

Joint Meeting Environment Scrutiny Committee & Gloucestershire Economic Growth Scrutiny Committee	
Report Title:	Local Transport Plan (LTP) Review (2020)
Meeting Date:	23rd September 2020
Chair:	Cllr Rob Bird & Cllr Kevin Cromwell
Presenting Officer:	Simon Excell
Purpose of Report:	Providing the opportunity for members of Environment Scrutiny Committee (ESC) and Gloucestershire Committee, Economic Growth Scrutiny Committee (GEGSC) to consider and comment on updates and proposed changes with regards to the LTP Review, following the public consultation in early 2020. This is ahead of taking the proposed final LTP to December Cabinet and subsequently to Full Council in early 2021 for adoption.
Planned Dates	23rd September 2020 – Joint Meeting ESC & GEGSC 16th December 2020 – Cabinet Spring 2021 - County Council (Adoption)
Background documents:	<ul style="list-style-type: none"> • <i>Draft Gloucestershire Local Transport Plan for Consultation (2015-2041)</i> https://www.gloucestershire.gov.uk/transport/gloucesters-hires-local-transport-plan-2015-2031/draft-ltp/ • <i>LTP Consultation Report:</i> https://www.gloucestershire.gov.uk/media/2099728/gcc-ltp-consultation-report-final-issued-180620.pdf
Supporting Documents	<ul style="list-style-type: none"> • <i>Post Adoption Statement</i> • <i>Habitats Regulations Assessment (HRA)</i> <p><i>These supporting documents will be published with the Local Transport Plan for Cabinet in December 2020.</i></p>

Recommendations	To note and comment on the consultation responses and the emerging LTP in preparation for Cabinet (December 2020) and subsequent adoption at County Council (early 2021).
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1. Background

- 1.1** It is a statutory requirement for Gloucestershire to have an LTP under the Local Transport Act 2008. GCC adopted the existing LTP (LTP 2015-2031) in June 2016. This current LTP has now been reviewed, including a public consultation on the emerging LTP in early 2020.
- 1.2** The LTP Review aims to update GCC policy to reflect national, regional, county and local priorities that have changed in recent years. The LTP Review also takes account of transport infrastructure requirements identified in the recently adopted District Councils' Local Plans and Joint Core Strategy (JCS).
- 1.3** The process of LTP Review has involved early engagement with our core key stakeholders who provided feedback on the emerging key issues and opportunities, scheme and policy updates, the spatial strategies and proposed new futures chapter. Feedback from our wider key stakeholders also informed the emerging policy updates.
- 1.4** The emerging LTP was presented to this joint Scrutiny Committee in September 2019 in preparation for approval to go out to public consultation at Cabinet in December 2019. The outcome from the LTP Review stage 1 (early engagement), stage 2 (public consultation) alongside the process of sustainability assessment of the LTP – Integrated Sustainability Appraisal (ISA) has informed further strengthening of LTP policy and updates to the Plan ahead of the proposed adoption by Full Council in early 2021. The proposed schedule for adoption is set out below:

LTP Review Schedule – Stage 2

September 2020	Joint ESC with EGSC
December 2020	Cabinet
Spring 2021	County Council

2 LTP Consultation - Outcomes

- 2.1** Stage 1 (2018-2019): LTP Review consultation, our key stakeholders include senior officers in the county, district and neighbouring local authorities, Department for Transport, the Sub National Transport Board, key partners (LEP, Public Health), statutory bodies, public transport operators, disability user groups and Leadership Gloucestershire.

Stage 2 (2019-2021): Following a review by ESC/EGSC and approval from Cabinet, GCC publically consulted on a draft revised document for 12 weeks in early 2020.

