

LTP Review - Summary Table of Proposed LTP Policy Update Changes (confidential) Draft 1.1 Sept 19 - Annex A								
		Overarching	Public & Community Transport	Cycle	Freight	Highways	Rail	Walking
<b>Overarching Strategy</b>		Cross Referenced Policy Update Changes						
<b>Policy Update Changes</b>	<b>Rational for Policy Change</b>							
Climate Change Agenda	Reflect GCC's declaration of a climate change emergency and a commitment to change, by strengthening policy related to the climate change agenda (carbon reduction, ultra-low emission vehicles, electric vehicle charging or alternative infrastructure, green and blue infrastructure, transport interchange hubs, sustainable transport network, health & wellbeing, Thinktravel, physical activity, active travel modes), and ensuring that the measures in place already are highlighted.	PD 0.1 PD 0.2 PD 0.3 PD 0.4 PD 0.5 PD 0.6	PD 1.1 PD 1.2 PD 1.4 PD 1.5 PD 1.6	PD 2.1 PD 2.2	PD 3.1	PD 4.1 PD 4.2	PD 5.3	PD 6.1 PD 6.2 PD 6.3
Strengthen the LTP's commitment to carbon reduction and air quality improvements	In line with the current political direction from a county council and district council perspective. Introduction of a policy on Reducing Carbon Emissions and strengthened policy around environment to create a policy on local environmental impacts. These will create a strong link to the emerging county council Gloucestershire Climate Change Strategy and the development of the joint Air Quality and Health Strategy for Gloucestershire with our partners.	PD 0.3 PD 0.4 PD 0.5	PD 1.6		PD 3.1			
Strengthen the LTP's commitment to the Green Infrastructure	In 2018 GCC signed up to a commitment to support a Green Infrastructure Pledge set out by the Gloucestershire Local Nature Partnership, promising to develop, maintain and protect natural features in Gloucestershire. This pledge is translated into policies in Overarching Strategy and mode strategy documents.	PD 0.1 PD 0.4 PD 0.5		PD 2.1 PD 2.2		PD 4.2		PD 6.2
Overarching commitment to policy areas around development, environment, health & wellbeing and Thinktravel	Review of the Overarching Strategy has seen a number of policy areas (new development, maximising investment, environment, health & wellbeing and Thinktravel) moved from the mode strategies into the overarching document, because of their relevance to the overall transport strategy for the county.	PD 0.1 PD 0.3 PD 0.4 PD 0.5 PD 0.6	PD 1.1 PD 1.2 PD 1.7	PD 2.1 PD 2.3		PD 4.1 PD 4.3 PD 4.4	PD 5.3	PD 6.1 PD 6.4
Maximising investment in transport infrastructure	Previously a policy centred on maximising investment in the highway network, the change reflects the political direction of the county to maximise investment in a sustainable transport network. Working with our partners, the DfT and other government bodies to secure inward investment, including support for CIL or similar approach.	PD 0.2 PD 0.3					PD 5.1	
Sustainable transport policies relating to development	Policies relating to new development and it's integration have been merged and revised to reflect the current political direction of carbon reduction. With a much clearer emphasis in favour of the developer identifying and incentivising sustainable transport measures first over and above highway capacity deficit. Strengthen policies for developers and scheme promoters around the impacts of air quality and noise pollution.	PD 0.1 PD 0.2 PD 0.4 PD 0.5 PD 0.6		PD 2.1				PD 6.1
Health & Wellbeing	Considered an overarching policy, this policy has moved from the mode policy document to the Overarching Strategy. The reviewed policy now places an emphasis on the health and wellbeing of residents and communities in its broadest sense. Alignment with the emerging and developing strategies; Air Quality & Health Strategy for Gloucestershire, Joint Health and Wellbeing Strategy, Gloucestershire Sustainable Energy Strategy and Gloucestershire Climate Change Strategy. Health has an impact on a number of policies and has been strengthened across the LTP.	PD 0.1 PD 0.4 PD 0.5 PD 0.6	PD 1.1	PD 2.1 PD 2.3		PD 4.4		PD 6.4
Health Impact Assessments	Sets out in a number of policies for developers undertaking Health Impact Assessments (where applicable) to understand the impact on health and wellbeing in its broadest sense and mitigate negative impacts and enhance positive impacts where possible.	PD 0.1 PD 0.4						

Influencing Travel Behaviour (Thinktravel)	Thinktravel is Gloucestershire's sustainable travel brand, recognised as an overarching policy, the emphasis has moved towards influencing travel behaviour, not solely as a marketing and sustainable travel information tool. Investigate community based vehicle restriction zones that will benefit communities and protect vulnerable highway users from a safety and health perspective.	PD 0.3 PD 0.4 PD 0.5	PD 1.1 PD 1.2 PD 1.7	PD 2.3		PD 4.1 PD 4.3		PD 6.1 PD 6.4
