as part of the Bus Service Improvement Plan (BSIP).

Cllr Philip Robinson explained that he had been made aware of locals’ concerns about the Merrywalks interchange and would bring those concerns to an Integrated Transport meeting planned for the next day.

Question 16 – Adrian Oldman asked whether town and district councils would be included as stakeholders in the Enhanced Partnership.

Cllr Philip Robinson confirmed that they would be included in initial consultations and would be involved in the ongoing Enhanced Partnership Forum.

6. CORPORATE PARENTING

- 6.1 Stephen Davies, Cabinet Member for Children’s Safeguarding and Early Years, explained that the regular Corporate Parenting Report had shown continued improvements. He explained that there had been some verbal feedback from the recent Joint Targeted Area Inspection (JTAI) and that he would bring back the full report once available. The recent visit from Mark Riddell, National Implementation Adviser for Care Leavers at the Department for Education, had also been positive. The Cabinet Member reminded Members about a Corporate Parenting Summit that was being held the next day.
- 6.2 In response to a question, the Cabinet Member confirmed he would provide a written answer on why the number of children placed in care outside of Gloucestershire had gone up and what kind of needs those children had.
- 6.3 A further question asked what was being done to tackle the increase in out of County Care, to which the Cabinet member explained that the strategy was to increase fostering and to develop the Council’s own care provision. It was also explained that there were cases when out of county care was preferable for the child’s care outcomes.
- 6.4 In response to a question about the percentage of children eligible for free school meals that were attending the Holiday Activity and Food (HAF) programme, it was explained that around 62% of children receiving free school meals had attended the HAF programme and that that was much higher than the national average. The Cabinet Member encouraged all Councillors to promote the HAF programme in their areas.
- 6.5 In response to a question about the terminology “positive education and employment opportunities”, the Cabinet Member confirmed he would get back to the member with the definition and explained that they would be exploring what could be done to offer more work placements to care leavers at the upcoming Corporate Parenting Summit.

7. PETITIONS

A petition from Cllr David Willingham on behalf of Rowanfield School’s ‘20 is plenty campaign’ was presented to Cllr Dave Norman.

A petition from Cllr David Willingham on reinstatement of the ‘F’ bus service to St Marks and Rowanfield was presented to Cllr Philip Robinson.

On behalf of Cllr Sajid Patel, Cllr Andrew Gravells presented a petition to Cllr Dom Morris regarding HGV restrictions on Derby Road in Gloucester.

8. MOTIONS

Motion 919: Declaring a Roads Emergency

8.1 Cllr Paul Hodgkinson proposed, and Cllr Roger Whyborn seconded the following motion:

Council Notes:

- *The capital funding currently allocated by Gloucestershire County Council to our highways for 2023-24 is £41.875M, including a discretionary budget allocation from the Council's own funds of £16.225M, and a previously approved £500K for drainage.*
- *The remainder is Government (DfT) funding, and amounts to £25.150M, largely ringfenced.*
- *This DfT capital funding represents a standstill budget since 2021/22, despite an average increase in contract prices, including materials, of 22.4%.*
- *This is all separate from the GCC revenue budget of £30.38M. Though this does include increases to reflect inflation, the overall impact of inflation will mean that the funding is unable to stretch as far as in previous years.*
- *Research by the Local Government Association has revealed that the Department of Transport spends 31 times more money on maintaining and repairing the Motorways and A roads under its direct control, than it does on funding Local Authorities to repair local roads.*
- *The report 'Analysis of the relationship between road pavement maintenance condition, fuel consumption and vehicle emissions' published in 2020 by the Smart Transport Alliance found that good road surface conditions result in reductions of fuel consumption and CO2 emissions of up to 3.5% for light vehicles and 4% for heavy vehicles*
- *Research by the LGA has calculated that to catch-up with the backlog of existing pothole repairs across England and Wales would need a cash injection of £12 Billion, and take 12 years to complete – by comparison with the £200 Million 'Pothole Fund' recently announced by Government.*
- *The annual local authority road maintenance survey reveals that potholes now account for around 70% of all requests reported to Local Authorities for repairs.*

