



8th Aug 2022

To Members of the Consultations Committee

You are hereby summoned to a meeting of the **Consultations Committee** to be held on Monday 15th August 2022 at 7.30pm at Thanet House, 58 London Road, Stroud, to conduct the following business.

Helen Bojaniwska
Town Clerk

AGENDA

1. To receive apologies
2. To receive declarations of interest or requests for dispensations
3. To approve the minutes of the meeting of 11th July 2022 previously circulated
4. To receive questions from members of the public
5. To receive a presentation from ULEV Programme Manager regarding Electric Vehicle Charging consultation
6. To receive the Assistant Clerk's Report (for information only)
7. To note planning decisions from the Stroud District Council
8. To comment on planning applications as listed
9. To note County Council roadworks
10. To consider SDC Mandatory CCTV in Taxis consultation
11. To note the Water Resources Management Plan 2024 (WRMP24) pre consultation
12. To complete the Community Governance Review - Initial Survey
13. To approve the Road Safety Working Group recommendation for the Community Speedwatch Safety Fund application
14. To respond to the GCC Road Safety strategy 2022-2032 survey

Members are reminded that the Council has a general duty to consider the following matters in the exercise of any of its functions: Equal Opportunities (age, race, gender, sexual orientation, faith, marital status and disability); Crime and Disorder (Section 17); Health and Safety; and Human Rights.

Decisions Made By Local Planning Authority

Application	Status	STC Comments
Park View Lansdown S.22/0417/HHOLD Garage conversion to accommodate studio & workshop	Permission	Neutral
26 Summer Street S.22/0783/HHOLD Construction of first floor extension, alterations & new studio (revised plans 15/06/22)	Permission	Neutral
26 Summer Street S.22/0784/LBC Construction of first floor extension, alterations & new studio	Consent	Neutral
Sunnyside All Saints Road S.22/0602/HHOLD Garage conversion with external Canopies	Permission	Support
Grove House Painswick Road S.22/1069/HHOLD Demolition of single-storey side extension and erection of single-storey side extension	Permission	Neutral
Grove House Painswick Road S.22/1070/LBC Demolition of single-storey side extension and erection of single-storey side extension	Consent	Neutral
Cumbrae Sycamore Drive S.22/0984/HHOLD Erection of single storey rear extension	Permission	Neutral
98 Cainscross Road S.22/1177/HHOLD Loft conversion to include rear dormer Window	Permission	Neutral
Hammonds Farm Wick Street S.22/1246/AFPA Erection of 3 polytunnels	Prior approval granted	Neutral
Lot 4 Land At Woodside S.22/1283/AFPA New building of a potting shed	Prior approval granted	Neutral
Museum In The Park Stratford Road S.22/1357/TCA Willow Tree located in south-west corner of Museum in the Park walled garden. The tree has been confirmed as being dead and requiring removal for safety reasons	Consent	Neutral
Suemarte Clare Court S.22/1207/HHOLD Erection of single storey side/rear extension	Permission	Neutral
47 London Road S.22/0563/FUL Change of use from office to residential (Use Class C3), erection of boundary wall, fence and cycle store	Permission	Neutral
10 London Road S.22/1067/HHOLD Repair and repaint front elevation. Replacement of front door	Permission	Support

42 Mill Farm Drive Paganhill S.22/1232/VAR Variation of Condition 2 of S.17/0987/HHOLD - Change of external materials to external store	Permission	Neutral
Brimscombe Mills Estate London Road Brimscombe S.19/2690/FUL Proposed conversion of Mill to provide a Mixed Use Commercial Development comprising antiques storage/shop and ancillary coffee shop, Wellness Centre, Distillery and Brewery, Office and associated record shop. (Use Classes E, B2, B8 and Sui-generis).	Refusal	Object
North Ridge Farmhill Crescent S.22/0750/HHOLD Extension and refurbishment to existing dwelling	Permission	Neutral
Land At Stafford Mill London Road Thrupp S.22/0742/FUL New industrial building with storage and office space.	Permission	Neutral
38 - 39 London Road S.22/1188/LBC Demolition of rear store, re-roofing & stone repairs	Consent	Neutral
45 Swifts Hill View S.22/1268/HHOLD Removal of garage and conservatory & construction of two storey side extension.	Permission	Neutral
Coniston Park End Paganhill S.22/1298/HHOLD Erection of single storey rear extension	Permission	Neutral
9 Springhill Uplands S.22/1349/TPO T1 and T2 - Yew Trees TPO 181/A. Reduction in height from 12 metres to 9 metres with appropriate lateral growth reduction.	Consent	Neutral
Willowdene Butterrow Hill Bowbridge S.22/1475/TCA T1 Lime - Crown reduction and reduce height by 5m . G1 Alders x4 - Re-pollard to previous reduction points G3 Willows x8 - Re-pollard to previous reduction points	Consent	Neutral

