

GLOUCESTERSHIRE'S DRAFT LOCAL TRANSPORT PLAN CONSULTATION

Cabinet Date	11 November 2015
Fire, Planning and Infrastructure	Cllr Will Windsor-Clive
Key Decision	Yes
Background Documents	<p>Gloucestershire's Local Transport Plan (LTP) was adopted in 2011 and can be viewed here: http://www.gloucestershire.gov.uk/extra/ltp3</p> <p>In February 2013 Council approved the decision to delay the review of Local Transport Plan. The decision to delaying the review can be viewed here (item 22): http://glostext.gloucestershire.gov.uk/ieListDocuments.aspx?CId=333&MID=7429</p> <p>An evidence base review was undertaken in 2014 and can be viewed here: http://www.gloucestershire.gov.uk/ltp3</p> <p>The LTP consultation document was consulted on for six weeks between 16th February and 27th March 2015. It can be viewed here: http://www.gloucestershire.gov.uk/CHttpHandler.ashx?id=62921&p=0</p> <p>A consultation response report was produced following the previous round of consultation. It can be viewed here: http://www.gloucestershire.gov.uk/CHttpHandler.ashx?id=63954&p=0</p>
Location/Contact for inspection of Background Documents	Please contact Ben Watts (ben.watts@gloucestershire.gov.uk) with any questions regarding the documents above.
Main Consultees	<p>Three previous rounds of stakeholder engagement have taken place to inform the Local Transport Plan review. Main consultees were County Councillors, District Councillors, Parish Councillors, neighbouring authorities, Transport Operators, Transport Interest Groups, Environmental Groups and Gloucestershire County Council (GCC) Officers.</p> <ul style="list-style-type: none"> • A Local Transport Plan Issues Stakeholder event was held in July 2014. A brief questionnaire was circulated at that event which encouraged feedback on the existing Local Transport Plan document, and any issues or schemes that may need to be considered through the review process. 27 representations were received.

	<ul style="list-style-type: none"> • During October and November 2014 eight consultation workshops were held at locations throughout the County. 160 stakeholders attended representing 105 different organisations. • An LTP Consultation document was consulted on for six weeks from 16th February to the 27th March 2015. 86 representations were received from a variety of local stakeholders.
Planned Dates	An 11 week public consultation on the Draft Local Transport Plan, using the consultation material in Appendix A is planned between 20 th November 2015 and 5 th February 2016.
Divisional Councillor	All
Officer	Ben Watts, Senior Planning Officer ben.watts@gloucestershire.gov.uk
Purpose of Report	To seek Cabinet approval to commence the public consultation on the Draft Local Transport Plan 2015-2031.
Recommendations	That Cabinet: <i>Approves the Draft Local Transport Plan for an eleven week public consultation, using the material in Appendix A, between 20th November 2015 and 5th February 2016.</i>
Reasons for recommendations	Cabinet approval will allow GCC to seek the views of all stakeholders as well as the general public, thus ensuring transparency, engagement and buy in for the Local Transport Plan.
Resource Implications	The costs of the Local Transport Plan consultation will be covered by existing budgets within the Strategic Infrastructure Team in Commissioning.

