

**COUNTY COUNCIL –November 2023**  
**Members' Questions**

<b>1. Questioner's name: Cllr David Drew</b>	<b>Respondent's name: Cllr Philip Robinson</b>
<p>Will the Cabinet Member provide the numbers of pupils from outside Gloucestershire and give their location currently attending secondary schools within the county?</p>	<p>As of 1<sup>st</sup> September 2023 707 secondary school students lived outside of the county. That figure is out of a total of 41,700 (though it varies month on month with pupil movements in and out of the county).</p> <p>The majority live in near or neighbouring local authorities (698) and a small number live further afield (9).</p> <p>The following 17 counties are represented in children's home addresses (in alphabetical order):</p> <ul style="list-style-type: none"><li>• Bristol</li><li>• Cardiff</li><li>• Herefordshire</li><li>• Kent</li><li>• Leicestershire</li><li>• Milton Keynes</li><li>• Monmouthshire</li><li>• North Somerset</li><li>• North Yorkshire</li><li>• Oxfordshire</li><li>• South Gloucestershire</li><li>• Surrey</li><li>• Swindon</li><li>• Warwickshire</li><li>• West Berkshire</li><li>• Wiltshire</li><li>• Worcestershire</li></ul>

<b>2. Questioner's name: Cllr David Drew</b>	<b>Respondent's name: Cllr Philip Robinson</b>						
<p>Will the Cabinet Member provide the numbers of Gloucestershire pupils and give their location who are currently attending secondary schools outside of the county?'</p>	<p>123 children currently live in Gloucestershire and attend a school in another local authority area.</p> <p>The majority of these students have a home location of the Forest of Dean (81), the Cotswolds (29) or Tewkesbury (10), with the remaining Districts having few if any children attending an out of county school.</p> <p>The schools attended are across 7 counties, listed here in alphabetical order:</p> <ul style="list-style-type: none"> <li>• Herefordshire</li> <li>• Monmouthshire</li> <li>• Oxfordshire</li> <li>• Surrey</li> <li>• Warwickshire</li> <li>• Wiltshire</li> <li>• Worcestershire</li> </ul>						
<b>3. Questioner's name: Cllr David Drew</b>	<b>Respondent's name: Cllr Philip Robinson</b>						
<p>Will the Cabinet Member provide the numbers of pupils and give their location of pupils who are currently attending Gloucestershire special schools?'</p>	<p>As of 31<sup>st</sup> October 2023, a total 1,465 students attended one of 11 state-funded special school settings.</p> <p>Students live in each of our districts as well as out of county.</p> <p>Pupils on roll at state-funded special schools in Gloucestershire (source: Capita One, 31.10.2023)</p> <table border="0" data-bbox="1081 1321 1686 1460"> <thead> <tr> <th style="text-align: left;"><b>School</b></th> <th style="text-align: right;"><b>Grand Total</b></th> </tr> </thead> <tbody> <tr> <td>Alderman Knight School</td> <td style="text-align: right;">254</td> </tr> <tr> <td>Battledown Centre for Children &amp; Families</td> <td style="text-align: right;">65</td> </tr> </tbody> </table>	<b>School</b>	<b>Grand Total</b>	Alderman Knight School	254	Battledown Centre for Children & Families	65
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Will the Cabinet Member provide the numbers of Gloucestershire pupils attending special schools outside of the county and give their location?'	93 pupils attend special school outside of the county.  The schools attended are located in 12 local authority areas as listed below (in alphabetical order):																																						

	<ul style="list-style-type: none"> <li>• Birmingham</li> <li>• Bristol</li> <li>• Hampshire</li> <li>• Herefordshire</li> <li>• Monmouthshire</li> <li>• Oxfordshire</li> <li>• Shropshire</li> <li>• South Gloucestershire</li> <li>• Staffordshire</li> <li>• Swindon</li> <li>• Warwickshire</li> <li>• Worcestershire</li> </ul>
<b>5. Questioner's name: Cllr David Drew</b>	<b>Respondent's name: Cllr Dom Morris</b>
When was the decision taken to completely close Junction 11A northwards for over three months taken, why weren't partial closures considered including increased night time working and what is the impact on Junctions 10 and 11 including the economic costs as a result of the full closure.	National Highways are responsible for all works and closures on the trunk road/motorway network.
<b>6. Questioner's name: Cllr David Drew</b>	<b>Respondent's name: Cllr Philip Robinson</b>
How many cases have been referred to (a) Judicial Review and (b) the Local Government Ombudsman regarding appeals for transport for SEN students for each of the last 3 years figures are available and how many of those appeals were successful?	<p>In the last three years, one case was referred for Judicial Review.</p> <p>In the last three years, two cases for transport for a student with SEN have gone to the Local Government Ombudsman. Neither was successful and no fault was found with the local authority in either case.</p>
<b>7. Questioner's name: Cllr David Drew</b>	<b>Respondent's name: Cllr Philip Robinson</b>

<p>How many children failed to be allocated (a) their second choice or (c) their third choice School at last year's secondary allocation process?</p>	<p>As at the end of the admissions round for September 2023 of a total of 7,891 children:</p> <ul style="list-style-type: none"> <li>• 96% of children were offered a place at one of their first three secondary school preferences (N=7589).</li> </ul> <p>To answer the specific questions:</p> <ul style="list-style-type: none"> <li>• 434 (5.5%) children did not receive their first or second school preference.</li> <li>• 302 (4%) children did not receive their first, second or third school preference.</li> </ul>
<p><b>8. Questioner's name: Cllr David Drew</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>What guarantees are there that parents allocated a personal budget for an SEN pupil including travel to school arrangements covers the full cost of that travel?</p>	<p>There is no guarantee that a Personal Travel Budget (PTB) will cover the full cost of the parents' choice of transport. A PTB is based on fuel costs for daily mileage to and from school/provider.</p> <p>Its purpose is not to provide full costs of other types of travel such as taxis. It does provide funding towards whatever type of travel a parent chooses with their child/young person.</p> <p>Many parents choose to drive the child themselves and the PTB can make an important contribution towards enabling this.</p> <p>For Post 16 students a PTB is offered as a contribution towards transport costs. Student may also apply for a bursary or financial support from the school/provider towards their travel to school or college costs.</p> <p>Independent travel training support is also made available by the council. This is well-utilised and supports many students to achieve more independent and active methods of travel, such as walking and public transport.</p>