Item 8 APPLICATIONS 15th Aug 2022

Planning Application No.	Location	Details	Ward/notes
S.22/1513/FUL	18 Gloucester Street	Part change of use and from hot food take away (office area) (A5) to create separate ground floor studio flat (C3) and alterations to first floor flat	Central
S.22/1548/TCA	1 Cheapside	T1 Sycamore - fell	Central
S.22/1472/TCA	17 Chapel Street,	Tree 1 - Whitebeam - Prune clear of adjacent property to give 2-2.5m clearance in a vertical line. Tree 2 - Silver Birch -Fell to near ground level. Tree 3 - Silver Birch - Fell to near ground level.	Slade
S.22/1658/LBC	2 Bisley Old Road	To replace glass in existing stone mullion and casements with ultra-thin double glazed units	Slade
S.22/1661/LBC	Stone Manor , Bisley Road	Replacement window units to hardwood frames with slimline double glazing	Slade
S.22/1670/HHOLD	1 Upper Leazes	Removal of existing Juliet Balcony and replacement with a full balcony with frameless clear glass balustrades	Valley
S.22/1680/FUL	Communication Station (Hutchinson GL0114), The Cross, Nelson Street	Removal of 1no. existing wall mounted tri-sector 2 port antenna and support pole, 1no. existing equipment cabinet and other ancillary apparatus and the installation of 1no. replacement tri-sector 6 port antenna on proposed alpha wall mounted structure, 3no. mhas, 2no. equipment cabinets and 1no. gps node with all other ancillary apparatus	Central
S.22/1679/HHOLD	18 Marling Crescent, Paganhill	Erection of double storey side extension plus loft conversion and porch	Farm/Pag

Delegated applications

These applications will not be discussed unless a ward Cllr calls in or there are significant objections from members of the public.

Planning Application No.	Location	Details	Ward/notes
S.22/1515/FUL	4 The Birches, Birches Drive	PVC window to be replaced by metal frame to harmonise with existing windows	Uplands
S.22/1516/LBC	4 The Birches, Birches Drive	PVC window to be replaced by metal frame to harmonise with existing windows	Uplands
S.22/1636/HHOLD	Crofty, Cowle Road	Erection of small outbuilding to provide an office/ studio/ annexe	Trinity

Highways

What: Road closures for drainage improvement works

Where: Stratford Road, Stroud

When: 15th to 26th August – 24/7 road closure

Access

To ensure the safety of road users and our workforce, it is necessary for us to **close the road** because of the machinery that will be used and deep excavation.

Access to Stratford Park will be maintained from the west direction. Pedestrian access will be maintained throughout. Overleaf is a map showing the extent of the works area.

Diversion

An official diversion route will be signposted which is suitable for all vehicles that would normally use the closed road.

