

**COUNTY COUNCIL – November 2024
PUBLIC QUESTIONS**

1. Questioner's name: Gavin Owen	Respondent's name: Cllr Dave Norman
Please could the council provide an update on progress implementing the Community Speedwatch for Tuffley. In the council meeting in March, Cllr Dave Norman replied to my previous question, saying "While we continue to discuss and look for a resolution with the police we are considering establishing this scheme as a single pilot community Speedwatch scheme administered by the County Council." Have there been any further discussions with the police since then? If so, what progress has been made towards finding a resolution? If no meetings or no progress, why not? What further action has been taken to consider establishing a pilot scheme? I would appreciate specific answers rather than generalisations so that I can reassure my neighbours that the council is taking the problem of road safety in Tuffley seriously.	The Police will not support a CSW+ unless it is operated by a Parish or Town Council. GCC do not have the capacity to take on administration responsibilities of CSW+ at local level, as the team's resources are prioritised on delivering the road safety casualty reduction programme.
2. Questioner's name: Michael Bloxham	Respondent's name: Cllr Dom Morris
Subject: Inquiry Regarding the Planning and Implementation of Zone 15	The council is in the process of undertaking a review of zone 15. The informal consultation results are currently being analysed and the council shall be keeping the community updated as the process progresses.

I am writing to inquire about the current status and future actions regarding the planning and implementation of Zone 15, which was referred to the scrutiny panel for investigation. Could you please provide an update on the issues identified by the scrutiny panel and outline the specific actions that are being taken to address these concerns? Thank you for your attention to this matter.	The implementation of Zone 15 hasn't been referred to a Scrutiny Panel. We do currently have a Scrutiny Panel reviewing the wider process of Traffic Regulation Orders, which are of course part of the mechanism required to implement area wide parking schemes.
3. Questioner's name: Alwin Wiederhold	Respondent's name: Cllr Dom Morris
The canal path is a wonderful traffic free path for cyclists and pedestrians. It has an excellent surface in a southerly direction from the Quays to Haywicks Lane except for an unsurfaced muddy section in Hempsted and there is another excellent path running north from Castle Meads car park to Maisemore except for an unsurfaced section on Alney Island. What plans are there to surface those sections of the paths?	The Canal Towpath is owned and managed by the Canal and River Trust and therefore isn't a County Council asset. The cycle route on Alney Island from Castlemeads Car Park to Maisemore is part of National Cycle Route 45 and is maintained and managed by Sustrans.

4. Questioner's name: Jason Lloyd	Respondent's name: Cllr Dave Norman
Can the Council please provide me with the following statistics relevant to the road between Minchinhampton Common and the turning for Bear Hill. 1. All traffic speed survey results for the last ten years 2. All recorded accidents in the last ten years. 3. All calculated near misses and unrecorded accidents over the last Ten Years.	We will provide the traffic speed surveys and casualty collision data separately as this is too much information to provide in this format. GCC and the Police do not hold information about non-injury collisions and near misses. The casualty data shows that there have been three slight injuries in the last 5 years, 4 in the last ten. There have been no fatal or serious injuries in the last ten years.
5. Questioner's name: Chas Townley	Respondent's name: Cllr Dom Morris
I have repeatedly experienced significant problems in seeking the clearance of footways and cycleways to their full surfaced width, in part this is due to the irrational division of responsibilities between the County Council as highway authority and the District Councils for street cleaning, however, it appears that the County Council does not have clear and consistent maintenance policy which complies with nationally recognised standards. The County Council's Transport Asset Management Plan (2019 revised version p3) states that GCC's local policies will be guided by three previously existing national codes of practice, which in 2016 had been merged into 'Well-managed highway infrastructure' Code of Practice (https://www.ciht.org.uk/ukrlg-homecode-of-practice). Recommendation 12 states	The hierarchy of footways has been determined in line with the Well Maintained Highway Infrastructure Code of Practice and sits within our Transport Asset Management Plan (TAMP). This includes the following hierarchy: 1a – prestige – very busy areas of towns and cities with high public space and streetscene contributions 1 – primary – busy urban shopping and business areas 2 – secondary – medium usage routes through local areas, feeding into primary routes, local shopping areas, schools, etc. Routes that experience large variations in footfall due to tourism, sporting events etc.

"A network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling."

Furthermore at paragraph A 4.3.14 it recommends a footways hierarchy and at paragraph A 4.3.17 and A 4.3.18 recommends a similar hierarchy for cycleways.

Paragraph B 4.4.2 states that "Securing improvement in the safety and serviceability of footways and cycle routes, in particular network integrity, will be a necessary component for encouraging active travel, e.g. walking as an alternative to the car. It will be important for maintenance strategy positively to address this" and at B 4.4.2 and B 4.5.1 suggests various aspects of the condition of footways and cycleways that can contribute to the core objectives for highway maintenance (namely network safety; network serviceability; and network sustainability).

What hierarchy of footways in line with paragraph A 4.3.14 of 'Well-managed highway infrastructure' has been implemented by Gloucestershire County Council?

3 – link – Busy rural footways and urban footways that link a number of local access footways

4 – local access – low use footways, residential streets, cul-de-sacs etc.

5 – minor – little used rural footways that may serve a very limited number of properties.

6. Questioner's name: Chas Townley	Respondent's name: Cllr Dom Morris
What hierarchy of cycleways in line with paragraph A 4.3.18 of 'Well-managed highway infrastructure' has been implemented by Gloucestershire County Council?	The following hierarchy is established: Cat A – on carriageway marked – marked cycle lane forming part of the carriageway Cat B – off carriageway – dedicated infrastructure specifically for cycling use. This can be an independent dedicated cycle lane or cycle provision that forms part of shared use footway. The shared use footway can be either segregated or unsegregated. Cat C – on carriageway unmarked – the highway forms part of a numbered National Cycle Route. Typically, there is no infrastructure provision other than signage.
7. Questioner's name: Chas Townley	Respondent's name: Cllr Dom Morris
By the hierarchy categories established for both footways and cycleways in Gloucestershire, what is the length of highway for each category in the county?	Footways: 1A – 6 km 1 – 13 km 2 – 125 km 3 – 459 km 4 – 3124 km 5 – 2 km Cycleways: Cat A – 59 km Cat B – 173 km Cat C – 193 km

8. Questioner's name: Chas Townley	Respondent's name: Cllr Dom Morris
What revisions to policy and operational guidance have taken place to address the sub-categories stated against the core objectives for highway maintenance?	The hierarchy underpins the inspection and condition monitoring regime in place ensuring that policy and operational guidance are aligned. The operational policy and national guidance are continually assessed to ensure that GCC's approach is compliant with national guidance.
9. Questioner's name: Chas Townley	Respondent's name: Cllr Dom Morris
What policy does the Council apply to public rights of way which are metalled in line with paragraph A.4.3.22 of 'Well-managed highway infrastructure', "Some PROW may be metalled and within or on the fringe of urban areas. To recognise users' requirements for consistency, these should be considered for maintenance consistent with a similar footway and be incorporated in the footway hierarchy, irrespective of their designation."?	Where PROW are metalled and also recorded under the Highway Record they are inspected by safety inspectors as per the Highway management protocols. Where they are metalled and not recorded on the Highway Record they are inspected by PROW on an at least 10 yearly cycle. However I'm sure you will appreciate that the Gloucestershire has extensive links with numerous community and volunteer groups across the County as well as having simple processes whereby volunteers users or landowners can report concerns to us hence this allows feedback about our PROW routes on a much more frequent basis.