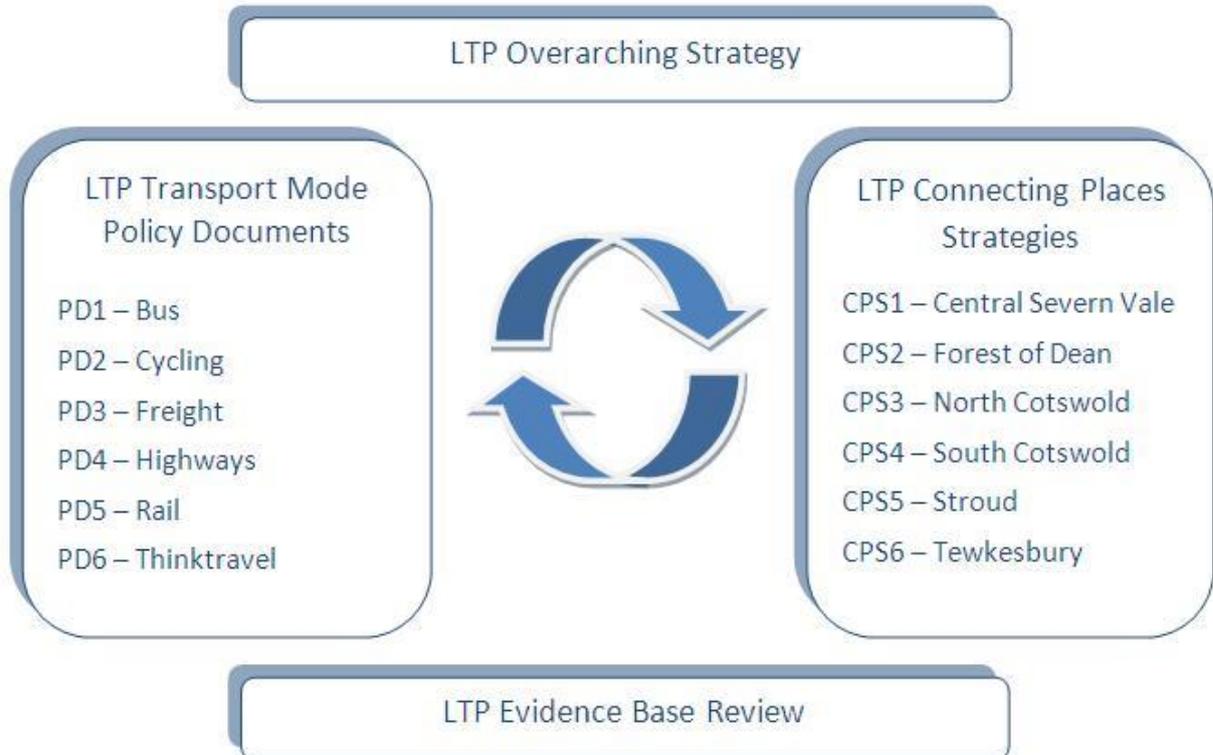
MAIN REPORT CONTENTS

1. Background

- 1.1. The current Local Transport Plan (LTP3), adopted and published by the County Council in 2011, proposes full reviews in 2013/14 and 2018/19. However, there is currently no statutory requirement about the timing of these reviews and the Department for Transport Guidance on Local Transport Plans states that “(...) local transport authorities may replace their plans as they see fit”. In February 2013, Full Council approved the decision to delay the review of LTP by one year to March 2015.
- 1.2. Since the adoption of the current LTP, government has fundamentally altered the way transport funding will be allocated. Funding for Highways maintenance and part of the Integrated Transport funding will continue to be awarded to the Council directly. But all other funding associated with local major schemes will now be allocated through the Local Growth Deal. Based on the Strategic Economic Plan (SEP), the Gloucestershire Growth Deal secured £21.6 Million for new transport schemes and £23.9 million for pre-committed transport improvements in Gloucestershire between 2014 and 2021.
- 1.3. Despite these changes it remains a statutory requirement under the Local Transport Act 2008 for Local Authorities to have a LTP to outline their long-term transport strategy. It is therefore essential that Gloucestershire’s LTP is updated to support delivery of the SEP, the emerging Local Plans and, where possible, maximise the opportunity for further levels of investment as they come available for transport within the county. It also enhances the ability for County Council officers to successfully negotiate with developers to secure infrastructure associated with emerging developments.
- 1.4. It is proposed to formally consult the public on the attached Draft LTP between 20th November 2015 and 5th February 2016. This will allow officers to finalise the document during February / March 2016 with the aim to seek Cabinet approval of the final document in April 2016 and Full Council approval to adopt the Local Transport Plan in June 2016.
- 1.5. In summary the Draft LTP will include the following elements:
 - 1.5.1 The **LTP Overarching Strategy** which outlines the long-term vision (2015 to 2031) and objectives for transport within Gloucestershire; it also identifies scheme priorities and monitoring arrangements.
 - 1.5.2 There are six individual **LTP Connecting Places Strategies**. Each strategy characterises the distinctive transport issues affecting that area of Gloucestershire. They identify the challenges faced over the next 15 years and propose transport schemes for that area to support the delivery of LTP outcomes.
 - 1.5.3 There are six individual **LTP Transport Mode Policy Documents**. Each document outlines the GCC approach to manage different parts of the transport network. They identify a number of different issues before outlining the policy and expected outcome of delivering the policy. These documents all link back to delivering the LTP objectives identified in the LTP Overarching strategy demonstrating an integrated approach to transport network management.

1.5.4 Figure A illustrates this relationship between the LTP documents. The LTP Evidence Base will not be consulted on as this document was used to inform the other documents and was completed in March 2014.