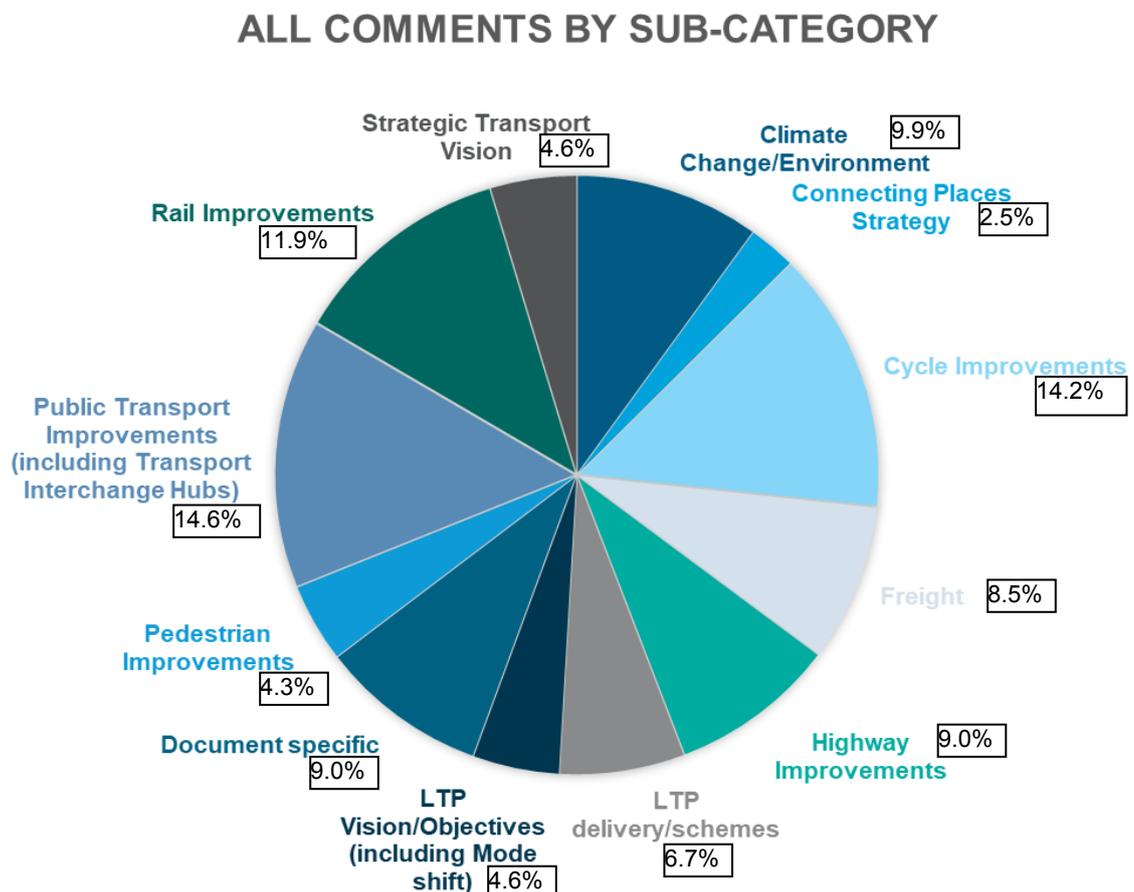
2.2 The level of engagement was excellent, with 23,239 engagements, including website views, or directly through the 20 county-wide events, online survey and other responses. Of these, we received 471 written responses, through our online survey and by email, from a wide range of stakeholder groups; statutory, districts, parishes, action groups, organisations and individuals.

2.3 The written responses generated 1,340 comments. The spread of respondents across the county shows Stroud District (22%) had the most respondents, followed by Forest of Dean (18%); Cheltenham (14%); Tewkesbury (13%); Cotswold (12%); and Gloucester (9%). A further 2% were respondents from out-of-county and the remaining 10% represent respondents with no specified postcode.

The online survey provided an opportunity for respondents to answer closed and open questions, providing both quantitative and qualitative data through the feedback received. The 1,340 comments were analysed through an initial shift to provide an overview of feedback, these can be classified under three main headings; connectivity (64%), environment (14%) and delivery (14%). Non-categorised comments make up 8%.

Under these three headings, 12 sub-categories were identified. These sub-categories demonstrate the four main issues that came forward through the LTP public consultation. *Figure A* sets out the sub-categories with percentage against each, relating to the number of comments received.