10. Questioner's name: Chas Townley	Respondent's name: Cllr Dom Morris
What length , by each type of public right of way , are metalled?	The Definitive Map and statement (the legal record of Public rights of way) shows the line, the status, to - from, direction and 'other particulars'. The 'Other particulars' are generally scant referring to the reason for recording the path in the 1950s when it was drawn up but no further detail as to condition, assets or surface. The National street gazetteer also records the line, status and path namereference. A 2007 network survey recorded 2393 stretches of PROW as bitumen (metalled), these are not defined by status but total 385 km and are mostly located in the urban areas.
11. Questioner's name: Ian Weaving	Respondent's name: Cllr Dom Morris
I have some questions for the council meeting. Ref Zone15 Would Gloucestershire County Council continue to offer a break at Christmas for zone15? With many elderly feeling isolated with the introduction of the scheme the break was gratefully received last year.	The council offered a Christmas break in December 2023 to support residents with the introduction of the scheme. There are no plans to offer this to zone 15, or any other Gloucestershire residents in 2024.
12. Questioner's name: Ian Weaving	Respondent's name: Cllr Dom Morris
Part of the review process was to determine whether residents needed or even wanted a parking scheme, this question seems to be missing from the review.	The council is in the process of undertaking a review of zone 15. The informal consultation results are currently being analysed and

If a road decided it did not want to be in it, would Gloucestershire County Council look at that road leaving the scheme? (Subject to location and support of a large number of its residents) .	the council shall be keeping the community updated as the process progresses.
13. Questioner's name: Eric Torrington	Respondent's name: Cllr David Gray
Does Gloucestershire County Council (GCC) acknowledge it is a principal litter authority under s86(2) of the Environmental Protection Act 1990?	No. Gloucestershire is a 2-tier area and the County Council has not been appointed as principle authority by the Secretary of State. The legal advice we have received is that each of the districts are principle litter authorities in their respective areas.
14. Questioner's name: Eric Torrington	Respondent's name: Cllr David Gray
How does GCC discharge its duties on its land and what additional responsibilities does it have as a Principal Litter Authority over Litter Authorities?	GCC is not a principle litter authority. However, we do work with district councils to ensure that appropriate disposal facilities are in place. In respect of private land (which includes GCC such as Libraries, Schools etc, but not Highway Land) It is the responsibility of landowners to manage their litter, and the principle litter authority have the powers to enforce. It doesn't mean that the landowner is the principle litter authority.
15. Questioner's name: Eric Torrington	Respondent's name: Cllr David Gray
Does GCC have a litter strategy and management plan driving to reduce litter impact in the county and beyond, noting that most litter in	No. These plans are produced by district and borough councils.

the sea comes from land via drains, rivers, and canals such as those across Gloucestershire?	
16. Questioner's name: Julian Tooke	Respondent's name: Cllr Dave Norman MBE
A year ago, an 11 year old boy was knocked down by a car on Tommy Taylors Lane, Cheltenham. For years, residents of Midwinter Estate and the surrounding area had been predicting such an accident and had been asking for a pedestrian crossing. Since that time, over 1000 people, including the former MP for Cheltenham (Alex Chalk) and the current MP for Cheltenham (Max Wilkinson), have signed a petition requesting a crossing. Max Wilkinson MP has written to Councilor Morris requesting the crossing. The local running club Cheltenham and County Harriers, representing 600 people (400 of whom are under 18) have written in support of the pedestrian crossing. There has been extensive coverage on both Gloucestershire Live and in the Gloucestershire Echo. Please can Councillor Morris explain why the decision to implement a pedestrian crossing at this danger spot seems to be such a difficult one?	We did provide a comprehensive response to the petition and your concerns following the submission of the petition to the Council in August 2024. I would therefore refer you to that response.
17. Questioner's name: Julian Tooke	Respondent's name: Cllr Dom Morris
On the GCC webpage, under the heading 'County council tightens rules for utility company roadworks' it states: 'When utility companies complete work on paved streets they often make the area safe with temporary repairs that do not match the paving stones of the street and cause an eyesore.' In our conservation areas and next to precious listed buildings, when will GCC Highways department itself	Our primary concern is keeping the network safe for pedestrians and sometimes this means replacing broken slabs with tarmac whilst we programme paving repairs but we endeavour to complete these as soon as possible. A paving gang has been working in Cheltenham over the last few weeks to complete outstanding repairs.

stop replacing paving stones with asphalt that does not match the original paving stones and so 'create an eyesore' ?	
18. Questioner's name: Ian Weaving	Respondent's name: Cllr Dom Morris
Whilst we face some of the toughest parking restrictions in Gloucestershire, as residents we have had to suffer 7 days a week restrictions in Zone 15 to stop this "mythical" parking pressure created by workers and shoppers. The situation seems to be counterproductive as the park and ride would alleviate this so-called parking pressure we are meant to be suffering from. Please could the council explain why the Arle court park and ride is not operating on a Sunday?	The number of potential park and ride users is reduced on a Sunday because of the lack of people travelling for work compared to a weekday. These factors make the service unviable on most Sundays however we are about to launch an enhanced service which will operate at a higher frequency and options for a Sunday service this will be kept under review. The situation for those visitors or for example shop workers in Cheltenham that might choose to drive and park in residential areas on a Sunday, or simply displace from a Sunday charging car park is a little different and the original days of operation for Z15 have been designed to alleviate this impact. However, the council is in the process of undertaking a review of zone 15. The informal consultation results are currently being analysed and the council shall be keeping the community updated as the process progresses.
19. Questioner's name: Ian Weaving	Respondent's name: Cllr Dom Morris

I would like clarification on the councils reasoning behind the proposed introduction of a controlled parking zone (CPZ) in my area (zone1516) Many of us are concerned that these restrictions would lead to increased inconvenience for residents and visitors rather than providing any real improvement in parking. Can the council provide any specific advantages they foresee for local residents? Would the council have any studies on a CPZ that proves it would enhance the day to day lives of the community ?	The proposed introduction of a Controlled Parking Zone (CPZ), as opposed to the existing Permit Parking Area (PPA), was as a direct result of the public engagement undertaken by the council in July 2024. This included online and face to face participation. The general feedback received from the community indicated that a CPZ, with yellow lines, would be better understood by motorists compared to a PPA. As a result of this feedback it was included as a proposal in the draft scheme design at public engagement stage. Extensive background information was shared with the public as part of the decision making process for the original zone introduction and you will be aware that we have lots of information about the current review on our website also. The council is in the process of undertaking a review of zone 15. The informal consultation results are currently being analysed and the council shall be keeping the community updated as the process progresses.
20. Questioner's name: Michael Bloxham	Respondent's name: Cllr Dom Morris
Parking Zone 15 16. Changing the existing Permit Parking Areas (PPA) to a Control Parking Zone (CPZ) will leads to a net loss of a 100 plus parking spaces according to PCL and GCC calculations.	Please see response to Q19 above. Any impact in parking space numbers will of course be considered as part of the review and alongside any benefits that making such a change will bring in terms of ease of use or clarity of understanding. Clearly where

The current confusion with Zone 15 is due to the poor design, planning and implementation of the signage and scheme. How can reducing Parking spaces by over 100 plus spaces improve and benefit the parking opportunities for the residents of Zone 1516 ?	the number of spaces are very much at a premium this will need to be a consideration also.
21. Questioner's name: Michael Bloxham	Respondent's name: Cllr Dom Morris
Parking Zone 15 16. Changing the existing Permit Parking Areas (PPA) to a Control Parking Zone (CPZ) will leads to a net loss of a 100 plus parking spaces according to PCL and GCC calculations. The current confusion with Zone 15 is due to the poor design, planning and implementation of the signage and scheme. How can reducing Parking spaces by over 100 plus spaces improve and benefit the parking opportunities for the residents of Zone 1516 ?	Please see response to question 20 above.
22. Questioner's name: Michael Bloxham	Respondent's name: Cllr Dom Morris
Parking Zone 15 l16. Due to the size of Zone 15 significant displacement of cars has occurred, this has caused immense pressure for the residents on the Charlton Kings side of Hales Road.	The council is in the process of undertaking a review of zone 15. The informal consultation results are currently being analysed and the council shall be keeping the community updated as the process progresses.