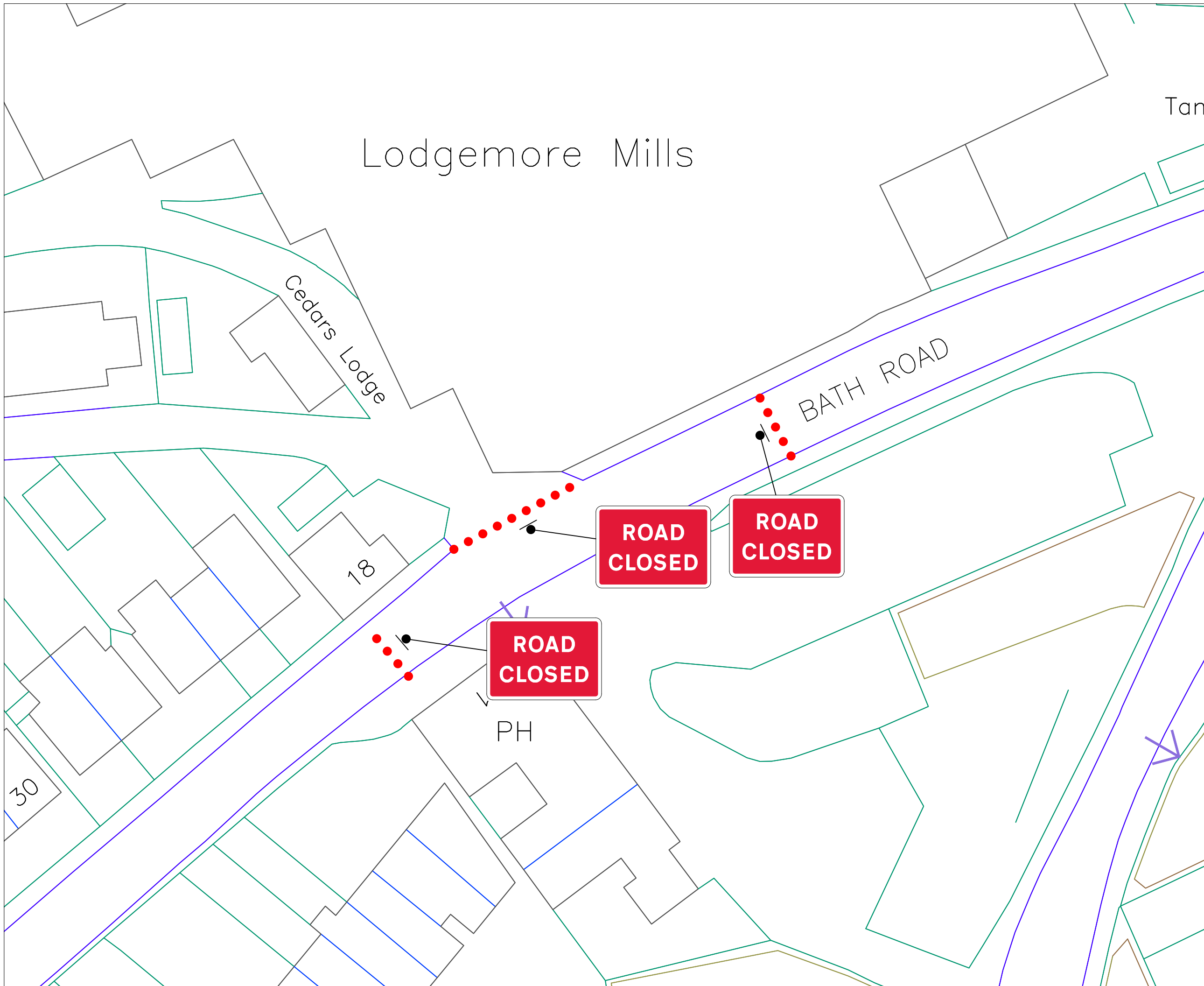
URGENT ROAD CLOSURE OF VARIOUS ROADS IN GLOUCESTERSHIRE FOR URGENT PATCHING WORKS

Road number/name	Closure extent (from) (to)		Approx distance
A4171 Stratford Road	Painswick Road	Paganhill Lane	1160 metres

Please note: This closure was originally planned to be from the 8th August 2022, however works were delayed and so will now start on the 15th August 2022.

Bath Road, Stroud

This road will be closed on Sunday 30th October 2022. This is to allow for works on behalf of Severn Trent Water. Pedestrian and emergency access will be maintained.



DESIGN HAZARDS

(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process.)

