

**COUNTY COUNCIL – March 2025
PUBLIC QUESTIONS**

1. Questioner's name: David Smith	Respondent's name: Cllr Stephen Davies
When will the Berkeley Vale Robin bus area be extended to include Epney, Arlingham and neighbouring communities? Currently Berkeley Vale is the smallest geographical area in the county for Robin. As you know GCC announced on 4 February that the Newent area would be served by the Robin. The press release stated 'the last major rural area of the county without a Robin service is Newent and the surrounding area'. On 24 December last year Tom Main of GCC ITU emailed the Leader of Stroud District Council, councillors and myself (representing Cam and Dursley Transportation Group). Tom said he regretted that it was not possible currently to extend the Berkeley Vale Robin area to include the Arlingham area. There were funding issues but Tom said it would be a priority for GCC. The 4 February press release stated that the Newent extension would be funded by GCC. When will funding be made available for the 'Arlingham' extension?	The press release for the Newent area stated "last major gap" and I do believe that this is an accurate description. However, we are very aware that some rural areas still don't have a Robin service. These areas are not large enough to justify a brand-new Robin but are candidates to expand the area of existing services if the required vehicle resource can be funded. The area you mention (Arlingham and surrounding villages) is one of these areas, along with Stroud Valleys. Officers are treating these as the next priority for expansion once funding can be secured.
2. Questioner's name: Angie Boyes	Respondent's name: Cllr Stephen Davies

The temporary traffic lights on the busy A40 London Road at Hambrook House in Charlton Kings have now been in place for many months causing serious traffic congestion and pollution from vehicle emissions. I understand this is a complicated engineering challenge but given the importance of this major arterial road can I be assured that it is being given a high priority and have a timescale for the works to be programmed and completed please.	The project is a key priority for our teams and as you say impacts the A40 which is one of our key routes in the County. The project remains on track with final design drawings being signed off this week, further drainage investigations are programmed and our submission to the Environment Agency for the necessary consents is in place. Plans remain in place for construction to commence this summer. In the coming weeks we will continue working with the relevant stakeholders to finalise outstanding matters and will arrange for appropriate communication about the scheme
3. Questioner's name: Richard Lawler	Respondent's name: Cllr Stephen Davies
Gloucestershire County Council's Highways Asset Management Policy emphasizes effective asset management to improve our roads and support sustainable growth. Yet, in recent weeks, Christ Church Road has been marred by unsightly tarmac patches instead of like-for-like paving slab replacements. Why has this been allowed to happen, undermining the character of one of Cheltenham's key residential areas? Will the Council commit to rectifying this and ensuring future repairs maintain the town's heritage and visual appeal?	There is a wide range of slabs and paving materials used across Gloucestershire and in some instances it is therefore not always possible to immediately arrange a like for like replacement. This is currently being sought. In the meantime, the tarmac reinstatements in Christchurch Road are a temporary measure in order to ensure the area is made safe for pedestrians whilst the follow up work is arranged to replace the slabs.
4. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray

These questions relate to the Javelin Park incinerator contract and refer to answers given to public questions by Cllr Gray in the Meeting of 6th November 24, subsequent responses from GCC to FOI requests and a briefing provided to the Audit and Governance Committee by Officers concerning electricity benefit. (attached to cover email)

Questions Relating to the financial benefit of the wholesale electricity arrangements for GCC

The Council receives the benefit of an arrangement where it purchases all electricity produced from the Javelin Park incinerator, and this is sold on the wholesale market on the Councils behalf. It is also a significant user of electricity streetlighting, schools and other services which it purchases on the wholesale market.

Various statements have been made by Council leaders claiming a value for this benefit 'for frontline services' ranging between £15m and £24m however the net benefit to the Council appears from this arrangement appear to be much less than this.

Q1

In questions to the Nov Council meeting, I asked (qn 59) *"...Can the Council please provide the total cost of purchasing this electricity (from Javelin Park) ...".* Cllr Gray answered: *"GCC does not directly purchase electricity from the Gloucestershire Energy from Waste Facility for its own use. GCC sells electricity on the wholesale market."*

GCC has taken the price risk on selling the electricity from the Gloucestershire Energy from Waste Facility. We pay the operator to generate the electricity.

As set out in the residual waste contract, GCC pays FCC the guaranteed power price, which is defined in the contract as:

"guaranteed price per MWh of Electrical Output in the relevant Contract Year"

This appears to be incorrect. It is understood that electricity from Javelin Park is purchased under contract by GCC and sold to the wholesale market on its behalf by the contractor, FCC (was UBB).

The purchase cost of this electricity was 22/23: c£7.7m 23/24: c9.7m 24/25: c£9.3m

Can Cllr Gray please confirm?

5. Questioner's name: Tom Jarman

Respondent's name: Cllr David Gray

The Council is also a significant user of electricity which it purchases from West Mercia energy. This contract is aligned to the electricity from Javelin Park sold under contract to EDFE on behalf of the Council. This is effectively a prudent hedging arrangement which gives rise to a significant benefit to the Council.

The Council has contract to purchase wholesale electricity at high prices following the Ukraine war. However the Council is a net producer of electricity so the additional cost is more than offset by the net income from the contract with FCC.

In terms of purchases for GCC use, including schools, corporate and streetlighting I understand the following:

	22/23	23/24	24/25
Wholesale Contract purchase price / MWh	£61.15	£194.25	£231.80

These are the figures for the split between electric contracts for 22/23. Total figure is the top line.

Annual contract cost (from table below)	£9,834,999
Annual contract cost – Schools	£4,516,657
Annual contract cost - EfW	£5,318,342

Total cost of purchased for GCC use	£3.1m (est)	£9.8m	£13.3m	
Can the Council confirm these figures, in particular the figure for purchases in 22/23 which is estimated?				
6. Questioner's name: Tom Jarman				Respondent's name: Cllr David Gray
Following the jump in wholesale prices in 23/24 the Council received a significant net income from electricity generated by Javelin Park of £14m. Against this the Council saw an increase in the cost of electricity purchased. This rose steeply from a cost to the Council of £3.1m (est) in 22/23 to £9.8m in 23/24, so an increase in cost due to the rise in electricity prices of £6.7m If you subtract this increased cost of £6.7m from the additional income of £14m you get a net benefit to the Council of £7.3m Can the Council please confirm these figures, in particular the value for purchased electricity in 22/23?				GCC is a consumer of electricity. The consumption of electricity is unrelated to the Gloucestershire Energy from Waste Facility itself. Electricity consumption is managed within an existing separate budget and should therefore not be considered when calculating any net income from the electricity generated at the Facility. Please see response to question 5 for figures.
7. Questioner's name: Tom Jarman				Respondent's name: Cllr David Gray
Similarly the net benefit to the Council forecast for 24/25 can be calculated. Can the Council please confirm the values in the table below?				As set out in the response to Question 6, the electricity generated from the Gloucestershire Energy from Waste Facility and the electricity consumed by GCC corporately are two separate contracts