<p><b>9. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Will the Cabinet Member for Highways and Flood, the Cabinet Member for Environment and Planning and the Cabinet Member for Fire, Community Safety and Libraries agree to form a Task and Finish Group with the members for the Minchinhampton, Nailsworth and Rodborough Divisions to address the death and injury to cattle on Minchinhampton and Rodborough Commons, which threatens the sustainability of grazing and the future of the protected habitat of the commons, and agree addition road safety measures including reduced speed limits?</p>	<p>As you know, we have been happy to meet with yourself and Cllr Turner as well as parish councillors to discuss this issue.</p> <p>My cabinet colleagues and I would be happy to join a Task and Finish Group with you and Cllr Turner in the hope that we can find suitable, effective, and efficient mitigations.</p>
<p><b>10. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>On 13 September 2003 I asked when the decision would be made on the proposed parking restrictions at Ebley and was told "a final decision will be taken this month" meaning in September. It is now 8 November 2023. When in reality will this decision be made?</p>	<p>I apologise for the delay in taking this decision – it has been important that we review the issues raised here and to ensure that we do take the right decision. This has also been compounded by several vacancies in this team, which we are currently recruiting to.</p> <p>I am pleased to confirm that the decision to make the Order as originally advertised has recently been taken by the senior officer after weighing up all the evidence, the views of objectors and supporters, and feedback from discussions with yourself and the Local Highways Manager.</p> <p>The next steps will be for the TRO Manager to get the legal documentation in place and arrange for the works to be implemented on the ground. Should there be no issues with the approval of the legal documentation and noting that site works are also weather dependent, we would anticipate that the restrictions would come into force in spring 2024.</p>

<p><b>11. Questioner's name: Cllr John Bloxsom</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Local Transport Plan Policy PD 4.5 states that GCC will implement On Street Car Parking by steps that include "Establish informal parking board meetings with District Councils on a project-by-project basis". In respect of the parking reviews in Cheltenham, Gloucester and Stroud currently listed on the GCC website, can the Cabinet Member state who have been the participants in such meetings and make the minutes thereof available?</p>	<p>In all three parking reviews the county council's parking team has engaged with local members (county, district / city, town) and other local stakeholders. As these are informal groups there are no formal minutes. However, when a TRO decision is taken papers are published on the county council's website for transparency. These provide a public record of the process and include information about who has provided input, what feedback they have given and how their comments have been considered in coming to a final decision.</p>
<p><b>12. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>As extreme weather events become more severe and frequent, we all understand how decarbonising energy has become critical in reducing our impact on the climate. In 2019, the Gloucestershire Sustainable Energy Strategy was published.</p> <p>a) Would Councillor Gray please provide us with an update outlining the progress that has been made toward the six strategic energy ambitions for Gloucestershire?</p> <p>b) Does he think we should reinvigorate the road map?</p> <p>c) Could he please remind us who is now responsible for delivering the strategy?</p>	<p><b>a)</b> Progress has been made in building capacity and creating pathways to deliver the ambitions. Further work is ongoing that will result in significant impact 'on the ground'.</p> <p><b>Commitment to reduce emissions</b> – commitments cross-county are in line with the targets set i.e., Statement of Shared Intent to decarbonise transport – 80% by 2030 and net zero by 2050. All districts are committed to net zero by 2045.</p> <p><b>Increasing renewable electricity generation-</b> Still in the process of building capacity to enact generation. The Climate Leadership Gloucestershire (CLG) energy theme is aiming to take forward a number of activities including:</p> <ul style="list-style-type: none"> <li>- Energy baselining project which would complete the initial 3 stages of the Local Area Energy Planning (LEAP) process across the county. This would see modelling of renewable generation scenarios across the county and increase collaboration with National Grid to plan for such generation.</li> </ul>

- Community Energy support project to expand community energy projects supported and developed with the South West Net Zero Hub (SWNZH) and Community Energy South.
- Some districts are partnering with MakeMyHouseGreen solar PV installer and recommending to/referring residents.

#### **Improving building energy performance-**

Progress is being made in this area across:

Social housing – utilising the Social Housing Decarbonisation Fund consortium bids encompasses Cheltenham Borough Homes, Two Rivers Housing and Gloucester City Homes.

Warm and Well service provided by Severn Wye Energy Agency continues to assist those in fuel poverty with energy efficiency measures/retrofit funding, measures and advice.

CLG now working to stimulate both demand and supply to resource those able to pay for retrofit.

Work continues to grow and stimulate the supply of the workforce and skills needed to improve energy efficiency.

A bid for an LA-backed Green Economy supplier platform will also look to increase the visibility and confidence in suppliers able to carry our energy efficiency improvements.

#### **Decarbonising heat-**

Work on the ‘Retrofit Centre’ and stimulation of supply market outlined above should assist with heat pump proliferation.

The feasibility of District Heat Networks is being explored specifically within Cheltenham, Gloucester, and Stroud. Some early exploration on the feasibility of green hydrogen microgrids is being explored.

#### **Shifting to electric vehicles-**

This is a key aim of the Transport Decarbonisation Statement of Shared Intent, and included within the statement annex, agreed by all councils and CLG in October 23. GCC colleagues leading on the Statement will now convene cross-county policy sprint groups to determine actions to encourage this modal shift.



	<p>Further exploration planned to shift LA's own fleets, particularly waste HGVs; this being a key aim of the CLG waste theme.</p> <p>Roll- out of the GCC plan to install 1,000 EV chargers has begun.</p> <p><b>Securing zero carbon new development</b></p> <p>CLG monitoring and supporting work LPAs are doing to ensure this goal, i.e., Cotswold DC's work to update Design Code to ensure zero carbon development. CLG assisting Cheltenham/Gloucester/Tewkesbury in development and review of the Shared Local Plan to instil this goal. Further work to be done to provide a shared planning resource for all LPAs to draw from to enable zero carbon development and create the planning framework needed to achieve wider goals of decarbonising heat, local renewable generation.</p> <p><b>b)</b> Any revisions of the road map would need to be considered alongside the collective work of the public sector through Climate Leadership Gloucestershire and the new Economic Strategy for the county.</p> <p><b>c)</b> Climate leadership Gloucestershire.</p>
<p><b>13. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>Although we must continue to reduce our carbon footprint, we recognise that we will increasingly need to adapt to the impact of extreme weather events.</p> <p>a) Does Councillor Gray accept that we need to adapt our existing public buildings to the stresses of increased flooding, heat, and violent storms for the safety of Gloucestershire communities now and in the future?</p>	<p><b>a)</b> We are already reviewing our corporate building stock in terms of suitability for the future and that includes their ability to deal with the impact of climate change. Inevitably this includes a judgement on cost benefit analysis i.e., the cost of any works verses the likelihood of occurrence. The recent refurbishment of Shire Hall is a good case in point where wherever it was practicable and within the rules for listed buildings more resilient and better insulated materials were used.</p>