Figure A – LTP Consultation Responses (by sub-category)



The initial analysis of the open feedback showed the majority of comments related to connectivity. On more detailed analysis of the results, most comments were related to improving sustainable modes, including public transport, rail and cycling. Many comments also related to being more ambitious in encouraging modal shift, which can reduce congestion and meet climate emergency targets. Within the key themes when drilling down into the detail, most comments relate to specific improvements to cycling and rail, along with comments on policy and funding.

2.4 In terms of the results from the closed quantitative questions, these highlighted that the lack of choice in travel, resulting in car dependency or social isolation has the highest impact on how transport affects people most, followed by safety, frequency of public transport and congestion. Sustainable travel choice, resulting in less car dependency had the highest influential measure to encourage a reduction in carbon emissions, followed by improvements to active and sustainable transport services and infrastructure. This was backed up with evidence from the qualitative results of the open comments.

2.5 The draft LTP Consultation Report in *Appendix A* provides further detail through breakdown by initial sifting, sub-category and key themes overall and drills down by stakeholder group to provide a comprehensive analysis of the responses received.

3 Joint Scrutiny (September 2019) - LTP Review Updates

3.1 Joint Scrutiny (Sept 2019) raised some questions regarding the LTP Review.

In summary, the feedback received from this Joint Scrutiny was to strengthen the LTP objectives with regards to climate change, the LTP's commitment to conserve the environment, and to better enable sustainable development.

The LTP has reflected these comments by further strengthening the LTP objectives in line with the Integrated Sustainability Assessment (ISA). This has resulted in the proposed revised four objectives:

- **Protect and enhance the natural and built environment**
- **Support sustainable economic growth**
- **Enable safe and affordable community connectivity**
- **Improve community health and wellbeing and promote equality of opportunity**

3.2 GCC is committed to reducing the impact of transport on climate change by improving accessibility across Gloucestershire through low carbon modes. GCC's focus, for new LTP schemes, concentrates on active and sustainable transport to promote mode shift. GCC will therefore continue to monitor mode share data to achieve our wider transport objectives to achieve modal shift towards sustainable modes. For journeys that are unavoidable by motorised transport, GCC is committed to encouraging a switch to Ultra Low Emission Vehicles (ULEVs) and strive to facilitate this through enabling access to a charging infrastructure network. GCC is currently developing an EV Strategy for the county.

3.3 GCC will work with local planning authorities and developers to develop a clear spatial strategy for Gloucestershire based on our long-term sustainable transport and growth ambitions. This will deliver large scale development, designed and developed in a sustainable manner, ensuring that sustainable transport principles are embedded into the planning, design and future development of these strategic sites as a core fundamental feature from the outset. This will deliver a step change in sustainable land use planning, ensuring that all new development is located in places with high levels of sustainable transport accessibility and services, and reduces car dependency. Further clarification of policy post consultation has been made to: Policy PD0.4 Integration with Land Use Planning and New Development, to set out the step change in sustainable development, and to Policy PD0.3 Maximising Investment in a Sustainable Transport Network, to set out obligations for retrofitting.

4 LTP Review – New Structure

4.1 A key comment in the public consultation was that the LTP document is too long and cumbersome to navigate. GCC officers will therefore shorten the LTP, to providing clarity for our stakeholders. However, we must not lose the overall context of the plan that supports LTP policies. We need to stay within the parameters of our public consultation and remain within the requirements of the ISA process.

Officers have taken guidance from our external appraisal consultants and, with their assistance, propose the following new structure that will satisfy both the ISA and provide clarity for our varied stakeholders. *Table B* sets out the proposed new format for each document, under the new structure. It proposes to split the document into the main LTP and a supporting document that summarises the evidence base for the LTP policies. It is envisaged that this will reduce the length of the LTP by around 30% (final figure to be confirmed), and that the document format will improve its navigability.