<table><tr><td></td><td>22/23</td><td>23/24</td><td>24/25 (forecast)</td></tr><tr><td>Wholesale price of JP electricity / MWh</td><td>£64.58</td><td>£169.27</td><td>£194.98</td></tr><tr><td>Net income from JP electricity</td><td>£0.8m</td><td>£14.0m</td><td>£15.6m</td></tr><tr><td>Total cost of electricity purchased for GCC use</td><td>£3.1m (est)</td><td>£9.8m</td><td>£13.3m</td></tr><tr><td>Net benefit of wholesale electricity buying / selling (compared to baseline 22/23)</td><td>£0 (baseline)</td><td>£7.3m</td><td>£5.4m</td></tr></table> Can the Council please confirm the net benefit figures above, that is a net benefit to the Council of £7.3m in 23/24 and £5.4m in 24/25?		22/23	23/24	24/25 (forecast)	Wholesale price of JP electricity / MWh	£64.58	£169.27	£194.98	Net income from JP electricity	£0.8m	£14.0m	£15.6m	Total cost of electricity purchased for GCC use	£3.1m (est)	£9.8m	£13.3m	Net benefit of wholesale electricity buying / selling (compared to baseline 22/23)	£0 (baseline)	£7.3m	£5.4m	and have their own budgets and should not be considered when calculating any net income from the electricity generated at the Energy from Waste Facility. When the business case for procuring a contract for the management of household residual waste was developed, offsetting the County’s own electricity consumption requirements via a residual waste solution was not considered.
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8. Questioner’s name: Tom Jarman	Respondent’s name: Cllr David Gray																				
Can the Council please confirm that these figures for net benefit – ie £7.3m in 23/24 and £5.4m in 24/25 - from the wholesale electricity arrangements the Council has will be used in future communications on the subject with the public?	As set out in the response to Question 6, the electricity generated from the Gloucestershire Energy from Waste Facility and the electricity consumed by GCC corporately are two separate contracts and have their own budgets and should not be considered when calculating any net income from the electricity generated at the Facility.																				

9. Questioner's name: Tom Jarman								Respondent's name: Cllr David Gray							
From answers previously provided by the Council I have calculated the net cost per tonne for waste incinerated at Javelin Park as follows. Can the Council please confirm and provide the missing data so a trend of costs can be drawn?								The tonnage figures, net cost and an average cost per tonne has been provided. The average cost per tonne includes income received by GCC from the sale of electricity, which is included in the residual waste contract budget.							
								The costs for 2017/18 and 18/19 are for the disposal of household residual waste in landfill.							
								There is an increase in the cost of managing household residual waste using the Gloucestershire Energy from Waste Facility, because GCC is now not only paying for a service as it was with the landfill disposal contract, it is now also paying for an asset (similar to a mortgage) that GCC will inherit at the end of the residual waste contract.							
								<i>Note: the table originally supplied was unreadable because of formatting issues, this has been replaced below by a table supplied separately to TJ on request and inserted below.</i>							

	17/18	18/19	19/20	20/21	21/22	22/23	23/24
Res Waste incinerated / Tonne s	127,570	127,965	?	?	?	127,898	127,965 (est)?
Cost of Waste treatment / £m	£14.6m	£15.0m	?	?	?	£21.8m	£22.3m
Cost per tonne	£114.76	£117.45	?	?	?	£170.50	£173.97

	Landfill (2017/18)	Landfill (2018/19)	19/20*	20/21	21/22	22/23	23/24#
Annual tonnage	127,570	127,965	56,163.00	131,666	130,299	127,898	132,115
Net cost of household residual waste management (electricity income included) (£m)	14.6	15	9.6	22.9	21	21.8	8.9
Average cost per tonne (£)	£114.45	£117.22	£169.59	£173.62	£161.54	£171.28	£67.30
		*Partial year payments due to Gloucestershire Energy from Waste Facility beginning to process household residual waste from mid financial year # For					

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10. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray
Can the Council confirm that these costs for waste treatment do not include the cost of capital / amortization of the £45m up front cost of the incinerator contract? (£38m capital contribution + £7.4m for purchase of the land)	GCC can confirm that the cost of the waste treatment does not include the costs of the £38m contribution paid upfront or the £7.4m purchase of land.
11. Questioner's name: Dr Johnathan Collins	Respondent's name: Cllr Dave Norman
Does GCC support a 'safe speed policy' review? i.e. appropriate speed limits for the road network hierarchy and appropriate mitigations for vulnerable road users Does GCC support a 20mph speed limit within 500m of any school along identified child walking routes? → These bring both health and economic benefits (Oxfordshire data): safer, ↓ the no. of car journeys, ↑ the no. of children walking/biking to school, ↑ school attainments, ↑ discourse among parents and children en route to school.	The Council supports speed limits that are appropriate to the road environment and to the needs of the local community; and as such safety is a key factor in this. This is in the Road Safety Policy agreed by Cabinet in December 2022. Implementation of our road safety policy is data-led. Analysis of collision data shows that in rural areas the highest proportion of fatalities and serious injuries occur on roads with a speed limit of 50mph or more. In urban areas these occur on roads with a 30mph limit. This means we must tailor our approach to the locality or our resources will not deliver the greatest safety benefit. I note the Oxfordshire details that you have quoted and the fact that they have chosen to follow a different approach.

	Our annual work programme includes a number of speed limit reduction schemes on rural A-roads such as A48 in Minsterworth and A46 Pitchcombe. In residential and built up areas we are delivering 20mph limits to reduce the severity and number of collisions and create better conditions for people to walk and cycle.
12. Questioner's name: Dr Johnathan Collins	Respondent's name: Cllr Dave Norman
Does GCC support the principle of 20mph in towns and villages where residential houses front onto main through roads, as well as in appropriate residential areas?	The County Council's Road Safety Policy agrees with the principle that it can be acceptable for some residential urban and rural streets and town and village centres to have speed restrictions of 20mph. The Council must take into account government guidance from the document Setting Local Speed Limits and ensure that all speed restrictions are in accordance with the local collision data, traffic and speed data, the highway infrastructure layout and other factors. Main through roads must have speeds appropriate to the location rather than a one size fits all approach, hence this may or may not mean 20mph limits are appropriate for such locations.
13. Questioner's name: Dr Johnathan Collins	Respondent's name: Cllr Dave Norman

Does GCC have automated speedwatch hardware to loan to Parish Councils? e.g. AutoSpeedWatch boxes. If not, could this be money well spent? After implementation of any reduced speed limits in the County, the machines can be used for automatic monitoring and linked to automatic fines which will surely come and which will improve the desperate finances within local government.	In the first two phases of the Community SpeedWatch project, the Council has funded and provided 44 AutoSpeedWatch cameras to parishes. There will be a third phase of the Community SpeedWatch project in the next financial year which will seek to build on this progress. Please be aware that Community Speedwatch cameras provide a deterrent and help to identify locations for mobile camera enforcement by the police. They are not enforcement devices. Income from fines issued by speed enforcement cameras goes to central, not local government.
14. Questioner's name: Dr Johnathan Collins	Respondent's name: Cllr Dave Norman
Does GCC support Vision Zero? (https://visionzeronetwork.org/about/what-is-vision-zero/)	The Council absolutely supports Vision Zero. It is the basis of our Road Safety strategy. It is our aspiration to achieve Vision Zero by 2050. Our vision for 2050 is • Zero, or as close as possible, road fatalities or life-changing injuries • Safe System is the norm • Walking and cycling is a safe and easy choice
15. Questioner's name: Stella Hobley	Respondent's name: Cllr Stephen Davies
I am assuming that a Lessons Learned report on the implementation of the Zone 15 parking permit scheme, which	The council acknowledges that there were lessons to learn from the implementation of the original Zone 15 parking scheme. You may

would be useful for future planned projects, will be published. When will that be?'	recall the initial review of the zone, and its operation, that we undertook, which has led to the changes that are currently being implemented. As part of this work, we have: - strengthened management capacity in our parking service to oversee larger projects; - increased technical skills within the parking service; - brought in independent parking consultants to provide constructive challenge to improve the design; - reviewed and improved how we engage local residents to capture local views; and - supported elected members with scrutinising the council's TRO processes. Together these changes also put us in a much stronger position to review parking schemes in future, ensuring that we hear views from the across the local community. We would like to thank the residents of Zone 15 for their continued patience while we implement the changes to the zone to ensure that the scheme works more effectively for the majority of residents.
16. Questioner's name: Chas Townley	Respondent's name: Cllr Stephen Davies
Coopers Edge is a large development of about 1900 homes and a population of around 4,500 on the edge of Gloucester, but located across the boundary of Stroud District Council and Tewkesbury	With regards to question 1, element A:

Borough Council within the parishes of Brockworth, Hucclecote and Upton St Leonards. In addition to be subject to an original outline planning permission granted on identical terms by Stroud District and Tewkesbury Borough it is subject to a Section 106 Agreement with the County Council. In terms of highway adoption of roads to serve the development two key elements do not appear to have been delivered: -

- A) "The Adjacent Roads" is a route through the Gloucester Business Park which the developers and the then owners of the business park covenanted in clause 7 of the agreement committed to "procure that the Adjacent Roads become highways maintainable at the public expense by 23 September 2009."
- B) The majority of the estate is not covered by Section 38 Highways adoption agreements and so far less than a third of roads have been adopted. This is a clear intention and requirement of the Section 106 Agreement, including under Clause 4 (21 days notice by County Council on the developers to enter into Section 38 Dedication Agreements) and Clauses 6 (covering phasing of development and requirement for developers to serve notice on the council before commencing development).

1. What steps are the County Council actively taking to ensure that all roads, cycleways and footways, within the Coopers Edge Development as well as the "Adjacent Roads" are adopted, in accordance with the Section 106 agreement?

- 2. Which local authority or authorities are responsible for enforcing this Section 106 agreement and what are the mechanisms available for residents to ensure that the agreement is complied with by both the County Council and the developers?

We are engaged with the Consortium and the Business Park Landowners, trying to resolve issues to enable us to adopt the roads. Issues with the underground utilities are proving difficult to resolve however we will not adopt roads which may transfer a financial liability or risk to the Highway Authority and therefore to the public purse. If this cannot be resolved the Consortium is aware a variation to the section 106 agreement will be required.

With regards to question 1, element B:

We continue to work with the developers to progress road adoptions. We can only adopt a road and/or footway which connects to Highway Maintained at Public Expense, therefore roads must be adopted in a sequential order. It is for the developer/landowner to ensure the roads and footways are suitable for adoption before we will adopt them.

2. Please see responses above. We continue to work collaboratively with all landowners and developers and have an officer in the Highways Development Management team who is focussed solely on moving older sites to adoption. As work is carried out at the developers' cost we have no direct control over their speed of adoptions.

3. The Highway Authority works proactively with developers to progress adoption of new highway as quickly as possible. It should be noted that we rely on the developer providing information in a timely manner and the timeline for adoption is largely controlled by the

3. What lessons has the Council learnt from the arrangements for highway adoption at Coopers Edge to ensure that more effective development management is delivered by the County Council in future?	developer. I can confirm the Highway Development Management Team is currently reviewing policies and processes to improve service provision.
17. Questioner's name: Michael Bloxham	Respondent's name: Cllr Stephen Davies
It is widely accepted that the concept and implementation of Zone 15 was deeply flawed and managed. From the initial report that was so full of fundamental errors including getting the towns name wrong on the front page to carrying out a traffic survey during a national lockdown! The implementation was also a disaster with Mark Hawthorne apologising to the residents of Cheltenham for it. The current ongoing remedial works shows how badly designed and how poorly implemented the original work was. Current figures suggest that the cost of this project will be approaching a Million pounds of public money. My questions are. 1) Why wasn't the project paused and reviewed once the initial report was shown not to be fit for purpose?	I don't necessarily agree with your personal view regarding the concept and implementation of Zone 15, however as explained in my response to question 15 we have made significant changes to improve the management and implementation of large parking schemes since the initial implementation of Zone 15 in 2023.

18. Questioner's name: Michael Bloxham	Respondent's name: Cllr Stephen Davies
Who will take responsibility for this huge waste of public money ?	Similar to my response to your Q17, I don't necessarily agree with your personal view regarding cost and benefit of the scheme. And I do note that you have given your personal view on these to Full Council previously. As explained in previous responses to Q15 we have made several changes to learn from this. Based on the feedback we have had it is clear that the revised parking scheme has been developed with more local input and has had a better reception from the community.
19. Questioner's name: Michael Bloxham	Respondent's name: Cllr Stephen Davies
What steps are GCC taking to ensure that lessons are learnt from this project and are not repeated?"	See response to Q15
20. Questioner's name: Ian Weaving	Respondent's name: Cllr Stephen Davies
With some many flaws in zone15, was it actually enforceable? with the wording being incorrect on the signs and the poles and signage being in the wrong places surly Gloucestershire County Council should refund residents and visitors that received fines due to the flawed design.	You will be aware of our previous steps in advertising the Z15 restrictions and in notifying and warning users when the zone initially commenced.

Many visitors had no idea they had entered into a Permit area. By correcting the errors as part of the review, it highlights the fact the scheme was not fit for purpose and a lot of people been issued tickets when the scheme was not compliant.

Surely the right thing to do would be to issue refunds to those affected.

Some of my neighbour's friends received fines and had no idea they had parked incorrectly.

Penalty Charge Notices (PCNs) that have been issued in the parking zone since, have been done so lawfully, in the opinion of the council.

All council parking services operate under national regulations which include provisions for motorists receiving a PCN to appeal the decision and seek an independent review. This is the appropriate redress if individuals feel they have been incorrectly or unlawfully ticketed.

COUNTY COUNCIL – March 2025
MEMBER QUESTIONS

1. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Stephen Davies
At the budget meeting, we heard Conservative after Conservative push blame from their highways management onto the residents of Gloucestershire for not using fix my street enough. Will the leader apologise for this and accept the terrible state of our roads and pavements are the responsibility of the council, and not Gloucestershire residents.	We recently resurfaced our 100th mile of carriageway in the County and will complete over 130 resurfacing schemes this financial year. We also continue to invest around £10m extra into our resurfacing programmes than we get in finite budget from Central Government. We have find and fix gangs operating throughout the year and are recommencing specialist equipment such as Roadmender and Spray injection Patching machines as the weather improves in April. Hence I'm sure you are aware that the Council's approach to managing its considerable highway network goes much further than simply the repairs we carry out using FIX my Street. That said I'm pleased that we have introduced Fix My Street, and we know that it is a very user-friendly way for the public to report issues. Hence we would encourage the public and councillors to continue to use Fix My Street wherever possible as this enables our own GCC teams to work in the most efficient way possible.
2. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Stephen Davies
Does the highways contractor communicate what materials they are using for pothole repairs with the council?	We work closely with our Contractor on the type of material used for pothole repairs and over the year have trialled different types to ensure that we can make use of the best options available to us and that we are using the most appropriate solutions for Gloucestershire. The teams will continue to trial alternatives and of course will continue to work with our

	supply chain to improve and evolve techniques and materials that we are using.
3. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Stephen Davies
Why are so many pothole repairs being washed out so quickly?	We are regularly monitoring and auditing defect repairs to deal with any issues that are identified. Clearly cold and the very wet conditions that we've seen this winter have an impact as well. We are aware of areas of running water where defect repairs are deteriorating more quickly than we would like and in these instances we also seek to look at drainage or standing water issues as well and do work with all parties including landowners to deal with these drainage issues. Please use Fix My Street to report any potholes or failing repairs so we can take appropriate action.
4. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Stephen Davies
How many potholes have been repaired more than once in Gloucestershire during the current financial year?	We do not hold this information but where audits or reports identify quality issues with repairs, these are investigated and where necessary redone at the Contractor's expense. We do know that this current period is the most challenging for our repair teams, as a full winter has impacted the network and yet weather conditions remain less favourable for bringing in other repair machines that we've previously trialled and used. We also know from our discussions with other authorities and our team's knowledge of the industry that this challenge is not unique to Gloucestershire.
5. Questioner's name: Cllr Lisa Spivey	Respondent's name: Cllr Stephen Davies