<p>b) Accepting that new policies will be needed to help future proof <b>new</b> buildings from extreme weather, would the cabinet member be willing to find ways to develop some sort of template or guidance upon which the stress testing of <b>existing</b> public assets, for example our schools, could be carried out?</p>	<p>b) New buildings are covered by national building regulations which factor in climate change within their requirements, along with guidance from the Environment Agency on flood risk etc. As mentioned above we already review our existing building in terms of their ability to deal with future climate change. Existing schools are more of a challenge where they are academies, and the Council has minimal control. However where academies buy back services from GCC then we would always provide advice mindful of future climate change.</p>
<p><b>14. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>As a Gloucestershire Wildlife Trust member, I recently received a leaflet on the A417 missing link scheme inserted into their newsletter. In it they state that having <i>“consistently raised concerns about the overall biodiversity net loss that the scheme will cause”</i>...and that... <i>“Unless changes are made to the design during the construction phase, we believe that the scheme could have significant adverse impact on wildlife in the landscape.”</i></p> <p>Does the cabinet member consider this to be a missed opportunity, or that there is still time at this late stage in this road building scheme to <i>“demonstrate how necessary infrastructure work can still deliver for wildlife”</i>?</p>	<p>The A417 Missing Link scheme is promoted and delivered by National Highways.</p> <p>As a landscape-led scheme, National Highways have worked closely with stakeholders including the Gloucestershire Wildlife Trust to maximise environmental benefits, create new habitats and habitat connections for wildlife and improve biodiversity in the area.</p> <p>National Highways have always stated whilst it's not a requirement for this scheme to achieve biodiversity net gain, they are doing all they can to achieve this. As part of the scheme they are planting new woodland, grassland, trees and hedgerows to help preserve and create additional habitats that are in keeping with the Cotswolds Area of Outstanding Natural Beauty, as well as exploring other opportunities for improving biodiversity in the local area, with organisations such as Natural England, Gloucestershire Wildlife Trust and the National Trust.</p>
<p><b>15. Questioner's name: Cllr Chris McFarling</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>The recent report by the Joseph Rowntree Foundation on continued rising destitution levels in the UK, makes for shocking reading, highlighting a situation that I feel is morally wrong.</p>	<p>Gloucestershire County Council is committed to working alongside partners to prevent destitution and homelessness. Pathways vary and</p>

One of the Foundation's four key welfare reform recommendations, states that we need to:

*Enable everyone in our communities to access help in an emergency whether they have 'no recourse to public funds' or not – and resource local authorities to meet this additional need. Local authorities, charities, independent funders and housing providers should also work together to prevent destitution and homelessness for people with restricted entitlement.*

a) Could the Leader suggest how we could best work together and play our part in piloting welfare reform schemes that help prevent destitution and homelessness in Gloucestershire?

b) Accepting the widely used definition of destitution as meaning the inability to afford the absolute basics required to maintain a healthy life: food, shelter and warmth, could the Leader please suggest how many residents in Gloucestershire we are now counting amongst the destitute and in urgent need of help?

are linked to whether an individual or household has recourse to public funds.

a) Gloucestershire County Council participate in and support at all levels of the countywide Strategic Housing Partnership (including homelessness and rough sleeping) and the Strategic Migration Partnership (part of the purpose of which is to promote the welfare and living standards of refugees and asylum seekers in the county). Colleagues in the partnerships are aware of and support the promotion of the schemes detailed below.

The County Council commissions 2 large community-based support (CBS) services which support approximately 3000 residents per year on a 1-1 basis and approximately 3000 more through drop ins. These services support individuals and households through financial difficulties including homelessness, rent arrears and other debts. They work to maximise income and provide holistic, short-term strength-based support to allow individuals to live independent, happier, and healthier lives. GCC also commission accommodation-based support services for some of our county's individuals with complex lives and are successful at supporting them towards independent living.

As part of our statutory duty, Adult and Children's social care will assess need for adults and families who self-refer for support, or where a contact has come in for an adult or family. Often this is requesting housing or financial support. Both Adults Social Care and Children's Social Care will, if the need warrants, assess under the Care Act or Section 17 and make a decision on what support the local authority will provide. As part of this, social care will undertake a destitution assessment to support future planning and support the families/adults most in need. Where families/adults are deemed to require accommodation and/or financial assistance from the local authority, we will, in tandem, work with the families/adults to support them with regularising their immigration status. Throughout all of this, social care will work with immigration advisors, our inhouse NRPF

team and housing authorities as well as signposting for other support such as CBS and charities.

Adult social care operates 6 drop-in centres across the County, in every locality. They are based in libraries (Cheltenham/Gloucester/Stroud/Tewksbury/Cinderford/Cirencester). Staffed by our Enablement team, they provide advice and guidance to anyone who may need some assistance. This will often take the form of signposting to other agencies but can also include assisting individuals at times of hardship alongside support with debt and housing issues. An example of this support could be the issuing of vouchers for use in local food banks.

The Council also administers the Household Support Fund (HSF) and the Welfare Support Fund (WSS). The HSF is intended to alleviate hardship and support those most in need that have been affected by the significant rise in the cost of living (between 01/04/23 and 31/03/24). It is to meet immediate needs and support those struggling to afford food, energy, water, and utility related essential expenses. The HSF is not ringfenced to a particular group. The WSS provides practical support to eligible adults and families for food, gas/electricity top ups and household items such as furniture including white goods/appliances and furniture. Auriga Services Ltd administers the delivery of the Gloucestershire Welfare Support Scheme.

Gloucestershire County Council's 2022-26 strategy outlines an ambition to 'level up' Gloucestershire communities. The Levelling Up Together grant scheme was launched in Autumn 2022 and the purpose of the £1.5million fund was to invest in projects and activities which benefit residents living within the areas in Gloucestershire falling into the top 10% 'most deprived' nationally (according to the Index of Multiple Deprivation, 2019). The next phase of levelling up has focused on investing into issues which are not necessarily geographically based such as the cost of living. This will see additional investment of just under £100,000 into the two local Citizen Advice Bureaus, to enable them to increase their capacity to support

	<p>residents impacted by the cost of living across the county. For more information on 'Levelling Up Together' please visit [<a href="http://Levelling up together   Gloucestershire County Council">http://Levelling up together   Gloucestershire County Council</a>]</p> <p>b) The District Councils are the housing authorities in the county and will be able to provide numbers of homeless and rough sleepers within their area. The most recent official statistics can be found here: <a href="https://www.gov.uk/government/statistics/statutory-homelessness-in-england-financial-year-2021-22">https://www.gov.uk/government/statistics/statutory-homelessness-in-england-financial-year-2021-22</a></p>
<b>16. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Dom Morris</b>
Could you confirm how many first and second car residents parking permits are currently active across the county?	As of 31 <sup>st</sup> October 2023 there were 7,544 first residents permits active and 2,106 second residents permits active. This gives a total of 9,650 active residents permits in the county.
<b>17. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Dom Morris</b>
What is the expected annual income the county council will receive in 2023/24 from the issuing of residents parking permits in all zones in the county?	We do not forecast this income however gross income last year from permits was £603,497.
<b>18. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr Dom Morris</b>
How many penalty charge notices (PCNs) for contravening the traffic regulation orders have been issued in Kingsholm & Wotton zones H and J, during the month of September 2023?	369 PCNs were issued in zones H and J in September.
<b>19. Questioner's name: Cllr Jeremy Hilton</b>	<b>Respondent's name: Cllr David Gray</b>
<p>Five trees were felled on Lansdown Road in my division in September, without warning to me as the local county councillor.</p> <p>Can you confirm the following for each tree?</p> <ul style="list-style-type: none"> <li>The precise location on your mapping system</li> </ul>	<p>Highway trees which cannot be pruned or maintained in order to retain them do sometimes need to be removed as they can pose a safety risk. The trees referred:</p> <p>Tree 1 Cherry (Prunus species), outside number 66, felled due to bark wound and dying crown.</p>