However the review by PCL and GCC have excluded these residents and issues from the consultation. This was confirmed to me directly by representatives of both PCL and GCC. The deliberate failure to address these issues will lead to the failure of this review. How can the residents and constituents of Cheltenham have confidence in the review when it ignores fundamental and significant issues?	Any alterations to the existing restrictions in zone 15 will have an impact on vehicle displacement. The impact of any changes to restrictions on vehicle displacement needs to be fully understood, over a period of time, prior to any proposals to introduce permit parking schemes in other adjacent areas. The work by GCC and PCL has not excluded the residents or failed to consider the issues relating to the east side of Hales Road.
23. Questioner's name: Michael Bloxham	Respondent's name: Cllr Dom Morris
The proposed Zone 16 is contrary to sections of Gloucestershire County Council own permit parking policy. 2.3.3 A high proportion of residents surveyed within the scheme boundary (at least 70% of respondents) must support the introduction of permit controls for the scheme to go ahead with a minimum response of 50% of households within the area. GCC has not met this threshold. 2.3.4 Permit parking schemes will not be introduced where the majority of residents have off- street parking or where there is sufficient on-street space to accommodate both residents and non-residents parking; The majority of residents in Zone 16 have off road parking. 2.3.6 For permit parking to be introduced or any other scheme to be considered there should be an observable and persistent problem. It may be inefficient to introduce permit parking schemes to manage	As you may be aware these questions were asked and answered last year. The permit parking policy contains clause 1.6 that states “Where appropriate, and predominantly in highly restricted or pressured areas, a “zonal” approach will be adopted in the design of schemes. Where the impact of a scheme on a road or street has displacement implications or other impact on a neighbouring road the scheme should be extended to cover that road, or a separate scheme considered for the neighbouring area – even where no requests for such a scheme have been received. In such areas a Controlled Parking Zone (CPZ) should always be considered (see 2.9 and 5.5 below).”

minor sporting events or other occasional community events. In the case of major events, they must be frequent and cause significant disturbance, as judged by all parties involved. There is no valid data to support this proposal. Eldon Road, Beechurst Avenue, Eldon Road Avenue Oak Manor Road for example – not a comprehensive list. All have off road parking so do not meet GCC criteria for a parking scheme. GCC have failed to comply with their own policies in the pursuit of imposing the zones, they will claim its to avoid displacement of cars but logically the bigger a zone more cars are displaced. Its a self defeating policy. Please provide an explanation and justification to why GCC are breaching their own polices with their proposal for imposing Zone 16? Please also provide the data used to justify this proposal?	This clause enables the council to extend or introduce parking zones, where it believes that a demand for such a scheme exists or displacement of vehicles may occur. This includes provision to introduce such a scheme, even where no requests for a scheme have been received. This scheme is intended to protect residents from vehicle displacement. In view of clause 1.6 the council has not introduced zone 15 contrary to its permit parking policy.
24. Questioner's name: Ian Weaving	Respondent's name: Cllr Dom Morris
Part of the review should be to look at the due regard impact assessment. The one that had been done for zone15 was not fit for purpose and infact was just a paper exercise by the previous consultants. "Under the equality act 2010 the council has a duty to give due regard to the impact of its decision on people with protected characteristics.	The council is currently consulting on a draft proposal, for zone 15. As no decision has yet been taken on how to proceed to formal consultation stage no Equality Impact Assessment is required at this time. The council will be producing a due regard statement as part of the review of the zone 15 parking zone when formal proposals are developed. Work has commenced on developing the

This assessment is crucial for ensuring that the decisions are made with consideration of equality and fairness " It appears in this case that a due regard impact assessment has either not been conducted or has not been sufficiently considered. There is no clear evidence or documentation that demonstrates how potential impacts (on the elderly and the disabled) I have meet with many elderly people that have become isolated due to the parking scheme and are even more fearful of a CPZ some say they do not see visitors any more. I helped one elderly lady digging up her hedge so her son could get his car in the front garden, all because she could not use the technology that comes with this scheme. A mother's friend got a ticket on a Sunday outside her own home because a child was being dropped off. This is a road on the outer edge of the current zone15, a road that was completely empty. These are just a few examples. Failure to conduct a proper impact assessment as part of the review could result in disproportionate harm to many groups of people and may place the council at risk of failing to comply with its statutory duties. On behalf of residents i ask that the County council do a full impact assessment before introducing zone 16 CPZ, as part of the review.	Equalities Impact Assessment and this will be published on our webpages at the appropriate time. It should be noted that the council's permit provider enables the public access to permits via smart phones, tablets, laptops or PCs. There is also a telephone line where permits can be purchased and managed if the user has no access to other technologies or is unable to use such mediums such as PCs, phones or laptop computers. And of course the Council has general enquiry lines that can help or support residents with information or arrange for support or feedback from specifics teams.
25. Questioner's name: Ian Dobie	Respondent's name: Cllr David Gray

According to the BBC analysis report dated 15 October 2025 about councils burning waste in this country, there are currently only 4 out of the 58 incinerators in the U.K. with approved plans to capture their emissions and only one pilot project that is operating. What plans does Gloucestershire County Council currently have to capture emissions, in particular CO2, from its Javelin Park incinerator?	The Council recognises the need to reduce emissions and decarbonise all it's service areas, including waste management. It works closely with district councils and partner organisations to improve recycling rates and most importantly, reduce waste overall. For EfW, technologies for improving carbon performance are still relatively immature; carbon capture and storage is still a new industry and relatively unproven on energy from waste facilities specifically. GCC is considering all options available to improve environmental performance, which means understanding the benefits and limitations, including reliability and cost implications of any technology, before determining the most appropriate approach for the County.
26. Questioner's name: Ian Dobie	Respondent's name: Cllr David Gray
Following the well-known principle "what gets measured gets managed" how much CO2 has been emitted by the Javelin Park incinerator over the past 3 years?	The Environment Agency (EA) regulates Energy from Waste (EfW) facilities and currently CO2 emissions are not required to be reported to on under any EfW Environmental Permit. However, as of 2022 the EA require, where facilities are able to, that CO2 emissions estimates from the combustion of waste are reported annually; but the EA has not yet provided formal guidance for how the estimate should be calculated. Until this guidance has been formally confirmed, the figures remain estimates.

	Government this year (May to August 2024) consulted, on the UK's approach for EfWs entering the Emissions Trading Scheme (ETS) and asked for views on the methodology for reporting CO2 emissions. We are waiting for Government to formalise the ETS details, including the monitoring methodology. FCC calculates its CO2 estimates using the continuous emissions monitoring system on site. Other facilities may use different methodologies to obtain their figures therefore caution is needed when using this data. FCC has reported annual CO2 estimates for the last 2 years; for 2022 – 179,001 tonnes and for 2023 - 153,214 tonnes (these figures are publicly available from the Environment Agency). These estimates are for the combustion of waste only and do not consider any offsetting from the recovery and recycling of incinerator bottom ash or for the production of electricity.
27. Questioner's name: Julie Houldershaw	Respondent's name: Cllr Dom Morris
Please can I ask that the following question is put forward at the next county council meeting please. Please can it be considered and a motion put forward by any councillors who of the same mind that the following be discussed and considered- When ever routine maintenance is carried out on storm gullies and drainage assets or when an investigation takes place, that full mapping is carried out in the surrounding area, to show fully how these flow, and link and where they discharge to. This information	We will be interested to hear more about this proposal, the lessons learned in other authorities and the likely costs involved in implementing it. In Gloucestershire we are also looking to take part in the national underground asset register.

then needs to be in an electrical form and be able to be transferred to the national underground asset register. Derbyshire CC and Herefordshire CC have both put forward motions and are now in the process of starting this full mapping.