Referring to the answer to question 13 at the last full council, how much does the “add on” of clearing of vegetation from signs cost the council, and how often in the past year has the Council taken up that option across the county?	Based on our discussion at last Full Council, it does appear that there has been some misinterpretation of the information that we provided and of our approach. The requirement for this type of work to be undertaken is a key requirement within the contract. The way this is ordered is via our team of Safety Inspectors who will identify obscured signs and if they are unable to take immediate action can raise it as safety defect or raise it with the local teams for attention depending on the impact. In addition, the contract also allows us to order spot treatments or a programme of works for a given area. It is usually far more cost effective for the Council to order a package of works for sign clearance/cleaning because of the traffic management costs which would be required in addition to the sign cleaning rate If you have any areas of concern, then please speak to your LHM to see if the Community Maintenance Gang can visit to resolve the issue.
6. Questioner’s name: Cllr Paul Baker	Respondent’s name: Cllr Stephen Davies
How many fines have been levied as a result of street furniture being left behind by contractors in 2024? And what was the total amount of those fines?	The street works team take appropriate action on identification and notification of all signage left on site following completion of works. Fines for signage left on site fall under the ‘overrunning works’ charges. These charges are under section 74 of the New Roads and Street Works

	Act and include physical overrunning works on site. It is therefore not possible to differentiate from our records between fines for signage left on site and fines for over running works. The level of fines are prescribed within the legislation and therefore cannot be set by GCC. Our records show that fines for all section 74 charges totalled £350,000 for the calendar year of 2024. This relates to utility works only. We've recently enhanced GCC's functionality within Fix My Street to allow these types of issues to be easily reported to us through FIX My Street. Our One Network https://www.gloucestershire.gov.uk/roads/roadworks/ site indicates roadwork durations so where the public, members or Parishes are aware that sites have overrun or not been cleared when they should, then a report with a phot attached uploaded to Fix My Street will help our teams to hold utilities to account.
7. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Stephen Davies
How many of these fines issued in 2024 have been paid? And how many times has street furniture been picked up late and no fine issued?	All fines are issued in accordance with the current legislation governing street works charges and are agreed prior to invoicing. Any outstanding invoices are pursued via our debt recovery processes. If a site has been identified with signage left on site after completion of works the street works team will take the appropriate action with the utility company responsible in accordance with national regulations.

	We've recently enhanced GCC's functionality within Fix My Street to allow these types of issues to be easily reported to us through FIX My Street. Our One Network https://www.gloucestershire.gov.uk/roads/roadworks/ site indicates roadwork durations so where the public, members or Parishes are aware that sites have overrun or not been cleared when they should, then a report with a phot attached uploaded to Fix My Street will help our teams to hold utilities to account.
8. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Stephen Davies
Precisely what work has been done on installing red light cameras? What do they cost for a junction like London Road/College Road/Hewlett Road, what would the likely revenue from fines generate and to whom, how many casualties have there been at traffic light junctions in the last 12 months attributable to red light jumping?	Road Safety is a key priority for the council. In responses given to you previously we have explained how the council is taking a data-led approach to casualty reduction. It is good news that there have not been any casualties on London Road/College Road/Hewlett Road, this therefore makes it difficult to justify the costs of installing a red-light camera. Unfortunately, we do know that there have been many more collisions resulting in fatalities and serious injuries particularly on high speed rural roads. This is why we are focusing on installing ANPR average speed cameras on high-speed rural roads. Should we identify a significant problem with red light running at any junctions during our annual review of collision hot spots then resources would be allocated for a feasibility study to consider the benefits these might bring. Doing this work now would be premature, taking money and officers away from important work on casualty reduction.

9. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Stephen Davies
The time taken to paint new yellow lines from TRO's is completely unacceptable and Councillors cannot it seems chase them up or get a timescale for the work to be done. I have been waiting for 6 months for 5 TRO's to be painted and over two years for repainting in Naunton Lane. Despite this the Ringway contract was renewed. What is being done to speed up this process and to make the contractor more accountable? Are there any penalties in place	The Council and contractors work together to ensure that all schemes are delivered to programme. We are issuing monthly updates to members who have TRO's in their patch so I would hope that you are being kept informed. We also do manage expectations around our ability to mark yellow lines during the winter months when the road surfaces are wet and can be salted/gritted. However, GCC officers will discuss the programme with Ringway and will be happy to provide you with an update for any scheme that you want to specifically raise with your Local Highway Manager that may be delayed.
10. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Stephen Davies
Some months ago a street tree was removed in Argyle Road due to the extreme damage being caused to the pavement. The tree stump remains, the pavement remains dangerous and the area is surrounded by ugly barriers. When will the stump be removed and the pavement made good? What timescale would our contract with Ringway require for such works?	The local team have reported that there are concerns about utility apparatus in this area with an inspection chamber located within the roots of the remaining stump. The team are working with all parties to resolve this but as you might imagine this is not straightforward as damage to the apparatus will impact residents and would result in liabilities for ourselves or the contractors. Hence, we do not have a definite timescale at present. However, your LHM will keep you informed of progress. The barrier is in place to protect the public.
11. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Lynden Stowe

On the 5th of October tall wooden hoardings were erected in front of the main reception at Shire Hall. There are signs saying 'essential works in progress'. Other than some cleaning, repointing and repairs to the display cabinets, which didn't need such hoardings, what has the county council discovered that would require these hoardings to be in place for months on end?	Decontamination of the entire area has been completed following the defecation and urination issues on the front steps, this related to ongoing anti-social behaviour some of which was directed at Shire Hall reception staff and other members of the public. The replacement of the glass display cabinets was also completed along with the removal of the glass caused by this vandalism. It was felt appropriate at the time to erect the hoardings to maintain the safety of the public and members of staff. As we were due to undertake works to rewire defective lighting in the area and carry out stonework repairs, we took the opportunity to inspect the underside of the portico which has revealed the presence of asbestos. This remains encapsulated and totally safe but will need to be removed prior to carrying out works to replace this ceiling and services in the void above it. Statutory notifications have been made to the Health and Safety Executive prior to undertaking the works which we now expect to commence mid-March. We also intend to carry out stonework repairs, installation of an external water supply (to aid future cleaning works), an external power supply and upgrades to the lighting. As an important heritage asset (grade 2 listed) we will ensure that all works are discussed and agreed with the City Council Conservation Officer prior to completing any further work.
12. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Carole Allaway Martin

Are all domiciliary care workers operating in the county, who prepare food for vulnerable adults, qualified to level 2 food safety and hygiene?	All domiciliary care providers operating in the county are required to ensure that their staff complete Food Hygiene and Basic Food Preparation training at least every three years and also assess the competency of their staff at least annually as part of the Gloucestershire Health and Social Care Frameworks. Food hygiene standards are further monitored through our Quality Assurance Framework which is currently being rolled out. Additionally, all new care workers must complete the Care Certificate, which includes Standard 8 (Fluids and Nutrition), covering key aspects of food safety.
13. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Stephen Davies
On the 27th of January I received an email from a Highway Tree Officer listing several locations across the city of Gloucester that would have new replacement trees planted during the current planting season. In mid-February my city council ward colleague received an email saying the tree planting would not now happen, because of the shortage of funds. Since then, I have had to lobby officers to get them to honour this list, certainly in my division, and complete the promised planting. Why can't your administration plan and fund highway tree planting correctly and professionally?	We are happy to confirm the tree in question will be replanted before the end of March and appreciate there has been a few issues with communications on this matter, for which the team have apologies. I know that you discussed this recently with the team and they have assured you that they are working with colleagues to improve future communication.

14. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Stephen Davies
Motorists are using the pedestrianised gate streets in Gloucester as a through route after 5pm and late into the evening. This is contravention to the TRO. It's a hazard to pedestrians. Is the county council committed to working with Gloucester City Council to come up with a solution to ensure that this contravention of the traffic regulation order is properly enforced. Will the cabinet member commit officer time and resources to resolve this matter swiftly?	The gate streets in Gloucester have a full prohibition of driving between the hours of 10am and 5pm. This includes a loading ban at these times, to keep the streets clear for pedestrians. However, outside of these hours vehicles can access the gate streets to load and unload. The prohibition of driving is a moving traffic offence which is enforced by the Police. We continue to work hard with the Police on enforcement issues and on any issues to keep the Gate Streets safe for pedestrians. After 5pm enforcement is a more challenging for the police as the exemption for loading (which is rightly required for businesses) makes it difficult for the Police to assess whether a vehicle has legitimately accessed to load or is simply driving through. The Parking Manager has been working with Gloucester City Council and Cllr Hilton to see if the environment around the gate streets can be improved by reducing the impact of delivery vehicles. Officers are continuing to work with Gloucester City Council to enable dialogue with local business on how best to reduce the volume and impact of delivery vehicles. Should a solution be agreed a new Traffic Regulation Order would be required and enforcement could at that stage involve automatic number plate recognition cameras.
15. Questioner's name: Cllr Jeremy Hilton	Respondent's name: Cllr Stephen Davies

How much is this council paying PwC for consultancy work in relation to the impact that the English Devolution White Paper might have on the county of Gloucestershire?	PWC are experienced consultants in Local Government Reorganisation having worked on previous submissions which have then been submitted to MHCLG making them well placed to support local authorities. The cost of the options appraisal and strategic business case production is £65k. The brief has been provided to District Councils and County Council Group Leaders.
16. Questioner's name: Cllr Colin Hay	Respondent's name: Cllr Stephen Davies
It has come to my attention that in Cheltenham a number street markings, such as parking restrictions, specific parking bays and yellow box markings on junctions, are unenforceable because of inadequate TRO's or non existing TRO's. So can the cabinet member tell be just how many of these does GCC know about in the county as a whole and what plans are in place to sort these instances out?	We are aware of some locations where the signs, lines and TRO's aren't entirely aligned. TRO's by their nature are complex legal definitions which denote complex and very precise on-street restrictions that often date back a considerable number of years. We work closely with our parking enforcement contractor to identify local anomalies and each year the parking team commissions lines and sign maintenance and reviews of TROs to manage these risks. As you might imagine, it is also not unusual for local authorities to experience issues with parking signs that go missing and lines that wear or fade over time.
17. Questioner's name: Cllr Colin Hay	Respondent's name: Cllr Stephen Davies
Street furniture at the time of writing this question had been left at Tamar road surround a tree stump for over a year. How much would the company that left this street furniture be fined?	We are aware of this tree stump and apologise for the length of time this is taking to resolve. We are currently working with our contractors to have it removed but as there is utility apparatus located nearby this is more complicated. The barriers will stay in place to protect the public until the stump is removed.

18. Questioner's name: Cllr Paul Hodgkinson	Respondent's name: Cllr Stephen Davies
At the last meeting, the cabinet member admitted they have no idea how many temporary road signs are scattered across our county. Can the cabinet member consider making a regular stock check part of the highways contract to ensure our highways contractor can be held accountable for any street furniture left lying around our county?	Based on our discussion at last Full Council it is clear that there is some misunderstanding of the process and the issue. 80% of roadworks out on the network are not Gloucestershire Highways and of the 20% that are, the majority of these are larger schemes supported by our supply chain, and typically by traffic management companies within that supply chain. Hence a simple stock check of our own depot stocks is misunderstanding the scale and complexity of the works that our teams manage across our network on a day by day basis. Where our teams do leave traffic management signs/cones etc out on the network for any reason we follow our 'further works required' process. This logs an enquiry back to the relevant team to resolve the issue. Sites are then added to the site check log and checked at regular intervals, with frequency based on risk. We will audit this process to ensure it is still operating as designed. We understand how frustrating any left signs can be which is why a general sweep of the network has been actioned to collect our own barriers, cones and signs that are no longer required and to identify those of 3rd parties. As I responded to your colleague who raised the same issue in Q6 and Q7, we've recently enhanced GCC's functionality within Fix My Street to allow these types of issues to be easily reported to us through FIX My Street. Our One Network https://www.gloucestershire.gov.uk/roads/roadworks/

	site indicates roadwork durations so where the public, members or Parishes are aware that sites have overrun or not been cleared when they should, then a report with a phot attached uploaded to Fix My Street will help our teams to hold utilities to account.
19. Questioner's name: Cllr Paul Hodgkinson	Respondent's name: Cllr David Gray
Does the Council do any spot checking of the 400,000 trees it has planted to work out if they are still alive? Roughly what percentage of trees planted by the council are still alive 1 year after being planted?	Survival rates are determined by factors such as climate/rainfall/flooding/pests and maintenance. Checks to assure success rates for trees planted are undertaken in several ways: •GCC Spot checks – visit sites to see how trees are doing and assess the survival rates. •Contracted Maintenance – our contractors carry out maintenance periodically so will evidence as they go. Also ensure ties, stakes and mulch are all correct as well. •Landowner responsibility – on private land we request photographic evidence is provided and a 'health check' undertaken by the landowner. Through these checks we can determine a general success/failure rate for all trees planted.
20. Questioner's name: Cllr Ben Evans	Respondent's name: Cllr Mark Hawthorne
How many FTE staff have been working on the build back better scheme?	Since the grant scheme's inception, 1 FTE Commissioning Support Officer has worked on scheme administration, including the processing of applications. A Public Health Manager has provided operational

	management (equating to a minimum of 0.1 FTE of their time per week). Strategic oversight has been provided as and when required from the relevant Head of Service for this portfolio area.
21. Questioner's name: Cllr Ben Evans	Respondent's name: Cllr Stephan Fifield
How much of the council's apprenticeship levy was not used in the financial year 23/24	GCC was required to pay £1,374,651 into the national apprenticeship levy during 2023/24. This covers GCC, GFRS and our maintained schools (Controlled and Aided schools). During that period, we invested £835,699 of apprenticeship levy funds supporting our staff undertaking apprenticeships programmes from level 2 up to level 7. These include Apprenticeship Standards such as: <i>Assistant Accountant, Solicitor, Social Worker, Business Administrator, Teacher, Trading Standards Professional, Operational Firefighter, Early Years Educator, Teaching Assistant, Property Maintenance Operative, Employability Practitioner, Adult Care Worker, Chartered Manager, Senior Leader, Lead Adult Care Worker, School Business Manager, Civil Engineering Technician, Civil Engineering Senior Technician, School Business Professional and many others.</i> Also, during this period GCC supported other Gloucestershire-based employers by transferring some of our funds, so that they could use this to fund apprenticeship standards for their staff. The value of the funding transferred in 2023-24 totalled £194,466. During this time, we were able to transfer up to 25% of our unused funds to support other employers. Apprenticeship Levy funds that expired in 2023/24 (Funds expire after two years in the account if they are not spent against Levy contribution) totalled