Council Believes:

- *That we have roads in a worryingly poor state of repair across our County as is exemplified by the number of council questions from councillors and members of the public.*

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

- *That whilst our teams on the ground are doing what they can, this will remain an issue until Central Government funds local councils to properly maintain their road networks.*
- *Concern about the state of our roads is growing amongst our residents, as expressed in the feedback being received by Councillors.*
- *By leading the way in declaring a roads emergency, we can encourage other Councils to do the same – increasing the pressure on Government to act on our residents' concerns.*
- *Investing in our road network is not just a benefit to motorists, cyclists, and pedestrians, but a vital component of our local infrastructure, supporting local businesses and our tourism sector.*
- *Whilst we have a good system in place for reporting defects, the response times remain frustratingly slow – with teams regularly visiting locations for specific repairs, only for another team to separately return another day for another repair on the same road.*
- *Residents regularly report that repairs are executed, followed by more repairs on the same stretch of the road, whilst other nearby sections of the same road are left untouched.*
- *That encouraging cycling on our roads is important, and to encourage cyclists to be confident using roads local authorities need to review all roads regularly and bring them up to a standard of safety required for cycling.*

Council Resolves:

- *To formally declare that Gloucestershire now faces a Roads Emergency.*
- *To form a cross-party working group, with officer support, to agree an action plan for how we respond to this emergency in the short, medium, and long-term*
- *For the Leader of the Council and Chief Executive to write to Mark Harper MP, Secretary of State for Transport, calling on central government to provide an additional one off, lump sum to enable Councils to provide a start to clear the backlog of repairs.*
- *To urgently review our local strategy on pothole repairs, where one pothole is repaired and others ignored, and devise a strategy to maximise efficiency.*
- *To urgently review our policy on how repairs and work by utilities companies is inspected to make it fit for purpose and help our residents avoid unnecessary disruption.*
- *To take a more proactive approach to enforcement and fines when utility companies and those installing cables for 5G/High Speed Broadband don't meet the standards expected of them.*
- *To increase the delegated decision-making powers of Local Highways Managers, and direct necessary resources to them, so that they are able to action repairs more quickly, in consultation with the relevant local Members.*

- 8.2 Cllr Hodgkinson stated there was need for an urgent and decisive change in how Gloucestershire repaired and maintained its road network, he felt the state of the county's roads was part of a wider, national pattern of decline and crisis in broken services. The recent adverse weather experienced during the previous winter had left roads and pavements, which were already in a fragile state, full of potholes, craters, and disintegrating. He had received many reports from residents of vehicles swerving to avoid damage, cyclists who felt they were risking life and limb using the roads and increasingly delayed repairs. Whilst noting the hard work of highways staff at GCC, he felt they were overwhelmed and overstretched with the challenge at hand.
- 8.3 This motion called on leadership at GCC to admit the road network was in crisis, show a clear and serious intention to fix the issues and move to an honest and open approach with the public. The use of the word emergency would emphasise to Government the need for more funding, and potentially the redeployment of staff from other tasks. Cllr Hodgkinson accepted that funding would always be constrained to some extent and the motion went further to suggest how this would be managed longer term.
- 8.4 Cllr Whyborn seconded the motion, echoed comments of the proposer and stressed the current state of the network was due to years of underfunding from central Government. There was a human cost to this crisis as well, cyclists were sustaining damage to their bikes and also themselves, residents were struggling to use the pavements due to uneven surfaces (particularly the elderly, disabled or pram users) and it was very rare for drivers to be successful in claiming for damage from the Council. He reiterated that the Council needed to accept this was a real emergency.
- 8.5 Cllr Dom Morris, Cabinet Member for Highways and Flooding, proposed the following amendment:

Council Notes:

- ***As part of the 2023 budget, the Conservatives invested in the Highways Transformation programme to look at how we deliver our services. So far we have trialled:***
 - ***8 'find and fix gangs' out on the network repairing potholes that don't meet our safety intervention criteria on top of 36 teams already fixing the worst reported potholes. In their first week on the network, the 'find and fix gangs' repaired 902 non-safety defects.***
 - ***We have invested in two Spray Injection Patchers known as a 'pothole buster' which can fix over 100 potholes in a day and will be deployed throughout the summer.***
 - ***We are also trialling new techniques with new materials to help with wet weather repairs, increase durability, and reduce carbon usage.***

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- **As part of its '£200 million Pothole Fund' the government gave Gloucestershire £3.9 million earlier this year to help improve road conditions against a backdrop of inflation.**
- **We are delivering on the Conservative manifesto commitment to invest £100 million into our road resurfacing programme over 4 years.**
- **None of the opposition parties proposed a budget amendment to increase funding for roads resurfacing at the council meeting in February.**
- **Noting that 80% of disruption on Gloucestershire's roads comes from utility companies, we are cracking down on utility companies, to monitor the quality of work they carry out and fine them for inadequate repairs and traffic management.**
- *The capital funding currently allocated by Gloucestershire County Council to our highways for 2023-24 is £41.875M, including a discretionary budget allocation from the Council's own funds of £16.225M, and a previously approved £500K for drainage.*
- *The remainder is Government (DfT) funding, and amounts to £25.150M, largely ringfenced.*
- *This DfT capital funding represents a standstill budget since 2021/22, despite an average increase in contract prices, including materials, of 22.4%.*
- *This is all separate from the GCC revenue budget of £30.38M. Though this does include an 11% increase on last year's budget to reflect inflation, the overall impact of inflation will mean that the funding is unable to stretch as far as in previous years.*
- *Research by the Local Government Association has revealed that the Department of Transport spends 31 times more money on maintaining and repairing the Motorways and A roads under its direct control, than it does on funding Local Authorities to repair local roads **and the CCN's campaign has shown that county councils in particular need additional funding to keep up with their road maintenance.***
- *The report 'Analysis of the relationship between road pavement maintenance condition, fuel consumption and vehicle emissions' published in 2020 by the Smart Transport Alliance found that good road surface conditions result in reductions of fuel consumption and CO2 emissions of up to 3.5% for light vehicles and 4% for heavy vehicles*
- *Research by the LGA has calculated that to catch-up with the backlog of existing pothole repairs across England and Wales would need a cash injection of £12 Billion, and take 12 years to complete —~~by comparison with the £200 Million 'Pothole Fund' recently announced by Government.~~*
- *The annual local authority road maintenance survey reveals that potholes now account for around 70% of all requests reported to Local Authorities for repairs.*

Council Believes:

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- ~~That we have roads in a worryingly poor state of repair across our County as is exemplified by the number of council questions from councillors and members of the public.~~
- **The Highways Transformation Programme is committed to delivering better roads for Gloucestershire's residents. Our various trial initiatives and the 'Summer of Resurfacing' will make a huge difference to the quality of our roads.**
- ~~That whilst our teams on the ground are doing what they can, we support the CCN campaign that is advocating for additional road maintenance funding to support rural county councils to tackle their backlogs this will remain an issue until Central Government funds local councils to properly maintain their road networks.~~
- Concern about the state of our roads is growing amongst our residents, as expressed in the feedback being received by Councillors
- ~~By adding our voice to that of the LGA and CCN, we can leading the way in declaring a roads emergency, we can encourage other Councils to do the same—~~ **increase** ~~ing~~ the pressure on Government to act on our residents' concerns.
- Investing in our road network is not just a benefit to motorists, cyclists, and pedestrians, but a vital component of our local infrastructure, supporting local businesses and our tourism sector.
- ~~Whilst we have a good system in place for reporting defects, the response times remain frustratingly slow— with teams regularly visiting locations for specific repairs, only for another team to separately return another day for another repair on the same road.~~
- ~~Residents regularly report that repairs are executed, followed by more repairs on the same stretch of the road, whilst other nearby sections of the same road are left untouched.~~
- That encouraging cycling on our roads is important, and to encourage cyclists to be confident using roads local authorities need to review all roads regularly and bring them up to a standard of safety required for cycling.