This is important for the following reasons-

1. As someone who has audited individual business and large multi companies, all business should be aware of all of their assets and know the risk they pose. Any risks can then be mitigated.
2. To enable proper future costings, if you are aware of the state of all of your drainage assets, you can plan and prepare for any maintenance that needs to be carried out.
3. This will also help mitigate the issue of utility firms damaging unknown drainage assets, and them being left to damage peoples homes and lands.
4. Lastly as one council have confirmed that the Water companies can just connect automatically connect to your stormdrainage assets. This is extremely important as the water sewage infrastructure has thousands of emergency sewage overflow pipes. These systems are all manual, and come into operation when the waste in the sewage pipe gets above a certain level. Many water companies have confirmed they do not really know where these emergency pipe discharge points are and how they truly link. In some cases only 50% of sewage pipes infrastructure is mapped. Some are also unsure if the old ones were even decommissioned. This is leading to sewage overflows being used and the no one knows about it, and running into your drainage assets. The water companies are under no legal obligation to register these emergency pipes, it is a risk they take if they overflow. Just recently I exposed through EIR requests that there are hundreds of emergency overflows discharging and not permitted - [Revealed: Water](#)

[firms dumped sewage 5,500 times in a year 'illegally' \(inews.co.uk\)](https://www.inews.co.uk)

Please as someone who has investigated this issue for four years, can the above proposal be considered. It is time that people got a straight answer and all councils and interested parties stopped passing the buck and blaming each other. I realise that this project will take many years, but it is worth doing. Derbyshire have confirmed that they are going to share their best practices on this mapping project.

28. Questioner's name: Raechel Kelly

Respondent's name: Cllr Dave Norman MBE

On September 10th 2024 there was a nasty accident on the Cirencester Road in Charlton Kings, Cheltenham, involving a teenage girl and a motorcyclist. This incident highlights the dangers of this road for pedestrians, with near-miss accidents happening on an almost daily basis.

As part of the planning permission for the small Sainsburys built in 2015, a pedestrian crossing was promised with funding allocated but was subsequently abandoned.

This section of the road has many pedestrians attempting to cross, including vulnerable road users like young children and the elderly, with three schools on one side, a care home on the other, plus a shop and bus stops on either side.

Unfortunately a developer funded scheme including a crossing at this location was not proceeded with after numerous local residence objected to the loss of parking outside their houses. They were supported by their County Councillor at the time.

Pedestrian safety and accessibility are of key importance to the council and we are reviewing our policy for assessing and prioritising funding. This will be brought to Environment Scrutiny Committee later this year.

Our ability to deliver additional pedestrian crossings will depend on the overall funding available in the highways capital programme and whether sites meet the criteria in the council's policy.

<i>There is a concern locally from many residents that another more serious accident is waiting to happen, with considerable support for a safe crossing and traffic calming measures.</i> <i>How is this issue going to be addressed going forward?</i>	
29. Questioner's name: Helena Nash	Respondent's name: Cllr Dom Morris
I have been unable to access figures for exactly how many Traffic Regulation Orders (TROs) have been approved and implemented by Gloucestershire County Council since 2021 specifically for reductions in speed limits on Gloucestershire roads. I would also like to know specifically how many 20mph roads or zones have been authorised in Gloucestershire over the same period of time.	From January 2021 to October 2024, 67 TROs have been approved, of which, 49 were non speed limits. 18 speed limit orders (of these 7 were 20mph speed limits).
30. Questioner's name: Helena Nash	Respondent's name: Cllr Dave Norman
Road safety figures for Gloucestershire in 2023 have shown a 19% increase in KSI (killed and seriously injured) which is against the National trend. These figures are worst in the Cotswolds District. Living in the Cotswolds, I would like to know what Gloucestershire County Council are doing to address this problem. Will any strategy include road speed limit reduction on 60mph rural roads and 30mph roads through villages and towns?	The statement that KSIs in Gloucestershire increased in 2023 is incorrect. There were 409 KSIs in 2022. This reduced to 382 KSIs in 2023. This is a reduction of 7%. In 2023 26% of KSI casualties occurred in the Cotswolds. Although, the Cotswolds does have the largest number of KSIs, geographically this district covers almost a third of the county. The Council's Road Safety casualty reduction strategy for the county including the Cotswolds, includes identifying KSI casualty

	hotspots based on data from the police and implementing intervention measures to reduce these. These measures include but are not limited to speed limit reductions where appropriate on national speed limit roads, in towns and villages and areas of high footfall.
31. Questioner's name: Sam Lawes	Respondent's name: Cllr Dave Norman
What is the county council doing re highway safety outside Benhall Infant school?	Benhall Infant School was not on the list of five prioritised schools in Cheltenham for the Keeping Children Safe on Our Roads project. We are currently implementing a 20mph limit scheme with improved pedestrian facilities along Hatherley Lane to create a safer route to Benhall Infant School.
32. Questioner's name: David Redgewell	Respondent's name: Cllr David Gray
With the UK government Devolution bill for England and the Government call for Expression of Interest in Devolution. Has Gloucestershire county council made a submission to the UK government. Is the previous Devolution proposal with North Gloucestershire Borough Council, Cheltenham Borough Council, Gloucester city council Cotswolds District Council, Forest of Dean District Council Stroud District Council. Or to join the west of England mayoral combined Authority with North Somerset council. Or somerset unity council Dorset , Bournemouth Poole and Christchurch Wiltshire Council swindon in the wessex Combined Authority.	An expression of interest was submitted to the UK government for a devolution deal for Gloucestershire. The preferred geography for devolution is the functional economic area encompassed by Gloucestershire County Council. The alignment of Local Government, Health, Police, and Economic Growth services within this region, alongside a population of 650,000 residents and 30,000 businesses, underscores its coherence as a sensible economic geography. Notably, 83.1% of employed residents work within the county, while 83.3% of workers reside here. Moreover, when residents relocate from one of our six districts, their top destination is consistently another district within Gloucestershire. These factors

With a mayor and Regional Planning Transport and Economic development Powers .	collectively affirm the county's strong internal connectivity and functional unity.
33. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
What progress is being made on the opening of Arles court Transport Interchange Cheltenham spa. To all coach services operate by National Express coaches limited Network Flixbus coaches network and megabus Scottish City link coaches. Will the Transport hub open on Sunday for the Christmas 2024 period as the previous Park and ride opened on Sundays with stagecoach west x94 94 Gloucester Transport hub to Cheltenham spa promenade buses calling	Discussions are on-going regarding coach services at Arle Court Transport Hub, we will announce any developments in due course. There are no current plans to open the site on most Sundays as there is less demand, however this will be kept under review.
34. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
With opening of Arles court Transport Interchange Cheltenham spa What progress is bring made on opening the cafe Restaurants facilities for public Transport users coaches passengers and Tourists coaches.	The procurement for the café is on-going, a supplier event was held in September to build awareness of the opportunity.
35. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
With the work on Stroud Merry Walk bus and coach station. What provision is being made for community safety facilities cctv better lighting at night on the shelters and pedestrian crossings	The improvements planned at Stroud Merry Walks will include real-time information (at Merrywalks, Five Valleys Shopping Centre and Stroud rail station), better seating facilities, lighting

Will the shelter design have better seating and real time information displays. For buses Coaches and Railway services. With good wayfinder signage to the Railway station at Stroud.	and cycling facilities. GCC is working on this project in partnership with Stroud District Council or Town Council. The project will also feature wayfinding signage to Stroud Rail Station. We have completed the designs and will be submitting a bid to the Stroud Walking and Cycling Funds shortly.
36. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
What is the timescale for an intergrated Transport map to be produced for Gloucestershire for Residents and Tourists and plans on bus stops in Cheltenham spa between Go ahead Oxford bus Pulham coaches and stagecoach west and service k Cheltenham Royal Well bus and coach station to Benhall which should stop at the Park and ride Cheltenham spa Arles court interchange.	A timescale for this project hasn't been confirmed, however, it is a key priority for the Enhanced Partnership Marketing and Information working group and development can be expected in due course.
37. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
What progress is being made in the installation of Bus shelter for bus services to Cheltenham spa Town centre university and Bishop clevee service N and D stagecoach west With First group plc Greater Western trains company limited GWR inter city cross country train Arriva 1sq capital Transport for Wales and Network rail Western route And on the passenger lifts at the Railway station for passengers with reduced mobility and partly sighted passengers.	We are in contact with GWR over the installation of a bus shelter to serve Cheltenham Spa Rail Station forecourt. GCC have offered GWR the opportunity to install a quality bus shelter, however GWR are no further forward with their forecourt redesign proposals. As it stands the bus shelter offer is still available and GWR are liaising with us over redesign plans that will include the new bus shelter placement. The station is not GCC property and therefore we must be led by GWR who have tentatively suggested that such a redesign project will be complete sometime over the course of 2025.