<ul style="list-style-type: none"> <li>• Its species</li> <li>• The reason for felling</li> <li>• When the stump will be ground out</li> <li>• When and what species will be planted as a replacement</li> </ul>	<p>Tree 2 Cherry (Prunus species), outside number 62, felled due to being dead.</p> <p>Tree 3 Cherry (Prunus species), outside number 56, felled due to being dead.</p> <p>Tree 4 Cherry (Prunus species), outside number 52, felled due to dieback in crown and poor form.</p> <p>Tree 5 Cherry (Prunus species), outside number 36, felled due to dieback in crown.</p> <p>Our Term Maintenance contractor is currently refusing to Ground out stumps due to safety concerns over the proximity of Utility apparatus. We are actively seeking an alternative contractor to undertake the work.</p> <p>Replacement trees will be planted between now and March 2024 and species will be chosen from the approved list of trees suitable for the location.</p>
<p><b>20. Questioner's name: Cllr Jeremy Hilton</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>When does the cabinet member expect his government to formally respond to the consultation on the White Paper - Reforming Our Fire and Rescue Service?</p>	<p>On the 1<sup>st</sup> November 2023 at the His Majesty's Inspectorate of Constabulary and Fire &amp; Rescue Services (HMICFRS) Chiefs and Chairs event, The Rt Hon Chris Philp MP Minister of State (Minister for Crime, Policing and Fire), stated that he expected the government to formally respond to the consultation on the White Paper "Reforming our Fire and Rescue Service" prior to Christmas 2023.</p>
<p><b>21. Questioner's name: Cllr Chloe Turner</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>A report was brought to the Environment Scrutiny Committee on 6th September which set out the four options being considered for the installation of solar PV on the county's maintained schools. Has one of these options now been</p>	<p>We are continuing to explore all the options presented, as the pros and cons of each are completely different. For example, factors such as the legal status of the property portfolio form part of this process. What would work for council owned properties may not work for a leased in / out property.</p>

selected, and what progress has been made in relation to that proposal?	
<b>22. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr David Gray</b>
A report was brought to the Environment Scrutiny Committee on 12th July which set out the proposed Phase 1 EV chargepoint locations across the county. As was discussed at the time and since, there was a notable absence of any Stroud District locations, and we were assured that further work was ongoing to identify suitable sites across the district. Has there been any progress on this front? If not, are you able to explain the barriers, as it is proving extremely difficult to explain to residents how no viable sites have been identified across our 460km2 district?	There is work ongoing to identify and ensure that locations in Stroud District are included in the next phase of EV ChargePoint deployment. We are also looking at the possibility of adding at least one Stroud District EV ChargePoint into phase 1 and once confirmed it will be communicated.
<b>23. Questioner's name: Cllr Chloe Turner</b>	<b>Respondent's name: Cllr Philip Robinson</b>
Will GCC be putting in a bid to the ZEBRA2 electric bus scheme?	<p>Yes, we intend to submit a bid but any bid will require the necessary support from the relevant bus company.</p> <p>Initial positive discussions have been held with three operators who wish to be part of this bid (Stagecoach, Pulhams, and Lydney dial-a-ride)</p> <p>An expression of interest has already been submitted.</p> <p>Once agreement is reached with one or more bus companies then the full bid will be made in December.</p>
<b>24. Questioner's name: Cllr Cate Cody</b>	<b>Respondent's name: Cllr David Gray</b>
Currently, the A417 missing link is set to adversely impact the SSSI sites at Crickley Hill and Barrow Wake. Overall, the present scheme will be delivering a biodiversity net loss; Biodiversity Net Gain (BNG) will soon be a legal requirement	The A417 Missing Link scheme is promoted and delivered by National Highways.

<p>for schemes such as this. Despite in-depth consultation with wildlife groups and experts, why have Highways failed to factor this in properly? Secondly, design changes could still be made to protect the vital wildlife at these sites and beyond, please could this be addressed with urgency?</p>	<p>As a landscape-led scheme, National Highways have worked closely with stakeholders including the Gloucestershire Wildlife Trust to maximise environmental benefits, create new habitats and habitat connections for wildlife and improve biodiversity in the area.</p> <p>National Highways have always stated whilst it's not a requirement for this scheme to achieve biodiversity net gain, they are doing all they can to achieve this. As part of the scheme they are planting new woodland, grassland, trees and hedgerows to help preserve and create additional habitats that are in keeping with the Cotswolds Area of Outstanding Natural Beauty, as well as exploring other opportunities for improving biodiversity in the local area, with organisations such as Natural England, Gloucestershire Wildlife Trust and the National Trust.</p>
<p><b>25. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr Lynden Stowe</b></p>
<p>Issues with IT within the Council have been ongoing for the last few years. We have been repeatedly told that things will improve. Despite the friendly and supportive approach of IT staff who are very helpful, the IT infrastructure is not reliable. Recently there have been two issues in the space of three weeks where iPads couldn't be used to access email for up to 48 hours each. Staff have also told me of repeated issues with remote access. When will we have an IT system that is reliable and efficient?</p>	<p>Recent investment in our ICT infrastructure has resulted in improved stability and reliability. Much of the remediation work is complete and users are telling us that their day-to-day experience of GCC ICT is more consistent. However, all ICT requires development and investment to ensure that it stays up to date and reliable so our focus on improvement continues.</p> <p>The ICT service is aware of one incident in October where Members could not access email on Outlook on their iPads. The benefit of our new set up is that there were multiple other routes to access email during that period including via office.com, work and personal mobile phones. ICT staff are working with Members and staff to ensure that they understand the different ways to use the council's new technology and therefore benefit from the improvements.</p>
<p><b>26. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Having visible white and yellow lining along with clear road markings are essential for road safety and to stop cars</p>	<p>We do have a programme of adhoc replacement of minor sections of road markings that have become worn or missing and the team are</p>