- NOTES**
1. Drawing not to scale. Signs and Taper positions to be measured and placed accurately on site.
 2. Changes to the layout are to be approved by the Duty Supervisor or TSCO and recorded.
 3. Works Access and Works Exit are to be determined and agreed on site.
 4. This TM Layout has been designed by a Traffic Management Designer. It is to be checked by a Qualified Supervisor prior to installation. Any Discrepancies and/or errors are to be reported back to the Design Team.
 5. The TM Foreman and/or TSCO is responsible for the installation of the Traffic Management on Site. Any Discrepancies and/or errors are to be reported back to the Supervisor.

Key

- Traffic Signs
- Traffic Cones/Cylinders

	Yes	No
Bus Stop to be Suspended		•
High Speed Crew Required		•
School		•
Hospital		•
Police Station		•
Fire Station		•

Rev	Rev details	Drwn	Chkd	Appd	Date
	Designed: RR				Date: 20/07/2021
	Drawn: RR				Date: 20/07/2021
	Checked:				Date: 20/07/2021
	Approved:				Date: 20/07/2021

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Client



Project Name
Bath Road

Postcode **GL5 3EJ**

Drawing Title
Road Closure & Diversion Route
Page 1 of 2

Original Drg Size : A3 Scale : SCALE
Dimensions : DIMS

Drawing Status
- Suitability
S0

Drawing No
TM-BAT-STW-01 Revision
-

Subject: Stroud District Council - Consultation on Mandatory CCTV in Taxis

Dear Town/Parish Council

The Licensing Team at Stroud District Council are currently consulting on whether there is local evidence to support compulsory CCTV in all Stroud District Council licensed taxis and private hire vehicles.

In 2020 the Government released Statutory Guidance for taxi and private hire licensing which included a requirement that Councils must consult to identify if there are local circumstances that would make mandatory CCTV in taxis and private hire vehicles a positive effect on public safety, balancing this against privacy and cost.

You can find all the information, together with a link to Stroud District Council's questionnaire, on our [Mandatory CCTV Consultation webpage](#). The consultation is open until 14th August 2022. Your views will contribute to whether or not it becomes mandatory for Stroud District Council licensed vehicles to have CCTV installed.



Thames Water's Draft Water Resources Management Plan 2024

Hello,

We are developing our next Water Resources Management Plan (WRMP) which will cover the 75-year period from 2025 to 2100. Our plan will reflect the Water Resources South East (WRSE) regional plan and will set out the actions that we intend to take to ensure that we have a sufficient supply of water to meet the needs of our customers in the long term while ensuring that enough water is left to protect the environment, taking into account challenges such as population growth and climate change.

We have a duty, under Section 37A-37D of the Water Industry Act 1991, to prepare and maintain a Water Resources Management Plan. Our current plan, WRMP19, was approved for publication by the Secretary of State for the Environment, Food and Rural Affairs in March 2020. You can read this plan [here](#)¹. We update our plan every five years to ensure that it remains up to date, including updated forecasts and ensuring that our plan meets the requirements of any new policies set by the government.

We will submit our draft plan to Defra by 3rd October 2022 and expect to publish it in November, following national security and other checks, for statutory public consultation. Feedback from the public consultation will be taken into account in the development of our revised draft plan.

Working as part of WRSE, we have been engaging with a wide range of stakeholders throughout the development of the best value plan for the South East, and the regional plan will be the foundation of our draft WRMP. As we continue the work to develop the regional plan, and our draft plan, ahead of consultations in the Autumn, we welcome any comments that you have by Lesley Tait (Email: Lesley.tait@thameswater.co.uk.)

Water Resources Management Planning

We are required to follow the [Water Resources Management Plan Regulations 2007](#)² and the [Water Resources Planning Guideline](#)³ when preparing our plan. The Water Resources Management Plan Regulations 2007 set out the legal requirements of the plan and the process that we must follow when producing it, while the Water Resources Planning Guideline sets out in more detail the factors that we should consider and the methods that we should use. We must also follow Directions issued to us by Defra.