	£142,042. This was mainly down to the period during the pandemic in 2020/21 when we were spending less on apprenticeship training, therefore funds expired in 2023/24 fiscal year.
22. Questioner's name: Cllr Ben Evans	Respondent's name: Cllr Stephen Davies
On Tuesday 25th February, the following comment appeared on fix my street on Birdlip hill. "This area is riddled with potholes. It has been repaired multiply times but they keep coming back. Last time, temporary traffic lights were up, the road was patched up, but the rain just washes it away. Please can this road be replaced properly, rather than a quick fix job that only lasts a few weeks before the problem reoccurs again." Once again, why has the council renewed its highways contract with an organisation that is clearing ripping off the people of Gloucestershire?	We are currently experiencing large volumes of water on Birdlip Hill and this is having an impact on road condition. We are monitoring closely and taking appropriate action to keep this safe. We need to address the drainage issues before a more permeant road resurfacing scheme can be completed. We also know that this section is seeing significantly greater use due to the works on the Missing Link. It is great news that we recently resurfaced our 100th mile of carriageway in the County and will complete over 130 resurfacing schemes this financial year. We also continue to invest around £10m extra into our resurfacing programmes than we get in finite budget from Central Government. We will of course continue to monitor the situation on Birdlip Hill and will consider whether wider resurfacing is required.
23. Questioner's name: Cllr Suzanne Williams	Respondent's name: Cllr Stephen Davies
A lot of the work done recently by utility companies has left some very uneven footpaths. Can we have a repeat of the footpath specific works that we had a few years ago?	Any concerns with the workmanship of the Utility companies should be raised with our Street Works Team so they can ensure they are reinstating in line with requirements.

	With regard to any wider improvements, I know you have previously committed some of your Highway Local funding to footway schemes and your LHM would be happy to discuss future options with you.
24. Questioner's name: Cllr Suzanne Williams	Respondent's name: Cllr Paul McLain
Given that there is always a need for more foster carers in Gloucestershire. Would the council consider giving council tax discounts to new carers to encourage them to take on the role?"	Thank you for this question in support of foster carers. The council is currently considering the support it provides to foster carers, including the possibility of improved financial incentives such as council tax relief.
25. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Stephen Davies
Could the Cabinet Member please confirm whether a post-implementation review of the Cheltenham Parking Zones Z12, Z13, and Z14 is scheduled, and confirm where such a post-implementation review is, or would be, in the council's current priorities for reviewing permit parking zones?	There are currently no plans to review the Cheltenham parking zones 12, 13 and 14. Any review would need to have budget identified and be prioritised against any programme of work scheduled in future years or specifically funded in the MTFS.
26. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Stephen Davies
Could the Cabinet Member please advise whether the council have any current intentions to work with the taxi trade and Borough Council's licensing team in Cheltenham to perform a review of taxi rank provision, to ensure provision is sufficient in quantum,	There are currently no plans to review taxi rank provision in Cheltenham. We are always happy to work with local districts and the taxi trade to discuss provision of ranks, and capacity, however, any new scheme would require funding identified and prioritising against existing proposed schemes. Alternatively, we would of course welcome any funding from District Council's in this regard.

correctly located, and meets the needs of both the trade and their customers?	
27. Questioner's name: Cllr David Willingham	Respondent's name: Cllr David Gray
How much Co2 does the county's waste incinerator produce every year?	The amount of CO2 produced by the Gloucestershire Energy from Waste Facility will vary each year, as it is dependent on the composition of waste that is processed at the facility. There is a requirement for the Facility to report its estimated CO2 levels to the Environment Agency annually, this information is available on request from the Environment Agency.
28. Questioner's name: Cllr David Willingham	Respondent's name: Cllr David Gray
Has any work been done on evaluation the potential impact of the Governments planned carbon tax?	Work is ongoing on the potential impact of the Emissions Trading Scheme. Government are yet to announce important details about how the scheme will operate, it is currently not possible to predict with any accuracy what the financial impact will be.
29. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Stephen Davies
It is great that the Arle Court transport hub (ACTH) is opened, and that long distance coaches are running to/from Birmingham and Bristol Airport and beyond. However, no local bus services serve ACTH in the evenings or on Sundays, which means passengers must negotiate a difficult route to/from the bus stops on the A40, including an underpass sometimes. This is unsatisfactory especially for women and	You may be aware that this issue was covered with questions put to Cabinet on 5 th March, and I'd certainly join you in celebrating the fantastic achievement of securing those long distance services into Arle Court Transport Hub. They provide excellent connectivity to bus services during operational hours and the additional benefit of connectivity for drivers, taxi passengers or those that can be dropped off at the Hub at more unsociable hours.

vulnerable adults. Why weren't local bus operators brought into this conversation much earlier, and when will local bus services be brought into ACTH during evenings and weekends?	The major passenger movements at Arle Court are at peak commuting times and throughout the day as people visit Cheltenham. There is not enough use outside of these times to support extension to the 100 or 99 bus services, particularly as the commercial Stagecoach 94 stops just outside Arle Court on the A40. Operators have been involved in the conversation about Arle Court since the first inception meeting.
30. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Stephen Davies
The Arle Court transport hub (ACTH) and the rail station are both important transport nodes. When should we expect a) a bus service from one to the other which doesn't involve long walks to/from the A40, and b) taxis to be able to access ACTH, as in opening up the taxi rank at ACTH.	With regards to diversions of services to call at Cheltenham Spa station. Service 94 is a commercial service operated by Stagecoach so this would be matter for them. We have no plans to re-route the supported 100 service as the diversion would greatly inconvenience the majority of existing customers. The council has also heavily invested in extensive bus lanes along the A40 which the current 100 route makes good use of. GCC is planning to introduce a much-improved accessible pedestrian/cycling route between the A40 and Cheltenham Spa Station utilising the former Honeybourne Line. Service 100 will connect with this link. The taxi rank and a pick up/drop off area opened on Monday 3 March.
31. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Stephen Davies
In the last full Council meeting, the cabinet member had some difficulty telling us the average cost of repairing a pothole, so let's try a different question: It was stated that some 52,000 safety-critical defects were repaired in	It does appear that there is some ongoing misunderstanding of the budgets and what they cover.

2023/24, and a further 28,000 potholes were repaired which were described as not yet meeting the safety defect criteria. What was the total cost of repairing these defects?

The routine maintenance budget in 23/24 was £6.65m. This budget covers the repair of all safety defects this includes potholes, gullies, edge deterioration, kerb repairs, grass strimming, verges/trees, signs etc. In addition, the wide variety of safety defects which are reported to the council each require different response times, travel distances, traffic management, plant, equipment and resources.

The budget also includes 2 and 24hr call out responses and periods of emergency response due for example to adverse weather throughout the year.

In addition our find and fix gangs tackle safety and non-safety defects on a proactive basis – again these defects are not always just potholes. These locations are targeted where there are identified clusters, as well as tending to be on lower classification roads with minimal traffic management costs and minimised travel. This enables a more efficient delivery and the 23/24 budget was £1.06m.

Clearly a 2hr ‘defect’ which is a high priority pothole on a busy A road roundabout, with its associated road closures and traffic management is a very different task than a defect that might be a sign cleared of vegetation by a find a fix gang repairing potholes on a small lane. Hence the inappropriateness of simply adding both costs and dividing by 2.