Council Resolves:

- **To formally declare that Gloucestershire supports the CCN and LGA road funding campaigns.** ~~now faces a Roads Emergency.~~
- ~~To form a cross-party working group, with officer support, to agree an action plan for how we respond to this emergency in the short, medium and long-term.~~
- **To provide quarterly updates to councillors on the work and progress of the Highways Transformation Programme.**
- For the Leader of the Council and Chief Executive to write to Mark Harper MP, Secretary of State for Transport, calling on central government to provide an additional one off, lump sum to enable Councils to provide a start to clear the backlog of repairs
- ~~To urgently review our~~ **Update councillors on how the Highways Transformation Board have reviewed the local strategy on pothole**

repairs, to reduce situations where one pothole is repaired and others ignored, and devise a strategies y to maximise efficiency

- To ~~urgently review our~~ **Update councillors on how the Highways Transformation Board have reviewed the policy on how repairs and work by utilities companies is inspected to make it fit for purpose and help our residents avoid unnecessary disruption.***
- To ~~continue take a more~~ **taking a proactive approach to enforcement and fines when utility companies and those installing cables for 5G/High Speed Broadband don't meet the standards expected of them***
- To ~~increase the delegated decision-making powers of Local Highways Managers, and direct necessary resources to them, so that they are able to action repairs more quickly, in consultation with the relevant local Members.~~*

- 8.6 In proposing the amendment, Cllr Morris stated that it clearly outlined the ongoing transformational steps and the clear results being delivered, at pace, by the Highways team. He highlighted to members that the Transformation Board referred to in this amendment outlined an ambitious programme, which was matched by £100m worth of funding and its ambition, experimentation and results far exceeded anything in the original motion. The Cabinet Member stated that a number of councillors were yet to allocate any of their Highways Local Fund, with many others only allocating part of it.
- 8.7 Cllr Morris shared examples of how the Highways team were making improvements which included: high levels of resurfacing across the county, with 170 roads due to be completed by the end of the year: investment in two Spray Injection Patchers which could fix 100 potholes per day; trialling new techniques and innovation to continue to improve the service which included 8 new Find and Fix gangs who had been able to fix 600 potholes in their first three days out on the network; as well as work to streamline customer engagement and being firmer on utility companies who were not reinstating the highway to an acceptable standard after carrying out works.
- 8.8 He welcomed the amendments resolution to support the campaigns of the LGA and CCN to get fairer funding for local authority highways to enable GCC to continue its improvement journey. Members were encouraged to support this amendment and leave the Highways team to continue with their hard work.
- 8.9 Cllr Mark Hawthorne seconded the amendment but reserved the right to speak.
- 8.10 The Chair adjourned the meeting for 15 minutes for members to consider the amendment, following which, the debate continued on the amendment.
- 8.11 A member raised a point of order around comments made which suggested that residents should, if they felt necessary, repair the road themselves. The

Monitoring Officer acknowledged the points made but suggested members could see the difference between rhetoric and clear advice. The Director for Economy, Environment and Infrastructure added that technically anyone could go out and repair a highway. The issue remained that if an accident did occur, the person who carried out the repair would be liable.