Key Changes Between WRMP19 and dWRMP24

Our WRMP19 set out that, without intervention, our customers would experience a level of drought risk which is greater than our desired Level of Service. In order to mitigate this risk, the plan set out the following key features:

- Demand management: in the short to medium term, we committed to reduce leakage and help customers reduce their water consumption. This involved finding and fixing leaks, rehabilitating water mains, and continuing to roll out our Progressive Metering Programme (PMP), resulting in 15% leakage reduction by 2025, a 50% reduction in leakage over the longer term, and most households being metered by 2030.

¹ <https://www.thameswater.co.uk/about-us/regulation/water-resources>

² <https://www.legislation.gov.uk/uksi/2007/727/contents/made>

³ <https://www.gov.uk/government/publications/water-resources-planning-guideline/water-resources-planning-guideline>

- Water recycling: we intended to develop a water recycling scheme in North London, providing London with around 50 million litres per day by 2031.
- South East Strategic Reservoir Option (SESRO): we set out the need for a reservoir to secure-long resilience in the South East, being delivered in 2037/38. The reservoir was intended to bring around 200MI/d of supply capability for our customers, and a further 100MI/d of supply to Affinity Water.
- Severn-Thames Transfer (STT): in the longer term (2080s), dependent on future uncertainties, a supported Severn-Thames Transfer was set out as being needed.

Several key documents, notably the National Infrastructure Commission report [Preparing for a Drier Future](https://nic.org.uk/studies-reports/national-infrastructure-assessment/national-infrastructure-assessment-1/preparing-for-a-drier-future/)⁴ and the [National Framework for Water Resources](https://www.gov.uk/government/publications/meeting-our-future-water-needs-a-national-framework-for-water-resources)⁵, have been published which have led to changes in the way that we plan, and the requirements that we must meet. The key changes to planning processes and requirements are:

- **Introduction of Regional Water Resource Planning:** The National Framework for Water Resources set out the requirement that water resource plans be developed at a regional level (as opposed to the existing approach of company WRMPs being developed in isolation), with regional plans being reflected in water company WRMPs. We are a member of the WRSE regional group, and our WRMP will reflect the South East (SE) plan. The development of the SE regional plan has involved the development of methods, models, and datasets which are consistent across the region, leading to a far greater level of alignment. In some cases, the use of these methods and/or datasets has required us to change the methods that we applied in developing WRMP19.
- **Drought Resilience:** Our current Level of Service is that we would not impose emergency water use restrictions (such as standpipes) more often than once every 100 years. We are required to improve our level of resilience such that we would not impose emergency restrictions more often than once every 500 years by 2040 at the latest (although we should explore the cost implication of delaying this). We will also improve to a 1 in 200-year Level of Service in the early 2030s, and are investigating the best option(s) that can be delivered to enable this.
- **Licence Reductions:** Our WRMP19 set out licence reductions, for the benefit of the environment, which were deemed likely to be needed prior to 2030, and included scenarios of further licence reduction in the future. For WRMP24 we must take account of two new factors relating to licence reductions:
 - A 'licence capping' policy has been introduced by the Environment Agency (EA) whereby, in order to offset the potential risk of deterioration, some licences may be capped at abstraction volumes that have previously been used (an interpretation of requirements set out in the Water Framework Directive).
 - The Environment Agency has introduced guidance around the derivation of an "Environmental Destination" and set out scenarios to be considered in the National Framework for Water Resources ([Appendix 4](#)⁶). The guidance focuses on the development of profiles of licence reductions that could be necessary up to 2050. Potential future sustainability reductions are the largest single potential impact on our future supply-demand balance, and also present the largest uncertainty in our planning. Scenarios of Thames Water licence reductions in our dWRMP24 range from around 100 MI/d to over 500 MI/d in the long-term. We will need to undertake a significant volume of investigations

⁴ <https://nic.org.uk/studies-reports/national-infrastructure-assessment/national-infrastructure-assessment-1/preparing-for-a-drier-future/>

⁵ <https://www.gov.uk/government/publications/meeting-our-future-water-needs-a-national-framework-for-water-resources>

⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/872344/Appendix_4_Longer_term_environmental_water_needs.pdf

to determine those licence reductions which would result in ecological benefit, in order to determine which reductions we should plan to implement.