Active Travel	Strengthen in policy the need for a sustainable and active travel infrastructure and promotion, as funding opportunities arise, and work with developers when designing new active travel schemes. Recognise the importance of active design principles and active lifestyles.	PD 0.1 PD 0.3 PD 0.4 PD 0.6	PD 1.6	PD 2.1 PD 2.3			PD 5.3	
<b>Public &amp; Community Transport</b>	<b>(previously Bus Policy Document)</b>	<b>Cross Referenced Policy Updates Changes</b>						
<b>Policy Change</b>	<b>Rational for Policy Change</b>							
Concessionary Travel Scheme	Policy reference as a link to the LTP, not directly referenced in the LTP policy document. This is a national scheme, not a LTP policy, it is legislated through central government and administered by the county council.	Reference GCC Concessionary Travel Policy						
Home to School Transport	Policy reference as a link to the LTP, not directly referenced in the LTP policy document. The County Council remains committed to ensuring that all students are able to access education and continue to meet all its statutory duties outlined by central government.	Reference GCC Home to School Transport Policy						
Public & Community Transport	Change in policy document title from Bus to Public & Community Transport to reflect the mix of transport choices and harness the whole transport including the community transport offer, which will become available through Total Transport.	Policy Document Title Change						
Gloucestershire's Bus Network	The introduction of a three tiered bus network standard has been introduced to guide the way towards an effective network. Recognition of the 'Total Transport' approach to a wider audience and the development of this project to utilise all appropriate forms of transport available in Gloucestershire before procuring individual transport solutions.		PD 1.1					
Strengthening of community transport	Strengthen the community transport offer to a wider audience through the development of the Total Transport approach. GCC will continue to monitor the impacts of the section 19 and 22 permit issue and provide support where possible.		PD 1.5					
Bus Priority & Enforcement	Consideration for the free movement of buses along congested routes, including the removal of general highway capacity in order to the benefit of public transport users and investigate appropriate multiple occupancy vehicles users of bus lanes.		PD 1.1 PD 1.3 PD 1.6					
Transport Interchange Hubs - Park & Ride	Transport Interchange Hubs are the future new model to replace the existing P&R facilities and consider additional locations. Interchange hubs should be located on strategic rail or bus corridors where commercially viable, and within all town centres and provide multi-modal facilities to function for the maximum integration with all modes and onward connectivity.	PD 0.3	PD 1.2 PD 1.6				PD 5.3	
Total Transport as a platform and approach	Introduction of the Total Transport platform and approach to strengthen the transport offer to a wider target audience and encourage a behaviour change approach.	PD 0.6	PD 1.1 PD 1.5					
Communicating Travel Information	Optimise the use of RTPI, online platforms and mobile technologies where technically and financially feasible to communicate travel information in easily accessible formats to a wider passenger audience.	PD 0.6	PD 1.2 PD 1.6				PD 5.3	
<b>Cycle Policy Document</b>		<b>Cross Referenced Policy Update Changes</b>						
<b>Policy Change</b>	<b>Rational for Policy Change</b>							
Gloucestershire Cycle Network	Follow the principles of green infrastructure and LCWIP (Local Cycling and Walking Infrastructure Plan) and translate into policy, recognising the need to deliver a high quality, coherent, direct, safe, comfortable and attractive cycle network.	PD 0.1 PD 0.4		PD 2.1 PD 2.2		PD 4.2		PD 6.1
Local Walking and Cycling Infrastructure Plan (LCWIP)	Investment to be prioritised in the urban centres and new developments in line with LCWIP guidance. Ensure that development sites contribute towards the improvement of and connect to LCWIP desire lines.	PD 0.1		PD 2.1 PD 2.2				PD 6.1 PD 6.3

Active Travel	Ensure a co-ordinated approach to Thinktravel and road safety that enables more people to walk and cycle.	PD 0.1 PD 0.3 PD 0.4 PD 0.6	PD 1.6	PD 2.1 PD 2.3			PD 5.3	
<b>Freight Policy Document</b>		<b>Cross Referenced Policy Update Changes</b>						
<b>Policy Change</b>	<b>Rational for Policy Change</b>							
Gloucestershire's Freight Network	Work with our partners to explore opportunities for transmodal freight facilities, whilst working towards decarbonising road and rail freight by 2050.				PD 3.1			
Enforcement	Lobby government to pursue opportunities for the decriminalisation of the enforcement of moving traffic offences, regulated under the Traffic Management Act.				PD 3.1	PD 4.1 PD 4.4		
Data	Investigate opportunities to make relevant data available to open source in order to move away from fixed information strategy and progress to mobile driver information technologies.				PD 3.2	PD 4.2		