- 8.12 Several members supported the amendment, welcoming its inclusion of all the good and positive work that was already taking place to improve the highways service. They also commended the Lead Cabinet Member, Cllr Morris, who had listened and responded to the feedback from this Council and residents and put in place an improvement programme via the Highways Transformation Board.
- 8.13 They highlighted that there had been inherent problems on the highway an historic backlog of underinvestment which had been exacerbated by increasing adverse weather events. It was accepted that there was a challenge ahead, but members expressed the view that this Council's administration was listening to the concerns, investing record amounts into resurfacing and being innovative in their approach.
- 8.14 Many members spoke of their positive experience of potholes being fixed and highway issues addressed in a timely manner. They also highlighted the need for regular meetings with their Local Highways Manager to ensure issues were on their radar and being prioritised as appropriate.
- 8.15 A member spoke against the removal of the last resolution, stating they had seen a deterioration in engagement between staff and members over recent years. They felt that the Local Highways Managers did not appear to have the same delegated authority to negotiate match funding for repairs and resurfacing, as well as officers and Cabinet making decisions on projects without member consultation.
- 8.16 Several members spoke against the removal of the word 'emergency' from the motion, questioning when an emergency classed as an emergency. They stated that Gloucestershire had the sixth worst road accident record in the country and the LGA had estimated a £12b backlog in road repairs across the country. Using the word 'emergency' in the motion would send a strong message to Government that urgent investment was needed.
- 8.17 Members speaking against the amendment stated that the revised wording did not accurately reflect the dissatisfaction they had heard from residents. The original motion had not been brought to personally criticise the administration or work of the Lead Cabinet Member but to recognise the issues and need for urgent investment. Concern was raised in particular for cyclist safety where defects could trap a bike tyre but would not be large enough to report as a safety defect.

- 8.18 Another member emphasised that the real emergency was that of the climate and a need to find a new way of doing things, particularly on transport. Residents needed access to effective and affordable public transport, as well as safe cycling and walking.
- 8.19 Cllr Dave Norman, Cabinet Member for Road Safety, sadly acknowledged the high number of KSI incidents that had happened in Gloucestershire over the past year but was very clear that the result of detailed investigations after each collision had not shown a link between road safety and the state of the highway.
- 8.20 In seconding the amendment, Cllr Hawthorne, Leader of the Council, emphasised that it reflected many of the ideas that were already happening to make a real difference on the ground. He reflected that the word 'emergency' was used to define something of a global significance and felt its use here was purely emotive and cheapened the Council's commitment to the climate emergency.
- 8.21 The proposer of the amendment summarised that it reflected the improvements already in place via the Transformation Board and that investment had been made by the administration to realise these.
- 8.22 The proposer of the original motion stated he would not be supporting the amendment, which he believed showed a denial of the problem. It painted a different picture to reality; the UK had a serious problem with broken services and the highway was just one example of this.
- 8.23 The amendment was put to the vote and was carried to become the substantive motion.
- 8.24 The substantive motion was put the vote and it was

RESOLVED that

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- We are also trialling new techniques with new materials to help with wet weather repairs, increase durability, and reduce carbon usage.*
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Council Resolves:

- *To formally declare that Gloucestershire supports the CCN and LGA road funding campaigns.*
- *To provide quarterly updates to councillors on the work and progress of the Highways Transformation Programme.*
- *For the Leader of the Council and Chief Executive to write to Mark Harper MP, Secretary of State for Transport, calling on central government to provide an additional one off, lump sum to enable Councils to provide a start to clear the backlog of repairs*
- *Update councillors on how the Highways Transformation Board have reviewed the local strategy on pothole repairs, to reduce situations where one pothole is repaired and others ignored, and strategies to maximise efficiency*
- *Update councillors on how the Highways Transformation Board have reviewed the policy on how repairs and work by utilities companies is inspected to make it fit for purpose and help our residents avoid unnecessary disruption.*
- *To continue taking a proactive approach to enforcement and fines when utility companies and those installing cables for 5G/High Speed Broadband don't meet the standards expected of them.*

Motion 920: Carbon assessments for mineral extraction applications

8.25 Cllr Chris McFarling proposed, and Cllr David Gray seconded the following motion:

Council acknowledges that there is no accounting of carbon emissions when determining mineral extraction planning applications.

Council asks the cabinet member for the environment to write to the Secretary of State for Levelling Up, Housing and Communities and Minister of State for Energy and Net Zero, to seek further changes to the NPPF to introduce requirements (and associated guidance on implementation) on those making planning applications to demonstrate how their proposals will positively contribute towards reducing greenhouse gas emissions in line with locally-declared climate emergency net zero targets.