<p>parking in areas they shouldn't be. In the last 18 months I have seen a lack of action on addressing the many invisible or fading lines on roads in Gloucestershire. In my own area the community in Bourton has been waiting for 18 months for extra road markings to be installed on Moore Road to promote road safety. In Northleach cars are routinely parking in places which should have double yellow lines but which have completely disappeared now. I have been told there is a backlog of work due to 'the weather' but surely waiting 18 months and counting can't be acceptable for what should be a simple job?</p>	<p>aware of both the sites at Bourton on the Water and Northleach that you refer to. All of our lining programmes are subject to wet weather delays and this has been a particularly challenging summer and autumn which has impacted our programmes.</p> <p>The ad-hoc programme also rightly defers to larger programmes of work such as the major zones we have implemented Kingsholm and are completing in Cheltenham. You also rightly state that as cars are often parked in the spaces the ad-hoc work does need to be co-ordinated with advanced communications to ensure the areas are kept clear to allow the markings to go ahead – which is of course complicated if the weather then changes.</p> <p>I have spoken to the teams and they will arrange for the work to be prioritised over the next month, subject of course to some clear weather.</p>
<p><b>27. Questioner's name: Cllr Paul Hodgkinson</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>There have been press releases about the roll out of EV charging points in the county. However, as I have raised twice before with you, there are no specific current plans for EV charging points in the rural villages and settlements in the mid Cotswolds. For example the town of Northleach needs charging points for residents who want to shift to electric cars but can't do so yet due to a lack of infrastructure. Can you tell me when places like Northleach will get this please?</p>	<p>The first phase of the EV charge point rollout includes 132 charge points at 33 locations. It has not been possible to include every area, and in particular at this stage of the rollout, small villages. For the second phase we will be identifying and targeting areas where residents do not have off-street parking which will include rural towns and villages.</p> <p>I encourage councillors to help identify those areas in villages that have residents with no off-street parking that would benefit from on-street EV charge points.</p>
<p><b>28. Questioner's name: Cllr Lisa Spivey</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>Many residents in my division do not have reliable, or in some cases, any mobile phone coverage. Residents in one of those villages have recently received letters saying that landlines will be phased out over the next 2 years. This is obviously a huge concern, especially for those who are older or vulnerable. There are famous "not spots" across the County.</p>	<p>Gloucestershire County Council has no influence over any investment decisions made by the UK's mobile network operators. They work closely with the Government (Ofcom and BDUK) regarding their future plans. The Shared Rural Network scheme, which is being developed by four of the UK's mobile network operators and the</p>

<p>Can the Cabinet member let me know what is being done to address this issue and provide some information which will reassure those residents in places where there is no other means of telephony?</p>	<p>Government, will deliver 4G coverage to 95% of the UK's landmass by the end of 2025.</p>
<p><b>29. Questioner's name: Cllr Lisa Spivey</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>I was recently utterly shocked to hear that the County Council is not just defending a claim brought against it by a resident whose vehicle was damaged when he struck a pothole, but has also accused the resident of causing the damage by driving negligently. This is a baseless claim as the Council has no evidence whatsoever that this is the true. Furthermore, the Council has claimed costs for defending its claim, something which is highly unusual in the Small Claims Track. This strikes me as a blatant attempt at bullying and intimidating the resident into withdrawing his claim. Can the Leader confirm that the Council is now instructing its solicitors to issue these kind of intimidating counter claims?</p>	<p>We will not comment on cases which are the subject of current court proceedings. However, in general terms the council will have a Section 58 defence against third party claims under the Highways Act. We can also confirm that historically we have not claimed costs in proceedings but that there has recently been a change in the legal rules that means this it is possible for this course of action to be taken and information about this is included in the legal correspondence.</p>
<p><b>30. Questioner's name: Cllr Colin Hay</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>One of the issues that has arisen since the introduction of Zone 15 parking in Cheltenham, is the effect on local businesses. The current policy for business permits is inadequate for many and is putting undue pressure local businesses at an already difficult time. I'm grateful for a review of the TRO next September but as permits are a GCC policy, will you agree to an urgent review of the current policies?</p>	<p>We are happy to review the current policy for the provision of business permits in advance of the main review that has been committed to previously. I understand that officers have already been in touch and I will ensure that your input as the local member is taken into account as part of this process.</p>
<p><b>31. Questioner's name: Cllr Colin Hay</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>At the time of submitting this question, there are areas within Zone 15 where the signage is still wrong, and hence unenforceable. Residents are angry that they have paid for either monthly or annual residents permits for road which</p>	<p>We would like to sincerely apologise to residents living in the parking zone 15 in Cheltenham for the delays and problems with implementing the new parking scheme. We are grateful to all residents for highlighting the issues and for their patience while we</p>

<p>cannot be policed. Will you put in place refunds or other compensatory measures for these residents?</p>	<p>resolve them. Reflecting on residents' feedback, we have shared an update on the Zone 15 scheme here:  <a href="https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/">https://www.gloucestershire.gov.uk/gloucestershire-county-council-news/news-november-2023/media-note-update-on-parking-zone-15-cheltenham/</a></p> <p>The zone will be completed in its entirety by December and hence, we will be extending all permits to expire in December 2024 and be making arrangement to credit individuals with any month by month permit payments and visitor vouchers they have used before December 2023.</p>
<p><b>32. Questioner's name: Cllr Colin Hay</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>You will know from the previous council meeting how controversial the introduction of Zone 15 has been. It is now 2 months after the scheme was due to go live and as I said roads are still unenforceable. The implementation of the scheme can best be described as a 'Dogs dinner'! The wrong signs still in place, 'Give way" road makings at the wrong end of 'One Way' streets, failure to reinstate parking bays on a resurface road, posts installed in the middle of a pavement and not at the edge etc. All of which impacts adversely on the reputation of GCC. So please tell me what sanctions/penalties will be placed on contractors and those responsible?</p>	<p>As you will be aware the implementation of the zone was initially deferred in order to allow additional time for engagement and for extra information to be provided to reassure communities about how the zone would operate. This also included our commitment to review the operation of the zone and to ensure that any permits purchased for the new areas are extended so that they are valid for 12 months from the date of commencement enforcement in their area of the zone. Hence, we will be looking to contact those permit holders to confirm a new expiry date for their permit.</p> <p>With any parking zone of this size and scale there are hundreds of changes that need to be implemented as part of the changes on street, alongside managing the public contact as well as the introduction of the legal orders. The team do have a very detailed snagging list that they continue to work through with the contractors and this is allowing more and more roads within the zone to be completed and go live – once warning notices have been issued.</p>

	<p>It is accepted that some of the snagging items could have been mitigated by improved links between our own project teams and those of the designers and contractors. Our priority is rightly focussed on completing the zone, however as soon as this is done the teams will be brought together for a review of the implementation process to ensure that appropriate lessons can be learnt.</p>
<p><b>33. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>A constant complaint of residents living near schools is that Civil Enforcement Officers are never to be seen regarding yellow-line parking restrictions and other regulations within their remit. Taking schools in Robert Burns Avenue (Benhall Infants and St Marks Junior) and Lakeside Primary purely as examples, what is the planned frequency of patrols for schools, which are away from major roads and town centres? And is there an enhanced planned frequency for schools in 'hotspots', where additional patrols are desirable for reasons of safety and/or traffic management? If so, what?</p>	<p>Our Civil Enforcement Officers continue to carry out enforcement at all of our schools across the County and are sufficiently mobile to ensure that any location in the County can be covered at the busiest times around school arrival and departure.</p> <p>Enforcement at schools takes place based on the risk that unauthorised parking can cause at a location, as well as intelligence gained from local knowledge, requests for enforcement and from collision data. Should reports be received of risk concerns at a school then additional resources can be focussed temporarily on that location to ensure that increased enforcement takes place at that establishment. Of course, this can result in other schools having a reduced presence for a period of time hence the appropriate balance needs to be struck.</p> <p>Due to the nature of parents dropping off or picking up, generally drivers are in or remain very close to their vehicles and hence whilst the presence of a Civil Enforcement Officer usually does prevent the driver committing a parking offence, often a parking ticket is not issued and therefore the fact that an enforcement visit has occurred is less visible or noticed by the community. We do find that if drivers can't 'see' a Civil Enforcement Officer then they often revert back to poor parking practices, that afternoon or the next day. Because of this we work very closely with individual schools, teachers and PCSO's, supporting them to help educate driver and parent behaviour alongside our enforcement visits.</p>