Advisory Freight Route Map Review	A revised Advisory Freight Route Map could provide a hierarchy of route corridors that mirrors the freight traffic flows by corridor for Gloucestershire and includes reference to rail freight facilities for the county. Requires stakeholder agreement. Move towards online version with QR Code at lorry waiting areas.				PD 3.2			
Driving Better Practice	Support improved codes of practice across the construction and logistics industry by encouraging the uptake of new codes of practice and promoting schemes such as FORS, CLOCs and Driving for Better Business.				PD 3.4			
Managing Deliveries in Sensitive Areas	Support ultra-low emission vehicles and low carbon bike deliveries to minimise the impact of deliveries and reduce carbon emissions.				PD 3.5			
Rail Freight	Recognition of the freight terminals and facilities both within the county (Gloucester New Yard, Berkeley Nuclear Transfer) and outside (Westerleigh Petroleum Terminal, Tytherington Quarry, Long Marston). A review of Gloucestershire's Advisory Freight Route Map should reference rail line and the rail freight facilities in the county. This does not include Ashchurch MOD, following the conclusions of a technical study, alongside aspirations for redeveloping the MOD site, have resulted in GCC no longer supporting a commercial rail interchange facility at Ashchurch.				PD 3.1		PD 5.1	
Vehicle Messaging Signs (VMS) Information Strategy	GCC will continue to support Highways England and neighbouring authorities to develop a common VMS information strategy for the strategic road network. However, GCC will move away from a fixed asset information strategy for drivers to providing opportunities for to make appropriate data available as open source data in the future. This change in policy reflects the future progression to driver information technology to mobile applications.				PD 3.2			
Freight Gateway	Freight Gateway provided free to use freight route compliant journey planning to the freight industry and provided a lorry watch platform for Gloucestershire communities to report breaches of restrictions. Freight Gateway has gone offline and an alternative compliant journey planner is being investigated. This would not be a free to use service for freight drivers/industry, but it will provide the Lorry Watch reporting facility for GCC.				PD 3.2			
<b>Highway Policy Document</b>		<b>Cross Referenced Policy Update Changes</b>						
<b>Policy Change</b>	<b>Rational for Policy Change</b>							
Gloucestershire's Highway Network	To develop Major Route Network (MRN) routes in line with guidelines and available funding, to ensure the objectives for the network are achieved.					PD 4.1		
Enforcement	Lobby government to pursue opportunities for the decriminalisation of the enforcement of moving traffic offences, regulated under the Traffic Management Act.					PD 4.1 PD 4.4		
Continuous accessible network	Ensure walking and cycling routes are safe and form a continuous accessible network accessing town centres, residential areas, employment areas and routes to schools.					PD 4.1		

Strengthen policy on highway network resilience	Extend partnership work to seek investment in the county's transport network and help address highway network flood risk to build in long-term resilience. Work jointly with the Environment Agency to build flood risk and climate change evidence for highway network infrastructure pipeline schemes. Ensure the highway network and the communities it serves are better protected in terms of flood risk resilience including sustainable methods, green and blue infrastructure measures and the provision of SuDS.	PD 0.4				PD 4.2		
Data & intelligence sharing to pool resources	Explore opportunities for data and intelligence sharing to draw evidence together evidence of environmental constraints and help target resources.					PD 4.2		
Highways Maintenance	Deliver over £150 million of investment in highways maintenance. Work with local communities and give them the tools to allow them to enhance the maintenance of highway assets in their areas.					PD 4.3		
Thinktravel	Promote alternative sustainable travel choices through the Thinktravel programme during highway maintenance works.	PD 0.3 PD 0.4 PD 0.6	PD 1.1 PD 1.2 PD 1.7	PD 2.1 PD 2.3		PD 4.1 PD 4.3	PD 5.3	PD 6.1
Prioritise the movement of buses and cyclists	To prioritise the movement of buses and cyclists through phased traffic signals.	PD 0.1				PD 4.3		
Road Safety following the restructure of the Road Safety Partnership	To deliver a collaborative approach to road safety with partners that include proactive highway design guidance, delivery of reactive engineering solutions to highway issues, provide evidence to support engineering, education and enforcement activities.			PD 2.3		PD 4.4		PD 6.4
<b>Rail Policy Document</b>		<b>Cross Referenced Policy Update Changes</b>						
<b>Policy Change</b>	<b>Rational for Policy Change</b>							