- 8.26 In proposing the motion, Cllr McFarling thanked officers for their expert support in drafting this important motion. He stressed that recent planning decisions highlighted the glaring lack of policy on carbon accounting for mineral extraction applications and their potential impact on Gloucestershire's carbon footprint. The proposer hoped the suggested letters to Government would be taken as seriously as they should be and require climate change impacts to become a material consideration in future application determination. It would also move to encourage the mineral extraction sector to become more sustainable, requiring applicants to have to show mitigation or reduced risk.
- 8.27 In seconding the motion, Cllr Gray thanked the proposer for bringing this very important and worthwhile motion. He noted that the quarry industry was an important part of Gloucestershire's economy and heritage and GCC wanted to work in partnership with the industry to achieve better outcomes for the environment, which started with good planning principles.
- 8.28 A member welcomed the motion and stated it was very important for any industry to understand their carbon footprint as a whole, not just the act itself but their secondary emissions through transport for example. Another member suggested it was also important to consider the accumulative effect of multiple applications on local communities.
- 8.29 On being put to the vote, it was unanimously

RESOLVED that

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9. MEMBERS' QUESTIONS

Sixty-six Member questions had been submitted prior to the meeting. The following supplementary questions were asked:

Question 1 – Cllr Jeremy Hilton asked whether it would be possible to meet to explore policies around visitor permits and the two-car limit.

Cllr Dom Morris explained that few families were using a second permit, but he was very open to having a conversation to explore in more detail how it worked for residents in Kingsholm & Wotton division.

Question 2 – Cllr Jeremy Hilton raised that he had been made aware of some technical difficulties residents were having with the permit booking system and hoped there would be some flexibility if the system had caused a delay.

Cllr Dom Morris explained he was not aware of those technical issues but agreed there would be flexibility if delays were caused due to technical issues.

Question 3 – Cllr Jeremy Hilton asked what residents should be doing regarding electric car charging in areas where there was only on-street parking available.

Cllr David Gray accepted the Member's point about access to charging points. He explained he and his team were very open to exploring any suggestions for where charging points should be fitted.

Question 6 – Cllr Andrew Miller asked the Cabinet Member to pass on his thanks to the teams that had been working to address issues with City Fibre in Tuffley.

Cllr Dom Morris thanked the Member for his support in holding utility companies to account.

Question 8 – Cllr Chloe Turner asked whether the Cabinet Member would consider widening the scope of the Rights of Way Improvement Plan review to include the additional benefits it can provide.

Cllr Lynden Stowe explained he would be happy to ask officers to research this idea.

Question 15 – Cllr Paul Hodgkinson expressed concern about the rise in sexually transmitted infections in Gloucestershire and asked what the plan was for monitoring that rise.

Cllr Mark Hawthorne explained that as the age brackets of those affected had changed, there was a need to adjust who information campaigns were targeting. He explained that the team were already monitoring the data and evaluating how to respond.

Question 18 – Cllr Paul Baker asked whether some of the planned visits to monitor recently planted trees should be brought forward given the recent hot weather. He also asked whether street trees counted as trees planted on GCC land.

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

Cllr David Gray explained that they were monitoring the weather changes and were keen to ensure that planted trees did survive. He encouraged members to encourage their local communities to also help look after the new trees as well.

Question 21 – Cllr Paul Baker expressed concern over water usage in the existing GCC estate and asked whether there was any communication between water authorities and large users of water.

Cllr Lynden Stowe offered to report back on what could be done to reduce water usage and increase water harvesting on the existing GCC estate and understand whether there is a role for GCC in working with water companies on the serious issue around water supply in Gloucestershire.

Question 22 – Cllr Paul Baker asked whether the County Council would honour its commitment to accept liability for Chancel Way and its ornamental gates. He also asked for the Cabinet member to share the original legal agreement.

Cllr Dom Morris explained that GCC was responsible for safety and structural maintenance, not for maintaining ornamental features.