	<p>That said the schools referred to in the question have recently received around 1 to 2 visits per week (on school days) by the council's enforcement contractor, NSL, to help manage traffic around the schools.</p> <p>In addition, earlier this year the government granted the council powers that enable authorities to enforce school keep clear markings including in limited circumstances, with approved automatic number plate recognition equipment such as is currently the case with bus lanes/gates. The council is assessing options as part of its moving traffic enforcement policy in regards remote enforcement of school keep clear markings.</p>
<p><b>34. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>What is the backlog of repairs and resurfacing in years and/or months for a) carriageways b) footpaths? To clarify that question we are talking about 1) repairs etc. which have been identified as required by GCC, plus 2) repairs etc. which have been reported by others and have not been dismissed following inspection, plus 3) repairs etc. pending inspection/evaluation?</p>	<p>We recognise that there is always more which could be spent on maintaining the highway network and all its associated assets. Over recent years the council has chosen to invest an additional £10m pa on carriageway maintenance in recognition of the need to keep making progress on this area.</p>
<p><b>35. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>A great deal of concern has rightly been expressed about the continuing high levels of fatalities on Gloucestershire Roads, compared to previous years and other authorities. All the indications are that Gloucestershire's statistics have been getting worse, whereas some other counties are improving. Whilst it is recognised that this is a multi-agency issues involving the road safety partnership, it is far from clear what GCC is doing about this beyond local parish Speedwatch schemes. What is being done or planned, and at which locations, to improve the road infrastructure from a safety perspective?</p>	<p>The Road Safety and Traffic Engineering team is working with police and community safety partners on a Safe Systems approach to improving road safety through interventions that focus on the skills and behaviour of all road users, safer road design and safer speeds.</p> <p>The vast majority of collisions result in vehicle damage. Our top priority is to reduce the likelihood and severity of collisions that result in personal injury, especially serious injuries and fatalities.</p> <p>A report by the RAC Foundation in 2016 concluded that permanent average speed camera sites were found, on average, to reduce injury</p>

	<p>collisions, particularly those of highest severity (KSI injuries) by between 25-46%.</p> <p>This is based on evidence gathered from a total of 51 routes in different authorities and police forces in the UK, where the use of average speed camera speed limit enforcement was commissioned and installed between 2000 and 2015.</p> <p>These improvements are based on enforcement of the existing speed limits, and the report showed similar casualty reduction rates on lower speed limits (40mph or less) and higher speed limits (50mph – 70mph).</p> <p>A rigorous data led investigation into the number of reported casualties on Gloucestershire’s roads in the latest three year period has identified which routes would benefit most from a program of works based around the use of average speed camera technology. The study has also identified which routes can expect casualty improvements with intensive enforcement of the current speed limit, but also a small number where the existing limit is currently too high, and works are already underway by the Traffic Order team to introduce safety led speed limit reduction.</p> <p>A fully funded program of average speed camera enforcement measures over the next three years is expected to reduce the number of KSI casualties by 27 per year with an annual cost saving of £11,019,000.</p>
<p><b>36. Questioner’s name: Cllr David Brown</b></p>	<p><b>Respondent’s name: Cllr Dom Morris</b></p>
<p>Now that “Fix My Street” is in the process of being implemented into the County Council works systems I have noticed a significant number of very old FixMyStreet reports, some dating back to 2010 (streetlight continually on!) in my area.</p>	<p>Yes, they have been removed. This was a transitional issue in the move to having a Gloucestershire version of FMS.</p>

<p>Will those reports that are closed be removed so that there is less clutter on the map?</p>	
<p><b>37. Questioner's name: Cllr David Brown</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Following my questions at Council in February (#37 etc) regarding loose fitting utility covers and other works by utility companies I understood the Government were considering changes to the rules around section 81 response. Would you please advise if these rule changes are now in place and, if so, how road users in Gloucestershire will benefit?</p>	<p>The Department of Transport hasn't confirmed any changes to the rules yet, it is unlikely any prescribed timescales will be set due to regulatory constraints. We have tightened up our Section 81 (covers and frames) process, to assist utilities with how many are waiting a fix.</p>
<p><b>38. Questioner's name: Cllr David Brown</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Has there been a noticeable improvement in the scheduling of highways work, which is the responsibility of utility companies, to the point that there are fewer "work overruns" bringing less disruption for road users &amp; residents?</p>	<p>We have peaks and troughs with all utility companies. Sadly, we are still seeing overruns occurring and other breaches of permit conditions. Fines are enforced to encourage better compliance.</p>
<p><b>39. Questioner's name: Cllr David Brown</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>During May a survey, commissioned by GCC, using "Streetwise" monitoring equipment along Barnwood Rd, Hucclecote Rd and other places, gathered data which is hoped will bring improvements to bus scheduling, including the #10 route.</p> <p>When will analysis and the conclusions of this survey be published?</p>	<p>The survey in question was performed to provide evidence for the potential design of highway priority for bus services.</p> <p>The detail of this and all other surveys performed will be published as part of the revised Bus Service Improvement Plan in 2024.</p>
<p><b>40. Questioner's name: Cllr Rebecca Halifax</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>There is now an additional burden on charities to provide means of transport for elderly/disabled/etc to get around between villages etc as there is not public transport and social services can't provide assistance. For example, Cotswold Friends are now providing hundreds more journeys</p>	<p>The county council takes a number of actions to fund transport services for all residents, including the most vulnerable:</p> <ul style="list-style-type: none"> <li>• Over £5m a year in bus service subsidy funding.</li> </ul>