Table B – LTP Review – New Structure (proposed document format)

LTP Summary – ‘At a Glance’ document	A glossy brochure style document, summarising the key LTP messages (10-20 pages).
LTP Policy document - current document shortened, with key sections appended to provide the policy context	Reduced word count by: moving supporting policy evidence base into a separate document, reduce repetition, provide clarity and better navigation of the document.
LTP Evidence Base – appended	Will provide the evidence context to support LTP policies.

4.2 The LTP Policy document proposes the following new structure, (with some chapter title changes):

0. ~~Foreword~~ Introduction
1. ~~Shaping the Way to 2041~~ Our Vision to 2041
2. ~~Overarching Strategy~~ Overarching Policy Document
3. Public & Community Transport Policy Document
4. Cycle Policy Document
5. Freight Policy Document
6. Highways Policy Document
7. Rail Policy Document
8. Walking Policy Document

9. Connecting Places Strategy to 2031
10. Transport Scenarios for 2041 (new chapter, taken from former “shaping the way to 2041)
11. Delivery

A detailed explanation of changes is set out in *Appendix A*.

5 LTP Scheme Priorities

5.1 During the LTP consultation period 24 additional schemes were proposed by our stakeholders for inclusion in the LTP. GCC officers have assessed these additional schemes through the two-stage LTP scheme prioritisation process, eight of which are proposed to come forward for inclusion in the revised LTP scheme priorities. Full details of the scheme prioritisation process can be found in the emerging LTP’s delivery chapter; <https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/>.

5.2 The eight sustainable transport schemes in *Table C* (below) that progressed align with the ambitions and objectives of the emerging final LTP; to provide sustainable transport alternatives that will help reduce emissions and actively work towards GCC’s climate change targets. They provide access to strategic corridors or provide enhanced connectivity for rural residents. *Table C* sets out the successful additional eight scheme priorities and includes a high level officer rationale that supports their proposed inclusion within the LTP.

In addition, there will a minor name change to a scheme listed in the draft LTP for consultation – ‘Cheltenham Transport Plan’ which will change to ‘Connecting Cheltenham’.

Table C – Additional LTP Scheme Priorities (successful through scheme prioritisation)

CPS	Scheme	Explanation to support scheme prioritisation	Cost Band
N Cots	Andoversford - Bourton on Water Active travel greenway	Potential to utilise disused railway or quiet lane network to improve accessibility to wider sustainable travel and connects rural areas to countywide strategic cycleway network.	£5m - £20m
N Cots	Bourton on Water - Kingham Active travel greenway	Potential to utilise disused railway or quiet lane network to improve accessibility to wider sustainable travel and connects rural areas to countywide strategic cycleway network.	£5m - £20m
SD	Walking and Cycle access improvements, A4135 Box Road - A38 corridor	Improves accessibility to strategic cycle corridor, encourages sustainable transport in a local plan growth area.	£200k - £5m
FoD	Newent to Dymock Active Travel route	Potential to utilise disused railway/canal alignment & quiet lane network. Extension of existing scheme that terminated at Newent. Will provide enhanced accessibility to the countywide strategic cycleway network.	£200k - £5m
TKS	Tewkesbury to Upton upon Severn Active Travel Route	Improves cross boundary links and connects GCC Strategic cycle corridor with WCC’s equivalent. Potential to use disused railway alignment or quiet lane network.	£200k - £5m
S Cots	Andoversford - Cirencester Active Travel Route	Potential to utilise disused railway or quiet lane network to improve accessibility to wider sustainable travel and connects rural areas to countywide strategic cycleway network.	£5m - £20m

S Cots	Cycle access improvements: Cirencester – Fairford corridor	Scheme to fill missing gap in current cycle corridor improvements. This corridor is part of the countywide strategic cycleway network.	£200k - £5m
CSV	Cycle access improvements A46 corridor Cheltenham - Brockworth	A46 is a key corridor between Gloucester and Cheltenham and improving cycle access will help achieve mode shift ambitions.	£200k - £5m

5.3 Of the additional schemes proposed during LTP consultation, a number did not score highly enough in the LTP scheme prioritisation assessment, therefore these schemes are not proposed to go through for inclusion in the LTP; they can be found in *Appendix B*.