- **Leakage Reduction:** Direction from Defra has highlighted that we should set out how we will reduce leakage by 50% from 2017/18 levels, by 2050.
- **Household Consumption Reduction:** Government expectations are that water companies contribute to the national target of achieving 110 l/h/d per capita consumption by 2050.

In addition to the points set out above, our dWRMP24 includes two other significant changes:

- **Rejection of Deephams Water recycling (previously referred to as Effluent reuse) scheme as an option:** Following further investigation and consultation with the EA, environmental risks have been identified which have led us to reject the Deephams Water recycling option for dWRMP24. As highlighted above, Deephams Water recycling was an option that we intended to deliver by 2031 to deliver 1 in 200-year resilience to drought. As such, we will need to determine which alternative option(s) presents the best value approach to reaching a 1 in 200-year level of drought resilience with the earliest practical delivery date.
- **Greater focus on adaptive planning, and best value planning:** Our WRMP19 was a Best Value Plan which incorporated adaptive planning techniques. Our dWRMP24, and the WRSE Regional Plan, will utilise these techniques more heavily.

Emerging Plan

In January 2022, WRSE published its “Emerging Regional Plan for South East England”. This gave early sight of the big issues and emerging solutions to gain initial feedback from stakeholders. It was a step in an ongoing process of plan development, and not yet a formal preferred plan. From Thames Water’s perspective, the most salient parts of the emerging plan were:

- **Demand reduction:** The largest component of our plan in the short to medium term is still demand reduction. Our plan results in a reduction in demand of around 250 million litres per day in London alone, by 2050. This level of demand reduction is expected to be maintained in our dWRMP24 and is driven by substantial reductions in leakage (15% by 2030 and 50% by 2050) and ongoing roll out of our smart metering programme supported by awareness and engagement with customers.
- **Water recycling:** The emerging plan identified the Beckton Water recycling option as being the option which would increase our customer’s level of protection from drought to 1 in 200-years. We are working to determine which option(s) present the best value solution to providing a 1 in 200-year level of resilience, with the Deephams scheme having been ruled out on environmental grounds.
- **SESRO and STT:** The emerging plan identified that, in order to provide a 1 in 500-year level of service and meet severe future licence reductions, both the STT and SESRO strategic resource options may be required. Since the emerging plan was published, we have been working to improve the approaches taken in adaptive planning and may find that we don’t have a need for both options in all potential future scenarios. SESRO and STT would be needed to provide supply both to Thames Water customers as well as Affinity Water and Southern Water customers, via the Thames to Affinity Transfer and Thames to Southern Transfer schemes respectively.

The WRSE emerging plan set out a cost efficient approach to the planning problem of providing water to the South East of England. Our WRMP24 and the revised WRSE plan will present a best value approach, considering factors beyond only cost.

Next Steps

We are currently working to produce a Best Value Plan for the South East region with WRSE.

We have an established programme of engagement with stakeholders, including discussions, webinars and consultations held with WRSE and via our Water Resources Forum co-hosted with Affinity Water. We will continue to work openly and transparently with stakeholders.

As mentioned previously, we will be publishing our draft plan in late 2022, and will be holding a public consultation during late 2022 and early 2023. The revised WRSE best value regional plan will also be published at around the same time as our dWRMP24, and this plan will also be consulted on.

We welcome your participation in the consultation on our draft WRMP24. If you have any comment or feedback that you would like to raise on the approach that we are taking to producing our dWRMP24 ahead of the consultation please email Lesley Tait (Email: Lesley.tait@thameswater.co.uk)

Best regards,

Tony Owen,
Head of Water Resources
Thames Water
Date: July 2022

Subject: Community Governance Review - Initial Survey

Good afternoon,

Following the Community Governance Review (CGR) undertaken in 2019 Stroud District Council agreed to undertake a CGR for the parishes which contained the Great Oldbury development (Eastington, Standish and Stonehouse) between 2022 and 2023. We are therefore contacting all Parish and Town Councils to ask whether there are any specific issues in relation to governance that may need to be addressed by a CGR. We are asking all Parish and Town Councils to complete the survey below by **Monday 29th August** however please do contact us if you require additional time.