If the genuine aim is to understand our operations and our resourcing in more detail then I’m happy for officers to meet with you and discuss this.

32. Questioner’s name: Cllr Roger Whyborn

Respondent’s name: Cllr Stephen Davies

Has it been council policy for the past twenty years to not ask bus providers how many services they have been providing Gloucestershire residents?	GCC does not have a policy to simply count commercial bus services. This is not the way the health of the bus network would be measured as it misses huge pieces of context, such as passenger trips made, frequency, route length etc. All of our work through our BSIP and operator forums is to ensure that close collaboration continues to exist and that we continue to work to deliver of joint aims of improving services for the public.
33. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Stephen Davies
How can the council work out if bus services are improving or not, if it does not know how many services it used to provide during its 20 years in administration?	GCC has several KPIs/metrics to use as a guide to the health of the bus network, including total number of passenger trips, numbers of concessionary trips and accessibility. Counting the number of services doesn't tell you how many people use them and whether they are effective in improving accessibility.
34. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Stephen Davies
In his written answer to member question 25 at Council in February 2025, in respect of pluvial flooding on Bedford Avenue near its junction with Buckingham Avenue, the Leader advised <i>"... it was found that a bottle was stuck in the drainage system. This has been removed and the system has been shown to be working."</i> Several hours after rainy weather stopped, on both 24th February and 26th February, the drain on the side of the road adjacent to the KGV park was still blocked,	We understand you have had a meeting with your LHM to discuss this issue and a further issue has been identified. New works for the Community Maintenance gang are planned to address this additional area of concern. Your LHM will keep you informed of progress.

leading to standing water in the road. Does the Leader share my concerns that councillors are being advised in writing that highways drainage defects have been resolved when they clearly haven't been, there are increasing costs for repeat visits when the contractor should achieve a "first time fix", and could he ask highways to take another look at this issue?	
35. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Stephen Davies
Currently Rowanfield Road is in a terrible state of disrepair, but due to the proposed redevelopment of Lansdown North as housing, resurfacing it at this moment in time would not seem like the best use of public money, as the newly resurfaced road is likely to be dug up of the various utilities to facilitate connections to the proposed housing development. In the interim, could the Cabinet Member for Highways ensure the road is prioritised for "find and fix" and can I seek an assurance it will be prioritised for resurfacing once the Lansdown North development is completed, or once planning permission has lapsed?	The local team are aware of the issue and are monitoring the road. This may be an area for you to discuss with your LHM as a Find and Fix site as you suggest and I will ask that they contact you about this. The potential resurfacing for this site will be reviewed once the development is completed in line with Structural Maintenance strategy at that time.
36. Questioner's name: Cllr Roger Whyborn	Respondent's name: Cllr Philip Robinson
When will the Council introduce the much promised county-wide bus map showing all	The funding allocated in the BSIP 25/26 proposal is to procure a supplier to develop a network map and to launch it in 2025/26. Until we go through the

operators' routes, together with other key transport locations and hubs such as rails stations?	procurement we cannot give an expected launch date, but I will ask that officers keep you up to date on progress.
37. Questioner's name: Cllr Rebecca Halifax	Respondent's name: Cllr Stephen Davies
In November 2022 this council heard personal stories of abuse and survival from members across the chamber and supported a motion to make Gloucestershire a White Ribbon county, giving the motion unanimous approval. Since then, positive changes have been implemented across the county as part of the White Ribbon campaign. In light of that, as a council proudly supporting the White Ribbon campaign to prevent violence against women and girls, and seeking to support the rights of women and girls fleeing all kinds of abuse including sexual assault, could the Leader confirm whether President Trump would be welcomed to Gloucestershire should his proposed visit to the UK include meeting the King at his Highgrove estate?"	We welcome any visitors to wonderful County; however, any international state visits are a matter for HM Government, not Gloucestershire County Council.
38. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Stephen Davies
Could the Cabinet Member please provide a copy of the Equality Impact Assessment for the Highways Development Management response to Cheltenham planning application 25/00089/PRIOR (4 Pittville Street) and specifically advise how the needs of the	When assessing and providing our response to planning application 25/00089/PRIOR, a specific Equality Impact Assessment was not undertaken or required. As a Cheltenham Borough Council member you may be better placed raising the need for planning related Equality Impact Assessments with Cheltenham as the Local Planning Authority.

disabled were assessed when responding to the outline construction management plan for this planning application, and how the council intends to protect the interests of blue badge holders if this planning application is given permission?	We have reviewed the application in line with the National Planning Policy Framework (NPPF). However, we were aware of the issues being raised by Councillor Willingham on behalf of blue badge holders and stated we would recommend to the Local Planning Authority a condition requiring the submission of a Construction Traffic Management plan (CTMP). The CTMP would need to be agreed by the Network and Traffic Management Team who would issue the necessary licences to utilise the highway for any work on the construction of the development.
39. Questioner's name: Cllr David Willingham	Respondent's name: Cllr Stephen Davies
Could the Cabinet Member please provide the many blue badge users who use the bays in Pittville Street, Cheltenham with an assurance this council will not allow the developer associated with planning application 25/00089/PRIOR to install a construction "Pit Lane" over the blue badge bays Pittville Street, or if this is unavoidable, the same quantum of blue badge spaces will be made available, on a temporary basis, in <u>extremely</u> close proximity to those closed?	Demand for kerb space in the central streets of Cheltenham is extremely high. Space is required for taxis, blue badge motorists, bus users and for the loading and unloading of goods. As explained in the response to the previous question we will require the developer to identify suitable options. Similarly, as a Cheltenham Borough Council member you may be better placed raising this with Cheltenham as the Local Planning Authority.
40. Questioner's name: Cllr John Bloxsom	Respondent's name: Cllr Stephen Davies
Will the County Council consider with a fresh mind the material submitted to it regarding the unclassified of road on Rodborough Common, located between two former Turnpike Roads on	The County Council has recently received additional information with regard to the status of the currently unrecorded highway mentioned, and officers will be giving it due consideration.

Rodborough Common (Butterrow Hill (USRN: 38500577) and Bear Hill to the Butts USRN: 38502833), which supports a claim that the route was a highway at the time of the passing of the Highways Act 1835 and has not been lawfully stopped up at any time since, and evidences that as a result the County Council, as the current highway authority has a statutory duty to maintain it in accordance with its duties in the Highways Act 1980?	As you might imagine ordinarily we would not expect to take maintenance responsibility and therefore risk and liability from a 3rd party. This only serves to put additional pressure onto the public purse. I will ask that the Local Highway Manager keeps you up to date on our considerations.
41. Questioner's name: Cllr John Bloxsom	Respondent's name: Cllr Stephen Davies
Will the County Council install markings to keep the road opposite the bus stop at the top of Kitesnest Lane, Rodborough free from obstruction as buses are being prevented from using the stop known as Lightpill, after Bowl Hill? Parking is preventing use of the bus stop resulting in parents and children from Gastrells Primary School being unable to reach the Cotswold Green No.8 before its 15:25 departure, some of whom then have a long and arduous walk at the end of the school day.	Access to sustainable transport is a priority for the county council. GCC Officers will review the site and confirm the way forward to ensure that the bus services can be used by the public. I will ask that the Local Highway Manager keeps you up to date on our considerations.
42. Questioner's name: Cllr John Bloxsom	Respondent's name: Cllr Stephen Davies
Why was Cainscross Road closed for 2.5 hours on 28 February 2025 for the stated purpose of replacing a central bollard when in fact no such	The resource planned for this work was unfortunately redirected to deal with an emergency response. This does happen from time to time and is