Question 23 – Cllr David Willingham asked what more needed to be done to reinstate the 'F' bus service in his division.

Cllr Philip Robinson explained that accessibility was his primary concern. He explained that efforts had been made to provide a full replacement but only half the route could be accommodated. The half of the route that was reinstated had no access to public transport whereas some alternative services were available for the half that was not.

Question 24 – Cllr David Willingham asked whether policy should be changed to prioritise 20 mph speed limits outside of primary schools.

Cllr Dave Norman explained that each application for a change in speed limit was considered on a case-by-case basis. He explained that the travel team had been working closely with the school and that the data was not currently showing a need for a blanket 20-mph approach. The Cabinet Member was happy to engage with the school in question if that would be useful.

Question 27 – Cllr Colin Hay expressed concern over GCC's budget scrutiny process and explained that the Centre for Governance and Scrutiny guidelines for good practise highlighted the need for early engagement with all members. He asked whether it would be a good idea to align GCC's process with those guidelines in time for the upcoming peer review on governance.

Cllr Lynden Stowe would talk with officers next week about the referenced guidance and added that Cabinet were always open to ideas from all members at any point in the process on budget saving ideas.

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

Question 29 – Cllr Colin Hay expressed concern over sink holes in Cheltenham and suggested GCC were not engaging sufficiently with Severn Trent to resolve the problems.

Cllr Dom Morris thanked the member for raising this concern and was happy to ask officers to look into it further.

Question 30 – Cllr Jeremy Hilton asked whether Spires Café (in Shire Hall) would accept cash.

Cllr Lynden Stowe explained that he would investigate implementing that change should there be a sufficient desire from Councillors but reminded them that making that change would incur a cost.

Question 31 – Cllr David Willingham asked whether more test purchases could be done to find retailers that were not respecting age limits on vape sales.

Cllr Dave Norman explained that test sales could only do so much and that more work needed to be done with schools to encourage children away from smoking and using vapes in the first place.

Question 42 – Cllr David Brown asked whether the repair contract to the road surface on Gilpin Avenue would commit the contractor to paying for the further repairs that were now needed.

Cllr Dom Morris said he would ask the team to look into the contract and confirm either way. He explained that it was his belief that the contractor would have to pay if the second repair was due to the contractor's poor work.

Question 43 – Cllr David Brown asked whether there was a timescale for the integration of Fix My Street.

Cllr Dom Morris confirmed further information would be provided in the upcoming Highways Transformation Programme briefing.

Question 44 – Cllr David Brown asked whether the Council could do more to encourage builders to take better care when working on/around Council property.

Cllr Dom Morris explained that there was a mechanism for recovering costs but he would look into exploring the best options for being more proactive in this area.

Question 48 – Cllr Roger Whyborn asked for more detail about the resurfacing plan for Hatherley Road.

Cllr Dom Morris explained that he would look at the data and confirm with the member whether it would make the resurfacing list for this year.

Question 51-54 - Cllr David Willingham asked whether it would be possible to publish detail regarding the fines that utility companies had incurred.

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Cllr Dom Morris agreed to explore whether publication would be appropriate.

Question 56 – Cllr David Willingham asked for more detail around buildings within Gloucestershire, rather than just within the Council's estate and whether buildings outside of GCC's estate that contained Reinforced Autoclaved Aerated Concrete would be registered so that Gloucestershire Fire and Rescue Service were aware.

Cllr Lynden Stowe confirmed he would provide a written response and liaise with Cllr Dave Norman as to whether the Fire and Rescue Service may need a register of such buildings.

Question 66 – Cllr David Willingham asked whether cycling community groups could be included in discussions around the development of the cycle-spine, particularly given the recent drainage problems.

Cllr Lynden Stowe explained that the cycle paths followed national guidance and that he was happy to include a cycling community group in the conversation.

10. SCRUTINY

The report was noted.

11. CONSTITUTION COMMITTEE

Members noted the report and decisions of the Constitution Committee.

CHAIRPERSON

Meeting concluded at 13:40.