6 Summary of Key Changes to the LTP Policy Updates

6.1 For a summary of key changes to LTP policy updates, as a result of consultation analysis and the final stages of the Post Adoption Statement, is set out in *Table D*.

Table D – High Level Summary of Key Changes to LTP Policy Updates
(Post consultation & Post Adoption Statement)

<p>Overarching Policies</p> <ul style="list-style-type: none"> • PD0.1 Reducing Carbon Emissions and Adopting to Climate Change • PD0.2 Local Environmental Protection • PD0.3 Maximising Investment in a Sustainable Transport Network • PD0.4 Integration with Land Use Planning and New Development • PD0.5 Community Health & Wellbeing 	<ul style="list-style-type: none"> • Replacement and additional policy proposals to strengthen support for a step change forward to a fully sustainable land use planning model, with support from the LPAs. • Amendment to policy proposal to reflect the need to reduce travel demand. • Reviewed Expected Outcomes to reflect Building with Nature standards. • Additional policy proposals to provide clarity on developer contributions.
<p>Mode Policy Documents</p> <ul style="list-style-type: none"> • PD1.1 Gloucestershire’s Bus Network • PD1.3 Bus Priority • PD1.4 Coach Travel • PD1.6 Transport Integration Hub • PD1.7 Communicating Travel Information • PD2.1 Gloucestershire’s Cycle Network • PD2.2 Cycle Asset Management • PD3.1 Gloucestershire’s Freight Network • PD4.1 Gloucestershire’s Highway 	<ul style="list-style-type: none"> • Additional or replacement policy proposals to provide clarity on developer contributions. • Reviewed PD1.1 in line with the Climate Change agenda and strengthen policy to be more focused, whilst further recognising collaboration with commercial bus and coach operators in particular. • Additional policy proposal around real time passenger information displays for consistency with PD1.2. • Reviewed PD1.3 to include investigation of bus priority on core bus corridors using ‘invisible infrastructure’, giving priority to sustainable travel modes on direct routes over other motorised vehicles. • Reviewed PD1.4 to reflect the

<p>Network</p> <ul style="list-style-type: none"> • PD4.2 Highway Network Resilience • PD4.3 Highway Maintenance • PD4.5 On-Street Car Parking • PD5.1 Rail Infrastructure Improvements • PD5.2 Rail Service Capacity Improvements • PD6.1 Gloucestershire’s Pedestrian Network • PD6.2 Rights of Way • PD6.3 Pedestrian Asset Management 	<p>emerging importance coach travel has on supporting Gloucestershire’s Bus Network now and in the future.</p> <ul style="list-style-type: none"> • Revised policy proposals to provide clarity on the role of local Interchange hubs importance in key locations in/near rural towns. • Reference in policy proposed support for cycle parking/storage. • Clarification on rail infrastructure relating to a proposed new rail station south of Gloucester. • Reference to Building with Nature standards added to existing policy proposal and LTP expected outcomes. • Obligations by developers for Delivery and Servicing Plans and where appropriate Construction Management Plans. • Additional policy proposals regarding compliance with Manual for Gloucestershire Streets (MfGS) and the county’s Technical Specifications and consideration for the county’s EV Strategy & Climate Change Strategy. • The provision of additional supporting text that <i>sets out GCC’s intention to review MfGS</i> setting guidance for parking standards for new development supporting EV-charge points, an EV-network or alternative infrastructure, ‘car-free’ or ‘permit free’ arrangements in appropriate locations and best practice in terms of on-street space for all users.
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7 Supporting Documents – HRA / ISA Post Adoption Statement

7.1 The Habitats Regulations Assessment (HRA) is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) for all plans and projects which may have likely significant effects on a European site and are not directly connected with, or necessary to, the management of the European site.

The final steps in the ISA includes: the final HRA and the Post Adoption Statement. Consideration has been taken for the further strengthening of LTP policies and additional scheme priorities post LTP consultation.