work took place? What was the cost of this abortive closure to the County Council and when will this replacement of this bollard, missing for over a year, be done?	the nature of prioritising critical issues to keep the network safe – there has been no cost to GCC for this TM installation. We will review the systems and processes to ensure any unnecessary closures are lifted as soon as we are aware that the works are unable to take place. The team are working with our Street Works Team to organise an alternative date to undertake this work. I will ask that the Local Highway Manager keeps you informed.
43. Questioner's name: Cllr John Bloxsom	Respondent's name: Cllr Stephen Davies
When was no information posted on bus stops between Cainscross roundabout and Horsethrough roundabout when there was a road closure for resurfacing and consequently services were suspended from 11 - 25 February? This left passengers standing at what were out of use bus stops with no information (nor was this notified online by Stagecoach)?	Stagecoach receives every road closure in the county directly from the Street Works team at GCC as they are the major operator. They are also responsible for informing passengers via their website, social media and on roadside displays. There have been a few instances recently where this hasn't been performed to the required standard. Officers have raised this directly with the senior management team at Stagecoach and are expecting to see improvements immediately.
44. Questioner's name: Cllr David Brown	Respondent's name: Cllr David Gray
The Department for Transport (DfT) is actively promoting and expanding trials of rental e-scooters to support sustainable local travel. Voi, in partnership with Gloucestershire County Council, have deployed e-scooter for public hire in trial areas across Gloucester and Cheltenham.	Voi are committed to keeping their fleet tidy to limit street clutter and keep in demarcated bay areas by implementing the following measures: - All new riders have to complete basic training. Extra minutes are given as an incentive to complete in-depth training. - E-scooters are re-distributed frequently between bays to prevent overcrowding –at least <i>every 24 hours</i>.

A large number of safe parking areas have been designated by agreement between the County Council (Gloucestershire Highways) and Voi. These locations are clearly displayed on the Voi App with live information so that registered, qualified users (must have a driving licence) can check the numbers and location of e-scooters available for hire. The most recent data published by Voi available to me shows that "Fleet Tidiness" fell from 95% to just over 82% between May and October 2024. Parking areas are designated as safe because they "follow the rules outlined in the highway code, including on the road and cycle paths". In addition to the option for the public to report issues online at report.voi.com what is Voi doing to improve "Fleet Tidiness" so that e-scooters are not left where they obstruct and cause a danger to the public?	- When a user finishes the ride they must lock the scooter and take a photo to finish the hire, otherwise they will continue to be charged – this is to incentivise the user to park safely and appropriately in the bay. - If the user parks outside of a parking bay they will be given a strike and a fine. After three strikes they will be banned. - E-scooter bays are monitored daily. If bays become over crowded the user is directed to another bay which is less busy. Bays are approved by Local Highways Managers to ensure enough space for the proposed number of scooters per bay. The council and Voi have secured permission to increase the number of bays and e-scooters to enable a better level of service. An increase in bays should enable greater opportunities to park in less crowded bays limiting street clutter. And for popular locations, something like Sheffield stands are being considered to aid tidiness. However particularly where new bays are being installed and used this can sometimes create a drop in bay compliance / tidiness whilst user become more familiar with sites. We will continue to monitor VOI's performance on this issue.
45. Questioner's name: Cllr David Brown	Respondent's name: Cllr David Gray
What is the County Council doing to encourage Voi in this?	Officers from ThinkTravel meet bi-weekly with Voi regularly to review the parking strategy, street size and operational matters.

	We work in partnership with Local Highways teams and key stakeholders like the Police, district and parish councils and key user groups like the University of Gloucestershire. Face to Face training days and frequent incentives by VOI are used to encourage participation in online training and attendance at drop in sessions. We will continue to monitor VOI's performance on this issue.
46. Questioner's name: Cllr David Brown	Respondent's name: Cllr David Gray
As individual Voi e-scooters are tracked by GPS can they be "deactivated" if not left correctly so that they are not available for hire?	The GPS can be deactivated but is kept live and the user is charged. The GPS tracker allows the scooter to be tracked and re-distributed. This information is used to issue a warning (strike) as necessary. Voi report that there is a strong correlation of receiving a strike and fleet tidiness by the user. One strike incentivises approximately 98% of users to improve the way they park and park correctly in a bay.
47. Questioner's name: Cllr David Brown	Respondent's name: Cllr David Gray
As the identity of the last user is a matter of record then are registered users penalised when not leaving a Voi e-scooter in a designated area?	Yes. As explained in the response to Qu.44, after three strikes users will be banned from using the e-scooter service.
48. Questioner's name: Cllr Paul Baker	Respondent's name: Cllr Stephen Davies

What amendments will be incorporated into the new Ringway contract to penalise poor quality workmanship, signage left behind and unacceptable delays in painting or repainting yellow and white lines in excess of six months?	Contract amendments are not required to address these issues. As workmanship or quality issues which need to be rectified by the contractor is already a contractual requirement done so at their expense. Bulk lining works are prioritised for the dryer and warmer times of year as application during very wet or cold conditions are not ideal conditions. As per my response to your Question 9, we will be happy to look at specific examples where it would be helpful.
49. Questioner's name: Cllr Wendy Thomas	Respondent's name: Cllr Stephen Davies
GCC set up an Enhanced Partnership for bus transport over a year ago, establishing both a Board and a Forum. The Board began meeting in January 2024; the Forum in April 2024. Information provided on the relevant GCC webpage Enhanced Partnership Gloucestershire County Council is very thin and uninformative. There is undoubtedly some good work going on in this area, but none of it is proactively shared with members, let alone residents. Will the Cabinet member for bus transport please consider regularly informing members, via Members Matters, and the residents of Gloucestershire, via the website, of the work that is going on with the enhanced partnership for buses?	The Board, Forum and Passenger Event (the latter is to be launched in July) are designed to keep all stakeholders informed with the progress of the Enhanced Partnership. The notes that are published are a detailed account of the meetings. Anything sent to Members Matters would be much less detailed. However, I'm happy to send information to anybody interested in the great work being done to improve bus services in Gloucestershire.
50. Questioner's name: Cllr Steve Robinson	Respondent's name: Cllr Stephen Davies

On 4th February a news release by GCC stated the The Robin, to Newent and District, will fill in the last major gap in rural coverage. Please, could the Cabinet Member explain if this is true and what then happens to residents around the rural parts of the Stroud Valleys who have no access to public transport? All they have left now is just bus shelters and bus stop signs.	The press release for the Newent area stated “last major gap” and I do believe that this is an accurate description. However, we are very aware that some rural areas still don't have a Robin service. These areas are not large enough to justify a brand-new Robin but are candidates to expand the area of existing services if the required vehicle resource can be funded. Hence I appreciate the The area you mention (Stroud Valleys) is one of these areas, along with Arlingham and surrounding villages. Officers are treating these as the next priority for expansion once funding can be secured.
51. Questioner's name: Cllr Beki Hoyland	Respondent's name: Cllr Lynden Stowe
While I am working the meeting rooms of shire hall there are radiators that are not controllable by those in the room. This means that when the radiators are on the only way of controlling the temperature is to open the window. This seems like a huge waste of resources, both financial and carbon. I am aware there are plans to change the heating system, will the occupants of the room be able to control the radiators in the new system?	A project to decarbonise Shire Hall, which will include the replacement of the entire heating system is due to commence this year. More effective control mechanisms will be incorporated into the future design and will ensure that temperatures and fuel use are optimised. Block 1, where most meeting rooms are located, will be part of the early phases of the works due to their age and inefficiency.

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