<p>every month from people who previously had social care support: but they are mostly catering to those who can at least pay a nominal 'membership' fee. They do subsidise those who cannot pay however. What is the Cabinet member's solution for the loss of funding for transport services within social care that leaves vulnerable elderly and disabled residents unable to access services and social facilities outside of their home if they do not have the means to pay for subsidised charity transport?</p>	<ul style="list-style-type: none"> <li>• £5m-£6m a year in payments for acceptance of the free bus pass held by those eligible on grounds of age or disability.</li> <li>• Over £600k a year for the Community Transport grant. GCC funds most providers in the county, including Cotswold Friends.</li> </ul> <p>In recent years we have also issued inflationary increases to the price of contracts and the community transport grant.</p>
<p><b>41. Questioner's name: Cllr Rebecca Halifax</b></p>	<p><b>Respondent's name: Cllr David Gray</b></p>
<p>GCC has proposed turning on-street parking bays in residential areas into EV parking bays and has sent comms out to residents to inform them of this. There is no indication whether these bays will be ok for hybrid users, or exclusively for EV vehicles only. GCC already issue more on-street permits than there are bays available, and do not sensibly restrict resident parking areas - so residents have permits that allow them to park several blocks away from their home. Cirencester is long overdue for a wholesale on-street parking review by GCC. Will the cabinet member please commit to having this work undertaken during the next financial year, which is especially sensible as there are already major TRO works underway within the town centre that affect traffic flow and parking.</p>	<p>The council's EV charge points are for plug-in hybrid electric vehicles (PHEVs) and battery electric vehicles (BEVs). The charging bays may be used by these EV's whilst they are charging.</p> <p>We have a full programme of TRO works to deliver this year and into next year, including works in Cirencester, so I cannot give this undertaking.</p>
<p><b>42. Questioner's name: Cllr Ben Evans</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>On Gloucestershire County Council's website there is a section entitled "Glos 2050". Is the whole of this section formal Gloucestershire County Council policy?</p>	<p>No. The Gloucestershire 2050 exercise was led by the University of Gloucestershire, in partnership with Leadership Gloucestershire, in which a panel of experts developed several high level concepts for Gloucestershire's potential growth.</p> <p>The county council host the Glos2050 website domain on behalf of these partners, but none of the partners, including the county council, adopted any of the concepts as formal policy. However, the exercise did influence other decisions such as the establishment of the City</p>



	Region Board and the decision to become a member of Western Gateway.
<b>43. Questioner's name: Cllr Ben Evans</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
The Glos 2050 video contains information on a proposed "Mega-city". What consultation was done with the people who live in Churchdown around the "mega-city" that links Gloucester and Cheltenham (with Churchdown in the middle)?	The 'Super-city' was one idea proposed by the Glos2050 panel. The eight ambitions and six ideas set out on the Glos2050 page were only ever suggestions, not policy. The website states clearly these ideas "have been developed to stimulate a conversation about the sort of county Gloucestershire could be, the trade-offs that the county may have to make and the value that local residents, businesses and organisations place on different aspects of life in the county." As such, a consultation on these ideas ran from 1 February 2018 to 31 July 2018 and approximately 2,500 responses were received. As such, a consultation on these ideas ran from 1 February 2018 to 31 July 2018 and approximately 2,500 responses were received. The responses demonstrated strong support for the 8 ambitions, which now underpin the county's corporate strategy and were also adopted by Leadership Gloucestershire.
<b>44. Questioner's name: Cllr Gill Moseley</b>	<b>Respondent's name: Cllr Mark Hawthorne</b>
Regarding the roll-out of rural super-fast broadband, I believe that letters have gone out to households with less than 30Mgps download speed during September in my division and possibly elsewhere in the north-west of the county. I understand that the letter includes an offer of a voucher towards the cost of a temporary solution where, even with a grant towards installation of the fibre network, there is insufficient commercial viability. I have not had the privilege of being sent a copy of this letter. Can the Leader, as cabinet member with responsibility for broadband connectivity within this council's remit, please advise of the number of households who have been sent such a letter in my division and elsewhere in the county?	<p>The Digital Household Grant scheme (DHG) is offering a grant per property to cover the installation of a 4G connection using an external antenna, to provide an interim solution to those properties that currently receive less than 30mbps connectivity. The equipment and installation cost of the 4G solution will be funded by the grant, but the ongoing monthly subscription or service charges will be covered by the applicant.</p> <p>The DHG is operating in two phases; phase 1 is targeting those properties that were transferred out of the Gigaclear Lot 2/3c contract (in the north Forest of Dean), and phase 2 will open the scheme to any qualifying household across the county with an existing connection below 30mbps.</p>

<p>Can he further inform me of the number of responses to the offer of a voucher towards the cost of the temporary fix of a 4G aerial and of the deadline for any such responses?</p>	<p>Phase 1 was launched in September and letters promoting the DHG were sent to the 980 qualifying properties that were previously part of the Lot 2/3c contract. To date, 181 applications have been received which represents an 18% take-up within a six-week period. Applications are still invited from qualifying households.</p>
<p><b>45. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>Following the implementation of the segregated cycle lane adjacent to A40 Gloucester Road, I am getting complaints from pedestrians, cyclists and motorists about the safety of the junction of Tennyson Road with A40 Gloucester Road. Could the Cabinet Member please advise whether a full safety audit of this junction has been performed, and if so what recommendations came from that audit and when they will be implemented?</p>	<p>A full safety audit has been completed for the whole cycle route and we have also listened to feedback related to the scheme and this particular junction. The design is compliant with current safety guidance and we have ensured that the coloured cycleway surfacing runs across the road at the junction. Give way lines also further indicate to drivers their responsibility to give way in accordance with the current Highway Code. However we appreciate that not all drivers are as familiar with these requirements and as such the team are arranging for additional signing to be installed to help further highlight to drivers their need to give way to pedestrians and cyclists.</p> <p>Independently of the cycle scheme works, this location was identified as a site of concern following a review of the 2019-2021 GCC Collision Hotspot List and as such a scheme was put through the Priority Assessment process to look at banning right turns in and out of Tennyson Road. The TRO is currently at the feasibility / preliminary design stage with a view to going out to consultation early in 2024.</p> <p>Banning these turns, if appropriate, would also further improve safety at the junction as we know that currently drivers turning right tend to focus solely on the oncoming traffic and bus lane rather than the cycle lane crossing the junction.</p>
<p><b>46. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>

<p>Could the Cabinet Member please advise whether the provision for cyclists ascending Charlton Hill on the A435 Cirencester Road is LTN 1/20 compliant and explain why the segregated cycle lane finishes only halfway up the hill, leaving cyclists far more vulnerable to collisions from much faster motor vehicle traffic on the upper part of the ascent?</p>	<p>Cllr Willingham will be aware that, having attended a site meeting with the team and Cllrs Babbage and Baker prior to the scheme start, that a non-motorised vehicle lane has been provided at this site, taking the opportunity to provide a refuge lane whilst carrying out the geotechnical works. Due to the site not offering the ability to meet the requirements of an LTN1/20 compliant cycle lane, the design decision was made to provide the best combination of provisions for all road users by introducing a new safe lane to protect non-motorised users on the steepest gradient of the hill, whilst still allowing cars to safely pass HGV and slow moving vehicles beyond this given the nature of the roads, and lack of passing places, beyond the top of Charlton Hill.</p> <p>This decision was supported by the previous consultations that had determined that it was difficult to identify coherent connections with the wider cycle network currently planned as part of the Council's forward programme.</p> <p>Further to this, the decision to end the lane within the section of highway where there are two uphill running lanes of traffic, allows vehicles to keep right to avoid non motorised users emerging from the lane instead of ending the lane at the point where the road narrows to single lane.</p> <p>On completion of construction a road safety audit was undertaken, which requested some additional road markings and signing (implementation of these are currently being programmed) but did not highlight any concern over the termination location of the lane.</p>
<p><b>47. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Colin Chick</b></p>
<p>Could the Cabinet Member please advise whether the cycling infrastructure to access Badgeworth Road when heading westbound on the B4063 shared-use path is fully compliant with LTN 1/20?</p>	<p>The cycling infrastructure at Badgeworth Road is shared use but is compliant with LTN1/20 for width, visibility and alignment.</p>