7.2 The Post Adoption Statement will take into consideration the amendments, made by GCC to the emerging final LTP for adoption, in light of consultation and other considerations. Based on the changes outlined above, the statement concludes that the LTP policy review post consultation provides additional clarity and bolsters many aspects of the Plan in terms of sustainability. And, as such, the sustainability performance of the LTP has

improved. It should be noted that the further improvements are built on an LTP that the ISA report stated is well balanced in approach. The final HRA and Post Adoption Statement will be published as supporting documents to the final LTP for adoption on our website in December 2020:
www.gloucestershire.gov.uk/ltp-review

8 Recommendations

- 8.1** Members of ESC and the visiting Committee (EGSC) consider and comment on the updates and proposed changes with regards to the LTP Review, following the public consultation in early 2020. This is ahead of taking the proposed final LTP to December Cabinet and subsequently to Full Council in early 2021 for adoption.

Appendix A – LTP Policy Document – New Structure (proposed)

Chapter	New Structure	Change	Old Structure
	Contents		Contents
Chapter			
0	Introduction	Added introduction, from other parts of document including Foreword text	
Chapter			
1	Our Vision to 2041	Rename - Chapter	Shaping the Way to 2041
	Introduction (previously Future Challenges)	Future Challenges becomes the new introduction to Chapter 1	Introduction
			Future Challenges
	Horizon Scanning		Horizon Scanning
		Incorporate Summary into LTP Vision/Objectives	Summary
		Move to new Chapter 10	Potential Growth Scenarios beyond 2031
			Potential long-term ambition
	LTP Vision/Objectives	Inserted from Overarching Strategy	
Chapter			
2	Overarching Policy Document	Rename - Chapter	Overarching Strategy
	Introduction	Create 1 para Introduction	
		Move to Chapter 1	Introduction incl. LTP Vision/Objectives
		Annexed	Table A/ Fig.C - 'Link&Place'
		Move to LTP Evidence Base	Summary of Evidence Base
	Environment (policies PD0.1/PD0.2)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	Environment (policies PD0.1/PD0.2)
	Gloucestershire is Growing (policies PD0.3/PD0.4)		Gloucestershire is Growing (policies PD0.3/PD0.4)
	Community Health and Wellbeing (policy PD0.5)		Community Health and Wellbeing (policy PD0.5)
	Influencing Travel Behaviour Change (policy PD0.6)		Influencing Travel Behaviour Change (policy PD0.6)
Chapter			
3	Public & Community Transport (PD1)		Public & Community Transport (PD1)
	Introduction	Table A - goes to LTP Summary Evidence Base document as new format	Introduction (Keep & review Table A - LTP Objectives against LTP Expected Outcomes)
		Move to LTP Evidence Base	LTP Summary of Evidence Base
	Gloucestershire's Bus Network (policy PD1.1)	Shorten each policy summary supporting text &	Gloucestershire's Bus Network (policy PD1.1)
	Improving the quality of		Improving the quality of road based