Figure A – New multi-document structure of LTP



1.5.5 The **LTP Scheme list**: The scheme priorities included have been subject to an appraisal process based on European Union best practice. Every scheme identified has been included on the basis of need and compliance with delivering the LTP outcomes and does not reflect a commitment by the County Council for funding. The scheme priorities are listed in no particular order and the phasing is indicative. Delivery of the schemes will be subject to the availability of funding opportunities as they arise.

1.5.6 The Strategy also identifies schemes that had previously been identified within the adopted LTP, which are no longer considered necessary or deliverable within the LTP plan period. **These schemes are proposed to be removed from the highways declaration list.** These are:

- **Lechlade-on-Thames Bypass.** It is very unlikely that funding will be attracted to deliver this scheme during the plan period. An alternative traffic management scheme is now identified for Lechlade to manage traffic flows using Thames Street / High Street.
- **Cycle access improvements linking Gloucester with Churcham – Longhope Maisemore- Hartpury Highnam-Newent.** This historic strategic cycle scheme is not considered deliverable during the plan period. The focus will now be on alternative targeted schemes which deliver the same outcomes (i.e. addressing barriers in the existing cycle network).
- **Freight Consolidation Centre, Cheltenham and Gloucester.** With no formal site identified this is no longer viewed as a Council priority. The concept of the scheme as

part of a wider town centre management plan is strong, but it should be left to private enterprise to promote this scheme.

- **Highway improvements to A436 corridor between the Air Balloon roundabout and A40.** This scheme is proposed to be removed until such time as the outcome of the final A417 Missing Link scheme is known. An alternative scheme may then be identified if the need for improvements can be demonstrated once a preferred Missing Link scheme has been identified.
- **Cheltenham Northern Relief Road sections 1B2 and 4D.** These schemes are proposed to be removed as they are not considered deliverable during the plan period. Instead, the focus will be to deliver improvements to the Cheltenham road network, as well as a package of cycle improvements in the town.
- **Tutnalls Street Link, Lydney.** This scheme was initially proposed as part of a wider package of improvements which would link to the proposed Newerne Link. The approved alignment for the Newerne Link was altered in 2008 to connect to Albert Street rather than Highfield Road. A consequence of this was that the Tutnalls Street Link scheme no longer connected to the revised alignment and is no longer necessary.

2. Options

- 2.1. It would be an option not to consult on the Draft LTP. However, there have been a number of changes to the LTP since its previous consultation including the incorporation of the recommendations from a series of transport studies.
- 2.2. It is general practice, as part of good decision making, that a local authority would re-consult on significant changes to any provisions previously consulted upon. This ensures that members of the public have the opportunity to comment on the proposals as amended.
- 2.3. Due to the number of changes from the LTP Consultation Document legal advice is to undertake a further public consultation on the Draft LTP.

3. Risk Assessment

- 3.1. Any reputational risk for the County Council through the LTP Review process had been mitigated by documenting and publishing outputs from previous rounds of consultation thereby ensuring transparency during the decision making process.
- 3.2. Considerable risk may exist in relation to the specific schemes proposed in the LTP. These will be managed individually for each scheme. An overall LTP scheme risk register is presented monthly to the County Council's LTP Management Board.

4. Officer Advice

- 4.1. It is advised that Cabinet resolves to approve the consultation material set out in Appendix A and gives approval to undertake the 11 week public consultation exercise planned between 20th November 2015 and 5th February 2016. This will allow the County Council to seek the views of all stakeholders, thus ensuring transparency, engagement and buy in for the draft LTP.

5. Equalities considerations

5.1. A Due Regard Statement has been completed.

5.2. A summary of the main transport issues affecting protected groups is provided below:

- Age, disability and gender are the 3 protected groups most affected by transport issues. We have sought to understand this as fully as possible and to support measures which address the possible adverse impacts on these groups in relation to transport.
- Public transport service provision and community transport schemes are positive for disabled and older people in particular. They are more likely to experience mobility difficulties and Life Limiting Illness which may restrict travel independence and access to the labour market, health services and other amenities.
- Investment in walking and cycling infrastructure will on the whole advantage many protected groups. In particular, children, younger people and older people make proportionately more pedestrian trips than the wider population. This active travel will also be beneficial in terms of helping to reduce health inequalities experienced by some of these groups.
- Improvements to road safety and security for pedestrians, cyclists and public transport users will realise positive impacts for protected groups as they tend to be over-represented in terms of accidents and their fear of crime. Improvements to driver road safety and speed management will safeguard both drivers and vulnerable road users.
- For Gloucestershire to grow as a modern economically and socially successful county an effective, sustainable transport network should allow everyone to conveniently access employment, education, shops, leisure, health care and other essential services.