Survey link: <https://www.smartsurvey.co.uk/s/TMBAHP/>

Further information regarding CGR's and what they entail can be found on the survey. We want to ensure we understand your views about the local community you live in before making any decisions or moving forward with any additional CGRs.

STROUD TOWN COUNCIL

Notes of the meeting of THE ROAD SAFETY WORKING GROUP 5th July 2022 at 7.00pm

Present

Cllrs Fealty (Chair) and Smith

In attendance

Ally Rood (Project Officer, STC), and three members of the public.

1. Welcome, introductions and apologies

Apologies received from Cllrs Schoemaker and Sheer, Gloucestershire County Councillor Drew and Yakub Mulla (Gloucestershire County Council Highways Manager)

2. Notes of previous meeting

The notes from the meeting on the 24th May 2022 were received

3. Updates

- i) As Cllr Schoemaker was not present the update on Low Traffic Neighbourhoods was deferred to a future meeting.
- ii) Stroud Town Council 20mph resolution. Whilst the group welcomed this it was felt that not enough was done to promote and enforce the current 20mph in the town centre. This was partly due to it being badly signed and few additional interventions to ensure drivers stick to the designated limit. A member of the public had recently done their own survey on Bisley Road and discovered that when approached drivers were unaware it was a 20mph zone. There was also some uncertainty as to the extent of the 20mph TRO. **Action:** AR to ask Cllr Drew to obtain map of TRO. Cllr Fealty asked if any research had demonstrated the effectiveness of a 20mph. A member of the public confirmed some had been done and speeds had been reduced, but this was in combination with enforcement and hard engineering. It was **agreed** that at the next meeting the group should discuss with Cllr Drew about Highways Local funding and how/if this could be used to support and attract matched funding for specialist interventions to reduce speeds.

4. Community Speedwatch Safety Fund

The group had previously discussed this fund at the meeting of 24th May. Gloucestershire County Council and the Office of the Police and Crime Commissioner launched the fund to help provide communities with the tools they need to combat speeding in their area. Applications for Tranche 1 of the fund must be submitted by 31st August 2022. The fund can cover applications for Road Safety Officer support, speed surveys, 'Twenty is Plenty' wheelie bin stickers, mobile vehicle activated signs (VAS) or community speedwatch cameras. Various criteria apply. The Bisley Old Road Speedwatch group representative confirmed they intended to apply for a community speedwatch camera. **Action:** representative to keep group updated on progress. It was suggested that funding for Road Safety Officer support may be beneficial, however the group did not think this was necessary and agreed an application should be made for 400 wheelie bin stickers. **Action:** AR to ratify the working

group decision with the next available Consultations and Highways Committee, and to consider how to distribute stickers.

5. AOB

A member of the public expressed frustration with GCC Highways regarding new road markings in Hollow Lane but none on Bisley Road, and removal of bollards. **Action:** AR agreed to speak with Cllr Drew.

As there had been some difficulties with Zoom during the meeting the Chair requested links posted in the Chat function be shared on the meeting notes for everyone to access. **Action:** AR to include in meeting notes (see below)

6. Date of next meeting

27th September 2022 starting at 7.00pm.

The meeting ended at 19.50.

Links from meeting

[20-mph-zone-factsheet.pdf](#)

Community Speedwatch Fund application

AUTHOR

Project Officer

CONSULTEES

Road Safety Working Group

FOR MEETING

Consultations and Highways, 15th August 2022

RECOMMENDATION

Approve the Road Safety Working Group suggested application for 400 wheelie bin stickers and additional speed survey.

REPORT

Gloucestershire County Council in partnership with the Office of the Police and Crime Commissioner have launched a £600,000 [Community Speedwatch Safety Fund](#) for Gloucestershire. This fund has been set up to “provide communities with the tools they need to combat speeding in their area, helping to make our roads safer for everyone who uses them to walk, cycle, and drive”. Applications for Tranche 1 of the fund to be submitted by 31st August 2022.