	road based public transport (PD1.2)	reference back to LTP Summary Evidence Base document.	<i>public transport (PD1.2)</i>
	Bus Priority (policy PD1.3)		<i>Bus Priority (policy PD1.3)</i>
	Coach Travel (policy PD1.4)		<i>Coach Travel (policy PD1.4)</i>
	Community Transport (policy PD1.5)		<i>Community Transport (policy PD1.5)</i>
	Transport Interchange Hubs (policy PD1.6)		<i>Transport Interchange Hubs (policy PD1.6)</i>
	Communicating Travel Information (policy PD1.7)		<i>Communicating Travel Information (policy PD1.7)</i>
Chapter			
4	Cycle (PD2)		Cycle (PD2)
	Introduction	Table A - goes to LTP Summary Evidence Base document as new format	<i>Introduction (Keep & review Table A - LTP Objectives against LTP Expected Outcomes)</i>
		Move to LTP Evidence Base	<i>LTP Summary of Evidence Base</i>
	Gloucestershire's Cycle Network (policy PD2.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	<i>Gloucestershire's Cycle Network (policy PD2.1)</i>
	Cycle Asset Management (policy PD2.2)		<i>Cycle Asset Management (policy PD2.2)</i>
	Active Travel: Safety, Awareness and Confidence (policy PD2.3)		<i>Active Travel: Safety, Awareness and Confidence (policy PD2.3)</i>
Chapter			
5	Freight (PD3)		Freight (PD3)
	Introduction	Table A - goes to LTP Summary Evidence Base document as new format	<i>Introduction (Keep & review Table A - LTP Objectives against LTP Expected Outcomes)</i>
		Move to LTP Evidence Base	<i>LTP Summary of Evidence Base</i>
	Gloucestershire's Freight Network (policy PD3.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	<i>Gloucestershire's Freight Network (policy PD3.1)</i>
	Freight Journey Route Planning Information (policy PD3.2)		<i>Freight Journey Route Planning Information (policy PD3.2)</i>
	Driver Facilities (policy PD3.3)		<i>Driver Facilities (policy PD3.3)</i>
	Driving Better Practice (policy PD3.4)		<i>Driving Better Practice (policy PD3.4)</i>
	Managing Deliveries in Sensitive Areas (policy PD3.5)		<i>Managing Deliveries in Sensitive Areas (policy PD3.5)</i>
	Rail and Water Freight (policy PD3.6)		<i>Rail and Water Freight (policy PD3.6)</i>
Chapter			
6	Highways (PD4)		Highways (PD4)
	Introduction	Table A - goes to LTP Summary Evidence Base document as new	<i>Introduction (Keep & review Table A - LTP Objectives against LTP Expected Outcomes)</i>

		format	
		Move to LTP Summary Evidence Base	<i>LTP Summary of Evidence Base</i>
	Gloucestershire's Highway Network (policy PD4.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	<i>Gloucestershire's Highway Network (policy PD4.1)</i>
	Highways Network Resilience (policy PD4.2)		<i>Highways Network Resilience (policy PD4.2)</i>
	Highways Maintenance (policy PD4.3)		<i>Highways Maintenance (policy PD4.3)</i>
	Road Safety (policy PD4.4)		<i>Road Safety (policy PD4.4)</i>
	On-Street car parking (policy PD4.5)		<i>On-Street car parking (policy PD4.5)</i>
Chapter			
7	Rail (PD5)		Rail (PD5)
	Introduction	Table A - goes to LTP Summary Evidence Base document as new format	<i>Introduction (Keep & review Table A - LTP Objectives against LTP Expected Outcomes)</i>
		Move to LTP Summary Evidence Base	<i>LTP Summary of Evidence Base</i>
	Rail Infrastructure Improvements (policy PD5.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	<i>Rail Infrastructure Improvements (policy PD5.1)</i>
	Rail Service Capacity Improvements (policy PD5.2)		<i>Rail Service Capacity Improvements (policy PD5.2)</i>
	Rail Station Improvements (policy PD5.3)		<i>Rail Station Improvements (policy PD5.3)</i>
Chapter			
8	Walk (PD6)		Walk (PD6)
	Introduction	Table A - goes to LTP Summary Evidence Base document as new format	<i>Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)</i>
		Move to LTP Summary Evidence Base	<i>LTP Summary of Evidence Base</i>
	Gloucestershire's Pedestrian Network (policy PD6.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	<i>Gloucestershire's Pedestrian Network (policy PD6.1)</i>
	Rights of Way (policy PD6.2)		<i>Rights of Way (policy PD6.2)</i>
	Pedestrian Asset Management (policy PD6.3)		<i>Pedestrian Asset Management (policy PD6.3)</i>
	Pedestrian Safety (policy PD6.4)		<i>Pedestrian Safety (policy PD6.4)</i>
Chapter			
9	Connecting Places Strategy to 2031		Connecting Places Strategy
	Introduction		<i>Introduction</i>
		Move to Deliver Chapter 11	<i>Scheme Priorities</i>