<p><b>48. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Mark Hawthorne</b></p>
<p>Media reporting suggests highly potent, synthetic opioids such as nitazenes as well as dangerous animal sedatives such as Xylazine are being used to cut illegal drugs and have caused overdose deaths in Birmingham and Evesham. Given the proximity of these tragic cases to Gloucestershire and the horrific side-effects of chronic Xylazine use, could the Cabinet Member please detail what the county's Public Health harm-reduction strategy looks like in relation to these adulterant substances?</p>	<p>In the last two years, new synthetic opioids called "nitazenes" have arrived in the UK and have recently been found mixed with heroin. Nitazenes can be at least as strong as fentanyl and can be hundreds of times more potent than heroin. They are known to have led to accidental overdoses and the deaths of people across the UK in recent weeks, including in Swindon, Bristol and Birmingham and we have had recent suspected cases in Gloucestershire (awaiting toxicology confirmation).</p> <p>Public Health commissioners are working with local system partners (police, health, providers) and regional and national colleagues to coordinate our response to this emerging threat. Drug alerts are circulated to all stakeholders who are also encouraged to issue general harm reduction advice and promote the use of naloxone to counteract the effects of opiate overdose.</p> <p>The threat from synthetic opioids is being monitored by the National Crime Agency as well as the Office for Health Improvement and Disparities (OHID) and locally, the issue is being discussed at the November meeting of the Gloucestershire Combating Drugs Partnership to ensure that we continue to have a coordinated response.</p>
<p><b>49. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>
<p>The DDCMS Code of Practice for Wireless Network Development in England says that operators "should seek to share sites", yet at locations such as the Princess Elizabeth Way junction with Bramley Road there are three masts in very close proximity. Could the Cabinet Member please detail what testing of this policy requirement was made before highways permission was given for the second and third mast installations at this location?</p>	<p>This type of installation is not a streetworks matter but is classed as permitted development. This means that the county council (as the local highway authority) is not consulted as happens with planning applications. Notifications for masts are passed to the Local Highway Manager who checks that the proposals would not cause any visibility issues. We have no powers to refuse installations because there are other similar apparatus in a street.</p>

<p><b>50. Questioner's name: Cllr David Willingham</b></p>	<p><b>Respondent's name: Cllr Dom Morris</b></p>																				
<p>Could the Cabinet Member for Highways provide a list, including the company and the amount of fines to date this year, of the ten utility companies issued with the most fixed penalty notices or fines for poorly completed works on Gloucestershire's roads?</p>	<table border="1"> <thead> <tr> <th data-bbox="1088 169 1435 274"><b>Utility</b></th> <th data-bbox="1444 169 2080 274"><b>Total FPNs to 30th Sept 2023</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="1088 280 1435 322">Virgin</td> <td data-bbox="1444 280 2080 322">27</td> </tr> <tr> <td data-bbox="1088 328 1435 370">Other</td> <td data-bbox="1444 328 2080 370">37</td> </tr> <tr> <td data-bbox="1088 376 1435 418">Wales &amp; West Utilities</td> <td data-bbox="1444 376 2080 418">56</td> </tr> <tr> <td data-bbox="1088 424 1435 466">Thames</td> <td data-bbox="1444 424 2080 466">108</td> </tr> <tr> <td data-bbox="1088 472 1435 513">BT</td> <td data-bbox="1444 472 2080 513">110</td> </tr> <tr> <td data-bbox="1088 520 1435 561">City Fibre</td> <td data-bbox="1444 520 2080 561">119</td> </tr> <tr> <td data-bbox="1088 568 1435 609">STW</td> <td data-bbox="1444 568 2080 609">231</td> </tr> <tr> <td data-bbox="1088 616 1435 657">Gigaclear</td> <td data-bbox="1444 616 2080 657">234</td> </tr> <tr> <td data-bbox="1088 663 1435 737"><b>National Grid (electric)</b></td> <td data-bbox="1444 663 2080 737"><b>444</b></td> </tr> </tbody> </table>	<b>Utility</b>	<b>Total FPNs to 30th Sept 2023</b>	Virgin	27	Other	37	Wales & West Utilities	56	Thames	108	BT	110	City Fibre	119	STW	231	Gigaclear	234	<b>National Grid (electric)</b>	<b>444</b>
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<p><b>51. Questioner's name: Cllr Wendy Thomas</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>																				
<p>It is welcome news indeed that GCC's Bus Service Improvement Plan+ has received an additional £2.2 million for 2023/24, with an anticipated subsequent £2.2 million for 2024/25.</p> <p>As part of this funding, Cabinet approved on 20 September the expansion of the Robin Demand Responsive Transport service to three additional areas of the county, one of which is Stroud district. Residents in and near my area, some of whom live in villages that have been totally cut off from public transport, are desperate to learn if the Robin will be expanded to offer them some form of bus service.</p> <p>Could you outline the process of how these expanded routes will be selected and what evidence base will be used for any decisions on expanded routes?</p>	<p>The general geographic areas for the expansion of the Robin DRT service were proposed by Officers and approved by Cabinet in September.</p> <p>Within the specific three areas, work is currently underway to use the modelling function of the Padam routing software to understand the exact potential range of each area.</p> <p>The detail of this will be released to operators later in 2023 as we open the procurement process for bidding. The finalised information will be released to the public in the run-up to launch in 2024.</p>																				

<p><b>52. Questioner's name: Cllr Wendy Thomas</b></p>	<p><b>Respondent's name: Cllr Philip Robinson</b></p>
<p>Could you outline what community groups and parish councils will be consulted in deciding which areas will benefit from an expanded Robin service?</p>	<p>The original proposal for the expanded Robin service was developed by Officers using their knowledge of the bus network, the potential for sustainable expansion, and existing feedback from stakeholders.</p> <p>Work is now underway to define these general areas into clear zones of operation. The actual area will depend on a number of operational and logistical factors, but the overarching aim is to serve as many communities as possible in these areas.</p>
<p><b>53. Questioner's name: Cllr Roger Whyborn</b></p>	<p><b>Respondent's name: Cllr Dave Norman</b></p>
<p>Why has it taken over a year to complete the process for the application for a Speed Camera in Benhall, and when can residents expect to see it installed? Would you agree with the applicant that there has been a failure of governance?"</p>	<p>Every Speedwatch camera application is assessed by the police. They send a triage form to the applicant who must return it and agree to comply with data protection, financial and other terms and conditions.</p> <p>Officers from the council's road safety team understand that the police have followed this up with Benhall Residents Association on two occasions. We have asked the police to follow this up again.</p>