	On the matter of the passenger lifts at Cheltenham Spa, it is understood that preliminary works need to be carried out on the substation on Gloucester Road. GCC is liaising with National Grid and Network Rail, as it is a matter for them to resolve before work can proceed. GCC officers will continue to request updates from Network Rail and National Grid.
38. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
What progress are is being on the new accessible for work between Gloucestershire county council the Transport Authority and Stroud District Council Network Rail Western route and First Group plc Greater Western trains company limited GWR and the Department for transport access for all fund . What work been carried out? On the adapting the Historic Footbridge Which is at present being refurbished. of all the Gloucestershire Railway station to provide an accessible footbridge for Stroud valleys with very step hill being unaccessible to passengers with reduced mobility and partly sighted passengers. So what progress is happening on this project between the Gloucestershire county council, Stroud District Council Network Rail Western route First group plc Greater Western trains company limited GWR and the Department for transport to progress this scheme.	GCC officers understand that GWR had put forward a bid to the Department for Transport for Access for All funding. In May 2024, it was announced that Stroud station was added to the programme of feasibility work to assess options for providing step-free access across both platforms. However, at present, no further capital funding has been secured for implementation. GCC will continue to lobby Network Rail on the matter and support any future funding applications. Secondly, and separately, GCC understands that Network Rail is refurbishing and redecorating the historic footbridge and the canopies at the station and work is due for completion in January. To carry out this work they have needed to install a temporary footbridge across the platforms and this is now in place.
39. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
What response has Gloucestershire county council from the west of England mayoral combined transport Authority and south	As per the previous emails you have received from GCC Officers on this subject, Stagecoach West have never submitted such a

Gloucestershire county council on the proposal for the proposal by Stagecoach west to operate the service 40 from Stroud Merry Walk bus and coach station Wotton under Edge, Kingswood Charfield, Wickwar chipping Sodbury Hawkesbury Yate bus station Yate railway station yate Park and ride. For bus and railway connection to Bristol city centre Y 1 Y2 Y 6 via Frampton Cotterell, Winterbourne Bristol city centre or Y 6 via Bristol parkway, Cribbs causeway bus station Filton, Southmead hospital bus station. Gloucester Road montpellier railway station approach Bristol city centre And Railway services to Bristol Parkway station, Filton Abbey wood station Bristol Temple meads station and Cam and Dursley and Gloucester central. The alternative westlink Demand responsive bus services and Robin Demand responsive bus services. Do not operate as alternative bus service for passengers trying to get to and Wickwar Charfield Wotton under Edge. As the y 8 bus route is a shopping bus service from Yate bus and coach station to Chipping Sodbury Wickwar Charfield Hawkesbury upton. Or service 60 Thornbury,Failfield,Charfield ,Wotton under Edge stinchcombe cam and Dursley may lane bus station. Does not run late enough. For people working in Bristol and North Bristol for higher education and Heathcare to Wickwar Charfield Kingswood Wotton under Edge.	proposal and amending service 40 is not a viable option. The cost of the additional vehicle required is prohibitive and the logistics of such a route would be very difficult to resolve. As the Cabinet Member, following a member's question at the last full council I wrote to the Mayor Dan Norris to yet again try to get him to discuss the wider transport issue in the area but regrettably, I have not received a reply.
40. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
With Gloucestershire county council	A review of Cheltenham town centre bus stops and shelters is currently underway, this will be the priority for delivery after Stroud Merrywalks.

Being very successful in the Delivery of it public transport Network and bus services in partnership with The bus and coach and railway operators. Having Delivered it service enhancement of its bus service improvement plan What progress is being made on the Plans to upgrade Cheltenham spa Royal Well bus and coach station and shelters which at present at in need of Repair By Cheltenham Borough Council the bus and coach station owners or Gloucester county Council the Transport Authority. and also to improve the facilities for National Express coaches limited service passengers to London Heathrow Airport London victoria coach station Birmingham Digberth coach station for the Rest of UK and Ireland and Bristol Bus and coach station Plymouth coach station and Penzance bus and coach station. and Cardiff coach station. Locial and Regional bus service to Oxford bus and coach station. Morton in the marsh Railway station chipping Norton. But other stagecoach west and go head group Oxford bus company Pulham coaches services could call including Destination such as Stroud bus and coach station 66 166 ,99 ,94 ,94x 10 97 98 ,606 Winchcombe, To Gloucester Transport hub city centre 51 Swindon bus and coach station. and Tourists coaches The station needs improvements in wating shelters Real-time information screens Terminal type waiting facilities cctv lighting and the crescent car Park moved their also need to a review of the bus and coach stops across the Town Centre and improvement to waiting facilities and Cctv.	
41. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson

Gloucester Transport hub interchange is a public Transport gateway to Gloucester city the cotswolds and south west England. What progress is being made on the replacement of Passengers information at Gloucester Transport hub the Real-time passengers information systems need replacement Door repairs and the new Bus shelter and rerouting bus service 8 the Gloucester Transport hub Gloucester Railway station via the station forecourt with stagecoach west First group plc Greater Western trains company limited GWR and Network rail Western route Intercity cross country train Arriva 1sq capital service and Transport for Wales Railways With bus and coach passengers information screens provided at Gloucester Transport hub and Gloucester central Railway station and wayfinder signage between the 2 intergrated stations .	The real time information displays at the Gloucester Transport Hub are fully operational and not in need of further replacement or repair. Door repairs are the remit of Gloucester City Council as the owner of the site. GCC has installed a stop, flag and display case next to the bus stop clearway on the new rail station forecourt. We are waiting for Stagecoach to register a change to their service to operate via the station forecourt, I understand that GWR are in discussions with Stagecoach regarding this.
42. Questioner's name: David Redgewell	Respondent's name: Cllr Philip Robinson
What progress is being made with cotswolds District Council to come with a Green Tourism Travel plan to encourage Tourists to the Cotswolds to arrive by Train Coach or bus in line with the work by The Department for transport with First group plc Greater Western trains company limited GWR Go ahead group Oxford bus company Pulham coaches and Gloucestershire community rail partnership. In promoting train and bus travel with Trains for London Paddington and Worcester Forgate Street and Birmingham and the buslinks from Stratford on Avon and Tewkesbury and Ashchurch station and bus via Evesham Bus and coach station and Railway station. To take the 801 Morton in the marsh Railway station to stow on the wold Burton on the water and Cheltenham spa Royal Well bus and coach station. and Rail link bus 882 from Kemble railway station to cirencester	Gloucestershire County Council is working on a number of fronts to support bus and coach travel across Gloucestershire including in rural and tourism areas. In relation to bus travel and the development of interchange hubs our strategy and delivery plan (developed with bus operators) is set out in the BSIP. This programme is being delivered through the working groups established as part of the Enhanced Partnership. With regard to coach travel and coach parking the County Council is working with the Western Gateway on a coach strategy the next phase of which includes a review of coach parking facilities in identified locations. We will be promoting inclusion of the locations identified for review