Multi-modal Connections	Improve opportunities for transmodal and multi-modal connections by proposing all rail stations as strategic Transport Interchange Hubs providing for example ev-charging points, bike hub facilities, bus and rail seamless journeys.	PD 0.5	PD 1.6				PD 5.3	
Rail service & infrastructure improvements	Recognise the need for rail service and infrastructure improvements from a wider rail network perspective.						PD 5.1	
North-South mainline rail ambitions	A more ambitious view of the wider infrastructure requirements on the network is set out. A recognition of the key corridor (north/south) linked to housing/employment growth and current motorway ambitions. Work of the North Cotswold Line Task Force is highlighted and the need for a Birmingham to Bristol partnership to progress long term improvements on the route.						PD 5.1	
Ashchurch Rail Strategy	Completion of the first phase of the Ashchurch Rail Strategy as part of the wider masterplanning work in that area.						PD 5.2	
Towards reducing carbon emissions	Importance of sustainable parcel freight has been increased and a flexible approach to delivering parcels to local stations is recognised in support for working with our partners and the local planning authority to find opportunities for last mile rail parcel freight hubs to support reducing carbon emissions.				PD 3.5		PD 5.1	
EV-Charging Point Infrastructure	Support for Gloucestershire's rail stations to provide ev-charge point infrastructure.	PD 0.3 PD 0.4 PD 0.6	PD 1.6				PD 5.3	
Towards improving air quality	Network Rail are moving towards modular strategic planning, reference in the LTP to electrification should acknowledge discrete opportunities to accelerate journeys, increase capacity on the line. Discrete electrification can result in opportunities for bi-modal and tri-modal trains to promote cleaner air generally but especially through the conurbations of Cheltenham and Gloucester.	PD 0.3 PD 0.4 PD 0.5	PD 1.6				PD 5.1	

Walking Policy Document		Cross Referenced Policy Update Changes					
<b>Policy Change</b>	<b>Rational for Policy Change</b>						
Gloucestershire's Pedestrian Network	Amended policy based on the previous LTP PD4.8 -Pedestrians in the Highways policy document. Emphasis on improving walking routes and removing barriers (real and perceived). Recognition the role and function of the exiting quiet lane network and to seek to expand where possible to provide safe walking routes.						PD 6.1
Local Walking and Cycling Infrastructure Plan (LCWIP)	Investment to be prioritised in the urban centres and new developments in line with LCWIP guidance. Ensure that development sites contribute towards the improvement of and connect to LCWIP desire lines.	PD 0.1		PD 2.1 PD 2.2			PD 6.1 PD 6.3
Pedestrian Safety	Amended policy based on the previous Cycle Safety policy (LTP PD2.4 - Cycle policy document).						PD 6.4
Rights of Way	To reduce the number of outstanding applications for Definitive Map Modificaton Orders haea of the 2026 Countryside and Rights of Way Act deadline.						PD 6.2
Vehicle Restriction Zones	Introducton of a new policy to investigate community based vehicle restriction zones that will benefit communities and protect vulnerabe highway users form a safety and health perspective.	PD 0.5 PD 0.6		PD 2.3			PD 6.4
<b>Generic Policy Change</b>	<b>Rational for Policy Change</b>						
Speed limits including 20mph zones	To introduce speed limits in accordance with the current national guidelines and prioritise them based on available evidence, including 20mph zones.			PD 2.3	PD 3.1	PD 4.4	PD 6.4
Horse Riders	Policy on equestrian vulnerable users has been strengthened in policy areas under integration with new development, health & wellbeing, rights of way,	PD 0.1 PD 0.5					PD 6.2
<b>Target Update</b>	<b>Rational for Target Update</b>						
LTP PI-14 Reduce per capita transport carbon emissions (zero tonnes per capital by 2050)	The current LTP target (0 tonnes per capita by 2099) is set to contribute to achieving the government’s climate change commitments as part of COP21 resulting in zero transport based carbon emissions by the end of the century. Taking account of the range of national targets and ambitions adopted by Government for different aspects of the energy system, a set of strategic energy ambitions for the county are proposed. <b>The Gloucestershire Sustainable Energy Strategy (2019) is committing to reducing carbon emissions by proposing Gloucestershire become carbon neutral by 2050</b> , (60% by 2030 on 2005 levels). Key stakeholders would like to see a stronger focus on carbon reduction following on from declarations of a climate change emergency by district councils and GCC.						
LTP PI-12 Reduce the number of child highway casualties	PI-12a Reduce the number of child highway casualties - no change PI-12b Reduce the number of older highway casualties - add an additional performance indicator for data GCC is reporting.						