6. Consultation feedback

6.1. LTP Issues Consultation (July 2014)

6.1.1. A LTP Issues Stakeholder event was held in July 2014. A questionnaire was circulated at that event which encouraged feedback on the existing LTP document, and any issues or schemes that may need to be considered through the review process.

6.1.2. 27 representations were received with over half of the responses being from Councillors or Parish Councils, the majority representing communities within the Cotswold District. The representations received provided a clear indication of the perceived purpose of the LTP, including: 'Its role in tackling traffic congestion in Gloucestershire's city, towns and villages'. 24% of representations indicated that the LTP should provide clearer guidance on how it will support the local community. To address this issue the revised LTP Strategy will be produced in an accessible format linked to improving the quality of place by providing clear scheme priorities and supporting the delivery of other strategies. This will be captured through the new 'Connecting Places Strategies' (CPS).

6.1.3. For more information on the outcomes of the Stage 2 - LTP Issues Consultation a Consultation summary report has been produced and can be viewed here:
<http://www.gloucestershire.gov.uk/ltp3>.

6.2. LTP Stakeholder Consultation (October and November 2014)

6.2.1. During October and November 2014 eight consultation workshops were held at locations throughout the County. Stakeholders were invited to attend, including all County, District and Parish Councillors, transport operators, neighbouring local authorities, and organisations representing vulnerable people. 160 stakeholders attended representing 105 different organisations. The majority of these who attended were either County or District Councillors or representatives of Parish and Town Councils. A number of transport operators also attended including Stagecoach and First Great Western.

6.2.2. For more information on the outcomes of the Stage 3 - LTP Stakeholder Consultation a Consultation summary report has been produced and can be viewed here:
<http://www.gloucestershire.gov.uk/ltp3>.

6.2.3. Each session was interactive with stakeholders given the opportunity to discuss their existing 'issues' with transport before being invited to share their 'ideas'. This was considered in the context of the local CPS areas, before countywide and out of county travel was considered. 803 issues were raised and 712 ideas were generated and feedback on the workshops has been very positive. Outputs from these sessions have informed the development of the LTP Consultation document.

6.3 LTP Public Consultation (February to March 2015)

6.3.1 A LTP Consultation Document was publically consulted on from the 16th February to the 27th March 2015. Representations were received from 86 individuals or organisations. The broad messages from the public consultation include issues around:

- The importance of understanding the needs of all transport users;
- The diversity of transport challenge and opportunity across the county;
- The role of transport as an enabler for economic growth whilst managing congestion and journey time reliability.
- The need to seek mitigation measures to maintain a functioning transport network which offset the projected increase in transport demand derived from planned development.
- The priority for delivering a safe and sustainable transport system, integrating all modes, within the financial limits that exist.

6.3.2 For more information on the outcomes of the Stage 4 - LTP Public Consultation a consultation response report has been produced and can be viewed here:
<http://www.gloucestershire.gov.uk/ltp3>.

6.2.3 The response report was structured around the consultation questions asked. It provided a summary of the representations made and how the County Council planned to respond to them within the updated LTP.

7. Performance Management/Follow-up

- 7.1 The LTP will be a living document, and will be updated and amended to reflect changes in policy, funding or implementation at a local and national level. As a strategic policy document the LTP will be adopted at a full County Council meeting.
- 7.2 Updates to the LTP will be agreed through discussions with the relevant Lead Cabinet Member. Where updates are significant, approval will be sought from the County Council's Cabinet. Where the decision to amend the strategy is considered to have a significant impact on a local community, local stakeholders will have an opportunity to comment through a targeted local consultation process.
- 7.3 Major reviews of LTP will be undertaken periodically and linked to changes in local and national transport policy. At officer level, the LTP strategy will be overseen by the LTP Management Board, comprising of those Managers responsible for the delivery of the individual elements of LTP strategy. This Board will be chaired by the Commissioning Director responsible for Highways and Transportation.
- 7.4 LTP Implementation Reports will be produced annually to document scheme delivery, changes in policies and performance against the LTP monitoring indicators. All documents will be published on the GCC website and a document management system used. Figure B outlines the performance indicators used to assess the impacts of the LTP.