Stagecoach west. But also the reopen and provided coach parking and improve passenger facilities at stow on wold Bourton on the water and Bibury. So the we can have a green Tourism policy in this part of Gloucestershire instead of encourage people to Driver to the Cotswolds. What progress is the Gloucestershire county council make as Transport Authority to discuss the provision of coach parking and coach stations with cotswolds District Council at Bourton on the water headquarters of Oxford bus company go ahead group Pulham coaches. Stow on the wold, Morton in the marsh Bibury and cirencester. National express coach services hub for London victoria coach station and Heathrow Airport Cheltenham spa Royal Well bus and coach station Arles court interchange Gloucester Transport hub Ross on wye bus and coach station and Hereford bus and coach station. We need very urgent progress on the coach parking and interchanges bus facilities in theses town especially with climate change policy's of cotswolds District Council and Gloucestershire County council.	Gloucestershire Community Rail Parternship (GCRP) is working with Cotswolds Plus, the Local Visitor Economy Partnership, to develop the Cotswold Sustainable Travel Action Plan. GCRP have an active programme of developing sustainable travel resources for visitors and have recently launched a Moreton-in-Marsh Integrated Travel campaign in collaboration with GWR and Pulhams Coaches. In addition, they have a 2-year Access to Nature initiative in place to support young people accessing the Cotswolds by rail and bus. GWR supports the Gloucestershire CRP (GCRP) initiative to work with local tourism promoters to encourage travel by public transport. GCC will continue to work with GWR to provide further support to GCRP going forward.
43. Questioner's name: David Redgewell	Respondent's name: Cllr Dom Morris
With the need to improve castle kerbs Drop Kerbs and pedestrians facilities and especially the pavements with paving stones and Quality footways . A number of utilities company's have drug up pavements in Cheltenham Gloucester Stroud Tewkesburys and not replaced the pavements with paving stone will the Gloucestershire county council	Where utility companies have carried out works they are required to make a reinstatement in the same material, although under the current legislation they do have 6 months to complete these.

as Transport and Highway Authority work to make sure that pavement are restored in our Historic West country City of Gloucester and Cheltenham spa and the cotswolds towns and the Forest of Dean have good Quality public Realm and budgets For public realm and pavement improve plans . Especially for residents and Tourists but also for people with reduced mobility and partly sighted people. David Redgewell South west transport Network and Railfuture Gloucester catch the bus campaign and Gloucestershire community rail partnership.	
44. Questioner's name: Ashley Green	Respondent's name: Cllr Dave Norman MBE
Is the Cabinet Member, Councillor David Norman MBE aware of the strong and genuine concerns residents have against the entire traffic calming scheme imposed in Tuffley Avenue which has made it dangerous to road traffic users, pedestrians, and residents, completely contradictory to the scheme's purpose and objectives?	I do not agree with your summary. The traffic calming scheme introduced here is playing an important role in making the road safe and is reducing casualties. We are aware of a recent collision and are awaiting the findings of the police investigation. There have been 6 serious and 8 slight injury collisions between January 2015 and August 2023, when the scheme was built. Since then there has been one slight injury, plus the recent casualty which is under police investigation.
45. Questioner's name: Gary Byard	Respondent's name: Cllr Philip Robinson
Will the council Public Transport unit ask stagecoach west if it will look at operation on route 97 98	This is an entirely commercial decision for an operator to make. They do not require the local council to ask them if they wish to

On Gloucester Transport hub to Cheltenham spa Promenade. Via Churchdown and Innsworth Service 98 operates a 7 days week with Evening and Sunday services. But services 97 was very early last Deputures from Gloucester Transport hub and Cheltenham Spa Promenade. With the last Gloucester Transport hub journeys running to Brockworth only . Can the council talk to stagecoach about providing a Evening and Sunday. With services operating from Gloucester Transport hub to and From Cheltenham spa promenade via Churchdown.	extend a service. If it was a viable option and the driver and vehicle capacity was available, Stagecoach would make a business decision as they regularly review their routes.
46. Questioner's name: Gary Byard	Respondent's name: Cllr Philip Robinson
With the announcement by Scottish City link coaches megabus owner comfort degro that the company is Withdrawning most of its coach services from England. Except a one a day Cardiff Central Wales via Bristol Bond Street via Cheltenham spa Arles court coach stop to Birmingham To Manchester and Glasgow service The present Megabus Scottish City link coaches service provides 8 services a day with more at weekends To Bristol Bond Street coach terminal and Cardiff Central and to Birmingham Railway station opposite to Manchester Leeds and Scotland. But the services is use by Cheltenham and Gloucester residents and visitors to regularly go to and from Bristol city centre and Birmingham city centre. Like a local Express bus service.	The decision to withdraw from coach services in England was a commercial one by Megabus. Any decision to replace these services by a competing coach provider is also a commercial one.

As it connects with the x94 94 Gloucester Transport hub to Cheltenham spa Town centre Service Which should call at The Railway station and Royal Well bus and coach station. The Railway network between these town does not run late at weekends. Can Gloucestershire county council and western Gateway Transport Board and Peninsula Transport Board. With the New Arles court interchange at Cheltenham spa about to open Talk to stagecoach west buses to if the Have an plans to replace the route with an Express coaches or bus service And National Express coaches limited and Flixbus coaches to see if them plan to replace the route from the 4 th December 2024	
47. Questioner's name: Gary Byard	Respondent's name: Cllr Philip Robinson
On the x 94 94 99 Stagecoach west and Oxford bus company Pulham coaches go ahead group bus service. Between Gloucester Transport hub to Cheltenham spa Town centre via Churchdown A40 or Staverton and Arles court. We have the North south cycling route under construction which is to welcomed. By their also a need for bus lanes . My concern with Winter weather come on the lack of the Replace bus and coach shelters on the route . Can you please give me a date for new bus shelter to be installed.	The Hare and Hounds stop in Churchdown is the final stop being replaced prior to the Christmas embargo where works are suspended due to the increased traffic. The replacement programme will recommence immediately in January 2025.
48. Questioner's name: Gary Byard	Respondent's name: Cllr Philip Robinson

What are Gloucestershire county council plans to promote safe public transport use over Christmas and New year period to tell people leave the car at home do not drink and drive and bus coach and trains service are good Green and sustainable way of Travel safely over the festive season. With Gloucestershire police British Transport police Stagecoach west, go head Oxford bus company Pulham coaches Newport Transport cotswolds Green buses and smaller operators. First Group plc Greater Western trains company limited GWR Transport for Wales Trans Inter city cross country train Arriva 1sq National Express coaches limited and Gloucestershire community rail partnership.	Through the Gloucestershire Road Safety Partnership we have agreed with our partners in the Police, Fire and Health services to promote key road safety messages and responsible driving over the Christmas period
49. Questioner's name: Gary Byard	Respondent's name: Cllr Philip Robinson
With the New government bring in PSVAR regulations for coaches following on from all the work Mark Harper former secretary of state for Transport carried out as Transport minister and before that equities minister. Most coach operators in Gloucestershire are being in PSVAR coaches with wheelchair lifts . Bennett coaches Gloucester, Swanbrook coaches Staverton Gloucestershire. Applegate coaches. Berkeley Gloucestershire, Euro coaches Yate Gloucestershire. Grindles coaches Forest of Dean, John Dix coaches Gloucester Go coaches National Holidays Cheltenham spa. Oxford bus company go ahead group Pulham coaches , Stagecoach west. Work on school and colleges contracts The exception has been extended till July 2025 .	It is not for GCC to tell a private company which coaches to buy. This is a commercial choice each business must make. All transport providers are fully aware of PSVAR.