	CPS1 Central Severn Vale		<i>CPS1 Central Severn Vale</i>
	CPS2 Forest of Dean		<i>CPS2 Forest of Dean</i>
	CPS3 North Cotswold		<i>CPS3 North Cotswold</i>
	CPS4 South Cotswold		<i>CPS4 South Cotswold</i>
	CPS5 Stroud		<i>CPS5 Stroud</i>
	CPS6 Tewkesbury		<i>CPS6 Tewkesbury</i>
Chapter			
10	Transport Scenarios for 2041	New chapter 10	
	Potential Growth Scenarios beyond 2031	Moved from Chapter 1 to new Chapter 10	
	Potential long-term ambition		
Chapter			
11	Delivery		<i>Delivery</i>
	Introduction		<i>Introduction</i>
	Scheme Priorities	Merge with Scheme Priorities from CPS	<i>Scheme Priorities</i>
	LTP Scheme Appraisal		<i>LTP Scheme Appraisal</i>
	Funding		<i>Funding</i>
	Monitoring, Outcomes and Targets		<i>Monitoring, Outcomes and Targets</i>
	Governance & Review		<i>Governance & Review</i>
	<i>Supporting documents: LTP Evidence Base, Integrated Sustainability Appraisal Report, HRA, Post Adoption Station (including Health Impact Assessment (HIA), Equality Impact Assessment (EqIA), Community Impact Assessment (CIA))</i>		

Appendix B – Proposed Schemes – Unsuccessful in the LTP Scheme Prioritisation

CPS	Scheme Proposed (during LTP Consultation)	Summary reason for not including in the revised LTP
N Cots	Upgrading and improvements to Buckle Street to form Stow relief Rd	VfM, costs of upgrading Buckle Street. Scheme not identified in adopted Cotswold Local Plan and uncertainty of delivery.
FoD	Broadwell Crossroads Junction improvements	Not in road safety priority list for improvements. Not recognised as needing improvements in Local Plan. Lack of evidence to justify inclusion.
FoD	Coalway crossroads Junction improvements	Not in road safety priority list for improvements. Not recognised as needing improvements in Local Plan. Lack of evidence to justify inclusion.
FoD	Lords Hill / Bank Street traffic signals	Lack of evidence to justify inclusion.
SD	Ped/cycle bridge over M5 to provide access to Cam and Dursley station from Wislow allocation site	No guarantee that this site will come forward in the Stroud Local Plan at this time. However the scheme will be beneficial if the site is allocated and could come forward as part of the development.
S Cots	Tram/Light Railway from Kemble to Cirencester	VfM, costs, wider benefits. GCC support towards high frequency bus services and greenway alternatives.
CSV	Bournside Green Corridor	Appropriate alternatives (natural/passive surveillance), concern over shared infrastructure width, VfM, may benefit from a community-led funding stream rather than a transport one.
SD	Creation of new circular walking routes/enhancing pedestrian accessibility around urban centres and Stroud valleys	This is something the LCWIP is likely to pick up in future and any recommendations from that can then be brought into the LTP as schemes similar to what has occurred in the CSV CPS.
SD	Shuttle scheme between proposal Wisloe allocation and Wetlands Centre	Little wider benefits to justify costs of providing.
SDC	Creation of a quiet lane network to dissuade rat-running/use of less suitable rural roads	Little information of deliverability, costs, VfM and wider stakeholder support.
SD	Traffic calming or other means to dissuade use of commons roads	Little information of deliverability, costs, VfM and wider stakeholder support.
FoD / Stroud	Ped/Cycle bridge linking FoD and Stroud along old railway route with tidal energy harvesting capability.	Little information of deliverability, costs, VfM and wider stakeholder support. Very high cost of delivering.
S Cots	Cirencester Northern Bypass	VfM and very high cost of delivering. Chesterton mitigation plus improvements to sustainable transport in the area with direct bus services to Kemble may negate the need for such a scheme.
S Cots	Cirencester South West Bypass	VfM and very high cost of delivering. Chesterton mitigation plus improvements to sustainable transport in the area with direct bus services to Kemble may negate the need for such a scheme.
N Cots	Bypass for Stow on the Wold	VfM and very high cost of delivering. Would need significant growth to justify inclusion.
CSV	Cheltenham Racecourse rail spur	Costs, VfM. Limited wider benefits.