Figure B – LTP monitoring indicators

Ref	Indicator and Target
LTP PI-1	Journey time reliability on primary strategic routes – Ensure average journey times are maintained to 2015/16 levels
LTP PI-2	Number of peak hour vehicle journeys – restrict growth in the number of peak hour vehicle journeys on local access routes
LTP PI-3	Reduction in the inappropriate freight travel – To maintain the % of HGV traffic on inappropriate roads use to less than 5%
LTP PI-4	Highway condition - Maintain the percentage of principal road network requiring maintenance at or below 4%
LTP PI-5	Maintain the percentage of non-principal classified road network where maintenance should be considered at or below 9%
LTP PI-6	Maintain the length of strategic road network with deficient friction (skid resistance) to at or below 20%
LTP PI-7	Increase use of rail – Increase the number of rail ticket sales from railway stations located within Gloucestershire
LTP PI-8	Increase use of cycling – Increase the number of cycle users at sites across the County
LTP PI-9	Increase use of bus – Increase number of bus passenger journeys
LTP PI-10	Maintain bus passenger access – Maintain level of Access to GP services and facilities by public transport within 45 minutes
LTP PI-11	Decrease reliance on bus subsidy – Increase the percentage of bus passengers on commercially provided public transport
LTP PI-12	Reduce the number of highway casualties - Indicators for the Road Safety Framework (DfT), Killed and Seriously Injured Casualties
LTP PI-13	Reduce the number of child highway casualties - Indicators for the Road Safety Framework (DfT), Killed and Seriously Injured child Casualties
LTP PI-14	Improve Air Quality – reduce the number of Air Quality Management Areas in the county
LTP PI-15	Carbon emissions – Restrain transport derived carbon emissions levels to 2015/16 levels by monitoring levels on seven key corridors

Report Title	Gloucestershire's Draft Local Transport Plan Consultation
Statutory Authority	Transport Acts, in particular the Transport Act 2008, the Localism Act 2011 and the Town and Country Planning Act 1990.
Relevant County Council policy	Gloucestershire's adopted Third Local Transport Plan (LTP3)
Resource Implications	The costs of the Local Transport Plan review will be covered by existing budgets within the Strategic Infrastructure Team in Commissioning.
Sustainability checklist:	
Partnerships	Delivery of the LTP will depend on partnerships with the health service, public transport operators, third sector voluntary organisation, LEP, Highways England, Network Rail and other stakeholders involved in the management of the transport network and services.
Decision Making and Involvement	The Draft LTP review process has been discussed with the Lead Cabinet member for Fire, Planning and Infrastructure on a monthly basis.
Economy and Employment	Supporting sustainable economic growth is a key consideration of the LTP, as reflected in the emerging LTP Review objective to "Support sustainable economic growth". LTP policies will aim to limit congestion and support sustainable development.
Caring for people	This is addressed in the emerging LTP Review objective to "Improve community health and well being"
Built Environment	This is addressed in the emerging LTP Review objective to "Conserve the environment". However, limited impact on the built environment is expected, mainly through changes to the existing transport network as a result of specific schemes. Such impacts would be considered as part of the individual scheme design.
Natural Environment' including Ecology (Biodiversity)	The Strategic Environmental Assessment of the current LTP is going to be reviewed and will be available prior to the LTP Review's adoption.
Education and Information	This is addressed in the emerging LTP Review objective to "Enable community connectivity"
Tackling Climate Change	The policies and strategies outlined within the Draft LTP will have a positive impact on reducing the County's Carbon Emissions. The policies and strategies outlined within the Draft LTP will improve network resilience to impacts of climate change.
Due Regard Statement	Has a Due Regard Statement been completed? Yes

	<p>Yes – considerations included in main body of report</p> <p>A copy of the full Due Regard Statement can be accessed on GLOSTEXT via http://glostext.gloucestershire.gov.uk/uuCoverPage.aspx?bcr=1</p> <p>Alternatively a hard copy is available for inspection from Jo Moore, Democratic Services Unit, e-mail: jo.moore@gloucestershire.gov.uk.</p>
Human rights Implications	It is not envisaged that the Draft LTP will have any significant human rights implications.
Consultation Arrangements	Subject to Cabinet approval an 11 week public consultation on the Draft LTP is planned between 20th November 2015 and 5 th February 2016.