But the other operators all have brought a number Of PSVAR coaches except Marchants coaches . As Marchants coaches run a number school and colleges contacts will GLOUCESTERSHIRE COUNTY council intergrated Transport unit talk about Marchants coaches of Cheltenham spa about their plans to become PSVAR regulations complaint by a less starting to purchase Some PSVAR coaches.	
50. Questioner's name: Mike Ritter	Respondent's name: Cllr Dom Morris
What is the logic with reducing the amount of parking in All Saints Villas Road? As a bit of background, as zone 15 there are 19 resident only parking and 24 resident2hour parking places. In the zone 16 proposal there will be 26 resident4hour parking places. That's a loss of 17 parking places. The areas where places are being removed are not in problem areas. The road is used to park in by a lot of All Saints Road residents who will struggle to park anywhere near their houses with the implementation of zone 16.	The proposed introduction of a Controlled Parking Zone (CPZ), as opposed to the existing Permit Parking Area (PPA), was as a direct result of the public engagement undertaken by the council in July 2024. This included online and face to face participation. The general feedback received from the community indicated that a CPZ, with yellow lines, would be better understood by motorists compared to a PPA. As a result of this feedback it was included as a proposal in the draft scheme design at public engagement stage. Extensive background information was shared with the public as part of the decision making process for the original zone introduction and you will be aware that we have lots of information about the current review on our website also. Any impact in parking space numbers will of course be considered as part of the review and alongside any benefits that making such a change will bring in terms of ease of use or clarity

	of understanding. Clearly where the number of spaces are very much at a premium this will need to be a considered also. The council is in the process of undertaking a review of zone 15. The informal consultation results are currently being analysed and the council shall be keeping the community updated as the process progresses.
51. Questioner's name: Mike Ritter	Respondent's name: Cllr Dom Morris
With zone 16 there is a proposal to have parking directly on All Saints Road outside All Saints Church. Why introduce parking to an area that struggles already with the existing parking arrangements? If you have ever driven in that area there are always cars giving way to each other driving in both directions. Introducing the parking could cause episodes of gridlock as cars will gamble that there is not another car coming in the opposite direction as the parked cars will obscure any view the driver will have to any oncoming traffic.	I refer you to my last response.
52. Questioner's name: Mike Ritter	Respondent's name: Cllr Dom Morris
With the introduction of 4 hour parking bays will there be parking attendants patrolling the streets at least twice a day? The reason I ask is that currently, and this is only my observations being a retiree who is house bound most days, I see a parking attendant very rarely. Maybe once a week if that. It makes me wonder why I would buy a parking permit in the future.	I refer you to my response to question 50.

I would welcome the removal of zone 15 completely. Roads that opted out (Jersey Avenue and All Saints Terrace) are starting to find that their roads are being parked in by people who have identified that these roads are free to park in and so causing the residents of these roads not being able to park in their road themselves. They cannot park in a zone 15 road (except for less than 2 hours) as they cannot apply for permits.	
53. Questioner's name: Abigail Brook	Respondent's name: Cllr Dave Norman
What action is planned by the Council for the following serious issue, please? Tuffley Avenue and Stroud Road are rendered dangerous, especially to pedestrians and cyclists, by the high prevalence of dangerous driving and parking. In particular, appalling driving and parking by school run parents on Stroud Road mean that pedestrians and cyclists are quite unnecessarily put at risk. The lack of enforcement by the police and the council (and I am well aware that those two organisations have differing enforcement powers) of the following continue to cause alarm and risk to those of us who cycle or whose children cycle to school along Stroud Road: • Parents and Driving Instructors driving on/off along the pavements on Stroud Road between 8.10 and 8:35am and between 3 and 3.45pm (and sometimes later in the day when a school trip bus returns) for a hundred metres or more either side of and opposite the junctions to Ribston Mews and Larkspere Close; • Parents parking on double yellow lines in Larkspere Close and on Stroud Rd • Parents and Driving Instructors committing the offences of Obstruction and Dangerous Position Parking on the cycle lanes, pavements and junctions of those roads; • Parents and Driving Instructors parking over dropped kerbs;	Improving our roads by making them safer and encouraging active travel journeys including to schools, is one of the council's priority objectives. Accordingly, we have funded a project to improve parking on roads and remove obstructions to pedestrians and cyclists at and near schools. This is the Keeping Children Safe on Our Roads project. Proposals are being developed by GCC officers for potential changes to parking arrangements on Stroud Road to improve the walking and cycling journey to school for children at this location. In terms of Tredworth Road I will refer your comments to GCC officers in Highways and Traffic who will investigate and provide a response to your county councillor. Regarding enforcement of parking restrictions, please be assured that your concerns regarding the poor parking habits at school drop off and pick up times are taken very seriously. We will be arranging for some enforcement visits to take place here as often as possible over the coming months. There are around 300 schools countywide, many of which experience similar issues with inconsiderate parking, therefore our resources must be planned and coordinated particularly, during these times of day, to

- Parents parking on the double yellow lines in and around Larkspear Close and Stroud Road Ribston Mews;
- Parents parking near to traffic islands so buses cannot get past.

As to the double yellow lines, I walked from White City over the footbridge into Larkspear one day recently and had a conversation in Larkspear Close with a parent in a car who felt that she was “not parked” on the double yellow lines (despite the fact that she was sitting there in her car for several minutes before school ended and was likely to be there for some time afterwards) and yet, if she had been challenged about the fact that she was playing on her mobile phone, would have said she was “not driving” and therefore not committing the mobile phone offence.

The aggressive, selfish parking behaviour of these parents represents a vicious circle: they compete to get near the Ribston entrance (to collect secondary school children who are perfectly capable of walking a few hundred metres to meet their parents if they need driving at all) well before school ends, park badly, and then other parents (and, of course, sixth formers who drive) see it as normal. It is rather like piles of steaming dog excrement; other dogs feel the compulsion to add to it, and their owners do not stop them.

You will be aware that there have been traffic incidents, including children struck or intimidated on the pavements by cars, buses scraping past cars etc on Stroud Rd near Ribston Hall High School, and a proper crackdown is needed, not only to prevent crashes and injuries but also to encourage parents to allow their children to walk or cycle to school; at present, it appears as if there are hardly any pavements in the area and no cycle lanes, hidden as they are beneath the wheels of vehicles.

Tredworth Road near Finlay School is just as bad, and I notice that particularly stupid parents have also started parking in the cycle lanes on Finlay Road, between the pelican crossing and Tredworth roundabout, so they can waddle into the back gate of Finlay School with their children; one day last week, I happened to be driving along Finlay Rd when a fire engine

ensure that the entire network (including town centre locations) is safe for all pedestrians and road users. This does unfortunately mean that these visits may not be as frequent as you would like.

To ensure safety during patrols outside schools for both road users and our officers, officers patrol in pairs which of course further impacts on resource and coverage.

Included below are the patrol statistics over the past 6 months for both Tredworth Road and Stroud Road. The statutory observation period of 5 minutes impacts on the number of PCN's that are able to be issued.

Location	Visits	Vehicles observed	PCN's	Total
		In contravention	Issued	Hours
Tredworth Road	183	13	8	20
Stroud Road	482	158	58	60

with lights and sirens on was hurrying along Finlay Rd around 3.10pm, when there was a great deal of traffic coming off Tredworth Roundabout towards it; the driver had to sound his horn to try to get parents blocking Finlay Road to move along, so this caused a delay. I do not live in Tuffley but my daughters cycle to Ribston Hall High School every day and we had to work out a route that avoids the cycle lanes down Tredworth Rd and down Stroud Road (they go through White City and over the footbridge and down Larkspear) because the Council and the Police consistently turn a blind eye to the fact that cyclist and pedestrian infrastructure has been annexed by drivers	
54. Questioner's name: Gary Byard	Respondent's name: Cllr Philip Robinson
What progress is being made? With the Department for transport and First group plc Greater Western trains company limited GWR With transfer of 175 rolling stock from Transport for Wales. To First Group plc Greater Western trains company limited GWR for service in Devon and Cornwall being signed off By lord Hendy Transport minister. For use in Devon and Cornwall on Regional Express Trains. And local train from Devon and Cornwall comming to Bristol area metro west railway Network. Bristol Temple meads station to Filton Abbey station Bristol Parkway railway Yate Charfield for Wotton under Edge. Opening 2027 .cam and Dursley Gloucester central, Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill and Worcester Forgeate. Can you advise me of progress on removal the inter city Express trains from the Bristol Temple meads station to Gloucester central and Worcester Forgeate Street Line.	On the matter of Intercity Express Train (IET) services, we are not aware of any GWR plans to stop using them on this route. Please contact GWR for their strategies to ensure that passengers are onboarded and have access to a wheelchair space and accessible toilet. If a customer is travelling in a wheelchair from say Bristol Temple Meads or Gloucester, then GWR's station team or the guard will have helped them onto the train, so will have been able to make sure they're in the right place to alight at Cam & Dursley and Yate. It is for GWR to provide any further updates on the matter. GCC are not able to provide any further information as to the leasing of rolling stock and their operation on the GWR network. Further announcements from GWR will follow as appropriate.