The fund can cover applications for Road Safety Officer support to provide guidance to communities to develop their road safety plans, speed surveys, ‘Twenty is Plenty’ wheelie bin stickers, mobile vehicle activated signs (VAS) or community speedwatch cameras. Various criteria apply e.g. only registered Community Speedwatch Groups can apply for community speedwatch cameras.

The working group discussed the funding at its last two meetings. At the meeting on 5th July 2022, the representative from the Bisley Old Road Community Speedwatch Group confirmed they would apply for a community speedwatch camera. The working group felt that Road Safety Officer time was unnecessary and agreed an application for 400 wheelie bin stickers to be distributed throughout the relevant areas of the town was appropriate.

Subsequent to this meeting the Project Officer received a request from a member of the public for a VAS to be situated in Folly Lane. When the Town Council first acquired its VAS a speed survey was undertaken in Folly Lane to ascertain if it met Gloucestershire County Council’s criteria. At that time this location was rejected as speeds were within the range for the posted speed.

Three years on this fund could also provide an opportunity obtain funding to conduct another speed survey to see if this is still the case.

LEGAL IMPLICATIONS

The Council may exercise the General Power of Competence in regard to expenditure and actions relating to this report.

FINANCIAL AND STAFFING IMPLICATIONS

Financial implications. None

Staffing implications. Approximately six hours of Project Officer time necessary to write funding application.

EQUALITY IMPLICATIONS

The Council is legally bound by the public sector equality duty to prevent and eliminate discrimination, establish and promote equality and equal opportunities, and foster good relations between people with different protected characteristics

CO2 IMPLICATIONS

Encouraging motorists to travel at slower speeds will result in more fuel-efficient driving and by improving safety for all road users, encourage more active travel, resulting in an overall reduction in CO2 emissions.

News Release

EV 8429

For Immediate Release

10-year ambition to halve number of serious accidents on county's roads

A new road safety policy has been drafted by Gloucestershire County Council, which aims to reduce the number of people killed or seriously injured on the county's roads by 50 per cent by 2032.

The long-term aspiration is to follow the 'Vision Zero' approach, which is recognised around the world and aspires to stop all traffic fatalities and severe injuries by 2050, while increasing safe and healthy travel for everyone.

To help move towards this aspiration, the council has outlined its road safety strategy 2022-2032, which aims to deliver safer roads, healthier streets and lower speed limits where people live.

People in Gloucestershire are being invited to give their views on the draft policy by taking part in an eight-week consultation period, which starts today, 18 July 2022, and runs until 11 September 2022.

You can take part in the survey here:

<https://haveyoursaygloucestershire.uk.engagementhq.com/gloucestershire-county-council-road-safety-policy>

Action is needed as latest figures show that the number of people killed or seriously injured on the roads has been increasing in the south west and south of England, including Gloucestershire.

Last year 23 people were killed on the roads in Gloucestershire and a further 302 were seriously injured. It is an unacceptable toll and it is why the county council has reviewed and written its new road safety strategy.

Measures to improve road safety and reduce accidents will include cutting speeds in areas where there is a higher number of vulnerable people, supporting road safety campaigns such as '20 is plenty' and reviewing speed limits on A roads in Gloucester and Cheltenham.

Other actions will include continuing to deliver targeted education programmes through Gloucestershire Fire and Rescue Service (GFRS), reviewing fixed speed cameras with Gloucestershire Constabulary and working with local communities to support Community Speedwatch and other activities.

The work will link to other council priorities such as providing new infrastructure to encourage more walking and cycling, tackling climate change by decarbonising transport and helping people of all ages to stay safe and well.

Cllr Dave Norman, cabinet member for road safety, said: “Road safety is a priority for us and this draft policy sets out our aims to reduce the number of serious accidents on our county’s roads.

“We will work closely with our partners and local communities to achieve these aspirations as we are committed to making our roads safe for people to use. We really want to know what you think of the policy so please take part in the survey to share your views with us.”

ENDS

Issued by – Communications team, Gloucestershire County Council