So passengers with reduced mobility and partly sighted passengers can access trains with wheelchair accessible space at Filton Abbey wood Yate and cam Dursley station and Ashchurch for Tewkesbury.	
55. Questioner's name: Angie Boyes	Respondent's name: Cllr Dom Morris
Following a recent accident involving a pedestrian on Cirencester Road (A435) in Charlton Kings, I would like to ask the following of the Cabinet Member. Is he aware of this accident, have the Police submitted a report to the Gloucestershire Highways Road Safety Team and what action will be taken with regards to improving the safety of this stretch of road? Many residents cross this very busy road daily to access amenities and three schools but there is currently no safe crossing point between Moorend RoadLyefield Road West and the crossing near Okus Road. I would very much appreciate your response as to what will be done to make this road safer to cross.	I am aware that there was unfortunately a collision on Cirencester Road in Charlton Kings. The GCC Road Safety team received details of this collision from the police, and will be analysing the data. Pedestrian safety and accessibility are of key importance to the council and we are reviewing our policy for assessing and prioritising funding. This will be brought to Environment Scrutiny Committee later this year. Our ability to deliver additional pedestrian crossings will depend on the overall funding available in the highways capital programme and whether sites meet the criteria in the council's policy.
56. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray
This questions relate to financial performance of the incineration plant at Javelin Park, also known as the energy from waste facility, and the related Contract between UBB and GCC It is now five years since the commencement of operation of the plant.	Please see Page 74 of the Statement of Accounts, the web link is below and the document can be located on the County Council's website.

Questions Relating to the Costs and Benefit of the Contract for Incineration of Waste I refer to Cllr David Gray’s helpful response on costs of incineration given as answer 10 to members questions in March 2024. The costs quoted exclude the capital element, that is amortisation of the lease. They also do not appear to include any mention or value of the upfront capital contribution the Council made to reduce these amortisation payments, nor do they account of for the value of the land purchased by the Council for this purpose. Can the Council please provide amortisation cost for the two years quoted in the previous response (2223 and 2324) and from this calculate the total average cost per tonne for waste treated by incineration under the contract <u>including</u> capital amortisation?	https://www.gloucestershire.gov.ukmediapfdo5c4draft-soa-2023-24.pdf									
57. Questioner’s name: Tom Jarman	Respondent’s name: Cllr David Gray									
Can the Council please list all capital up front payments made to support this contract? Please include the cost of purchasing the land on which the incinerator is built and all capital payments made in connection with the plant orand contract.	The capital contributions, approved by Cabinet, totalled £38 million. The land acquired by the Council at Javelin Park cost £7.4 million.									
58. Questioner’s name: Tom Jarman	Respondent’s name: Cllr David Gray									
For comparison can the Council please provide the cost and tonnage sent to landfill for the two years prior to commencement of the incineration contract and from this provide a historical cost per tonne for landfill?	<table><tr><th>Year</th><th>Annual Tonnage</th><th>Annual Cost</th></tr><tr><td>201718</td><td>127570</td><td>£14,640,155</td></tr><tr><td>2018-19</td><td>127965</td><td>£15,029,078</td></tr></table>	Year	Annual Tonnage	Annual Cost	201718	127570	£14,640,155	2018-19	127965	£15,029,078
Year	Annual Tonnage	Annual Cost								
201718	127570	£14,640,155								
2018-19	127965	£15,029,078								

Please provide this cost for waste disposal by landfill for 2017/18 and 2018/19	
59. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray
In recent statements the Council has stated that the incinerator is bringing an annual benefit of £15m as an indirect consequence of increases in wholesale electricity prices. Under the contract with UBB the Council was able to purchase electricity and associated carbon credits produced by the incinerator. Can the Council please provide the total cost of purchasing this electricity which has a quoted value of £15m?	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 does purchase electricity, through a separate contract with a different energy supplier, for its corporate buildings and for those schools and academies that have opted in
60. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray
Can the Council please provide figures for the net benefit for last year and that anticipated for the current financial year from the electricity purchased from the plant, that is the income less associated costs of purchasing the electricity?	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 does purchase electricity, through a separate contract with a different energy supplier, for its corporate buildings and for those schools and academies that have opted in.
61. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray

It is now five years since the start of operations of the Javelin Park incinerator. Members and the public were told that this facility would deliver savings of £100m over its lifetime. Eg This figure is given in the annual accounts for 201920. However, according to Council accounts the total cost for waste disposal for the County, net of income from electricity, has risen from less than £18m pa prior to operation to around £28m pa now, an increase of over £10m pa to waste disposal costs. In addition there were significant upfront capital payments. Does the Council still anticipate that the contract will deliver £100m of net savings over its lifetime?	We believe we are on target to achieve the saving, which has been assisted in part by high electricity prices in recent years.
62. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray
In which year does the Council now anticipate that the costs of disposal of waste will be less than the equivalent landfill costs for the same volume of residual waste, if at all?	GCC is unable to answer the question, as there are many factors that would influence both waste treatment and disposal costs, many of which are outside of GCC's control, including but not limited to: • Gate fees • Prices received for recyclable materials from household recycling centres • Landfill tax • Annual inflation • Contract renewals • Change in legislation
63. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray

In which year does the Council now anticipate that the costs of disposal of residual waste will be less than the equivalent landfill costs, if at all?	This is a repeated question see answer to question 62
64. Questioner's name: Tom Jarman	Respondent's name: Cllr David Gray
In what year does the Council now anticipate the contract will reach breakeven if at all, that is when will it have delivered savings which equal the upfront capital payments?	It is not possible to confirm with any certainty which specific year the savings will be fully delivered, for the reasons outlined in the response to Question 62. GCC will inherit the asset at the end of the residual waste contract, so the lifespan of the asset means that savings will continue to be delivered after the initial 25 year contract period.
65. Questioner's name: Adrian Oldman	Respondent's name: Cllr Stephen Davies
Gloucestershire Charter - At the May 2024 Council meeting, Councillor Hawthorn said "The principal purpose of the charter, which is a commitment to continuous improvement of good working practices, remains very much 'in force'. However, as stated on our website, the document itself is under review. This review is now nearing completion and a revised version will soon be ready to share with town and parish councils and other potential signatories for their comments before a revised version is finalised and published." That was five months ago. Has the new Charter been published? If not, what is the current state of the review? When can town and parish councils expect to see a revised version for comments.	Whilst an updated draft has been developed, I have asked that a more collaborative approach on developing a new version is taken and therefore I have asked officers to look at what that process might look like. We will write out to all relevant stakeholders once a timetable has been developed. Thank you for your patience and please let me echo Cllr Hawthorne's comments from May, the commitment to continuous improvement of good working practises remains very much in force.
66. Questioner's name: Adrian Oldman	Respondent's name: Cllr David Gray

How many EV chargers have been installed and connected under the Connected Streets scheme in each of the six districts in the County?
How many of those are in Stroud District?

GCC have been installing public EV Chargepoints to support residents without access to off-street parking to give them the opportunity to charge an EV close to their home thereby removing a barrier to EV purchase. These have been funded through DfT OZEV and internal funding.

In the first phase deployment, 124 of 128 EV chargepoints have been installed on street. All will be made live once grid connections are completed. A further 100 public EV Chargepoints have been installed and are live in the Arle Court Transport Hub

The following details the number of public EV chargepoints installed in each district

Gloucester: 38

Stroud: 8

Cotswold: 8 (+ 4 in progress)

Tewkesbury: 12

Cheltenham: 146

FoD: 12