

<b>Cabinet Date</b>	27 <sup>th</sup> January 2021
<b>Cabinet Member Environment and Planning</b>	Cllr Nigel Moor
<b>Key Decision</b>	Yes
<b>Background Documents</b>	<ul style="list-style-type: none"> <li>• <b>Gloucestershire Local Transport Plan (LTP) 2015-2031 - existing</b> <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/</a></li> <li>• <b>LTP Implementation Plan – LTP progress reports</b> <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/local-transport-plan-monitoring/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/local-transport-plan-monitoring/</a></li> <li>• <b>Draft LTP for Consultation</b> <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/</a></li> <li>• <b>Integrated Sustainability Appraisal Report</b> <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/</a></li> <li>• <b>Draft Habitats Regulations Assessment</b> <a href="https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/">https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/draft-ltp/</a></li> <li>• <b>LTP Consultation Report (2020)</b> <a href="https://www.gloucestershire.gov.uk/media/2099728/gcc-ltp-consultation-report-final-issued-180620.pdf">https://www.gloucestershire.gov.uk/media/2099728/gcc-ltp-consultation-report-final-issued-180620.pdf</a></li> <li>• <b>Joint Environment &amp; Economic Growth Scrutiny Committees Report</b> <a href="https://glostext.gloucestershire.gov.uk/ieListDocuments.aspx?CId=731&amp;MId=9975">https://glostext.gloucestershire.gov.uk/ieListDocuments.aspx?CId=731&amp;MId=9975</a></li> </ul>
<b>Location/Contact for inspection of Background Documents</b>	Please contact Orlagh Stoner ( <a href="mailto:Orlagh.Stoner@gloucestershire.gov.uk">Orlagh.Stoner@gloucestershire.gov.uk</a> ) with any questions regarding the documents listed above.

<b>Main Consultees</b>	<p><b>Stage 1 – LTP Review – Early Engagement (2018 – 2019)</b> Key stakeholders in stage 1 early engagement included: GCC officers, District Councils and neighbouring authority officers, transport operators, statutory bodies, protected characteristic groups, partnership boards, interest groups and Leadership Gloucestershire.</p> <p>Regular updates were given to senior leadership and Members, including: GCC Cabinet Members, LTP Management Board, Environment and Gloucestershire Economic Growth Scrutiny Committees and the Department for Transport.</p> <p><b>Stage 2 – LTP Review – Public Consultation (16/01/2020 – 26/03/2020)</b> Following a review by Environment Scrutiny Committee and approval from Cabinet, a 10 week public consultation was undertaken through a mixture of consultation events and an online survey.</p>
<b>Planned Dates</b>	17th March 2021 – Full Council (proposed adoption of final LTP)
<b>Divisional Councillor</b>	All
<b>Officer</b>	Orlagh Stoner Tel: 01452 32 8386 E-mail: <a href="mailto:orlagh.stoner@gloucestershire.gov.uk">orlagh.stoner@gloucestershire.gov.uk</a>
<b>Purpose of Report</b>	To set out the updates made to the draft LTP, following public consultation and to seek approval by Cabinet to take forward for proposed adoption at County Council in March 2021, the Gloucestershire LTP (2020-2041) as set out in <i>Appendix A</i> .
<b>Recommendations</b>	That Cabinet approves the Gloucestershire Local Transport Plan (2020-2041) for recommendation to the County Council at its meeting on 17th March 2021.
<b>Reasons for recommendations</b>	To ensure that Gloucestershire has in place an up to date and fully adopted LTP that reflects local, regional and national priorities to provide the policy framework for effective Transport Planning for the time period 2020 to 2041.
<b>Resource Implications</b>	The costs of the LTP adoption will be covered by existing budgets within the Strategic Infrastructure team in Economy, Environment and Infrastructure.

## MAIN REPORT CONTENTS

### 1. Background

- 1.1. It is a statutory requirement for Gloucestershire to have a Local Transport Plan (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 proposed Gloucestershire LTP (2020-2041) is set out in Appendix A, which is accessible via – [www.gloucestershire.gov.uk/lt4](http://www.gloucestershire.gov.uk/lt4)
- 1.3. 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).
- 1.4. The LTP Review has involved a two stage consultation process which is described in more detail below and summarised in the published LTP Review consultation report.
- 1.5. In parallel, the Integrated Sustainability Assessment (ISA) report provided recommendations to ensure the sustainability of the emerging draft LTP for consultation.
- 1.6. The outcomes from the LTP Review consultation, alongside the ISA process, have informed updates and further strengthened policies in the proposed final LTP (2020-2041). These were presented to a joint meeting of the Environment and Economic Growth Scrutiny Committees in September 2020.
- 1.7. Transport schemes included in the LTP have been selected from a variety of sources, including transport mitigations developed and agreed as part of the District led Local Plan development, local studies and other sources of evidence. LTP schemes were prioritised according to their impact on economic growth, carbon emissions, socio-distributional impacts, the local environment and well-being. Each LTP scheme has been included on the basis of need and compliance with delivering the LTP outcomes. The schemes listed in the LTP do not represent a commitment by County Council for funding but they do reflect Gloucestershire's transport priorities. The priorities identified should not be considered a definitive list as it will be subject to periodic reviews as new evidence emerges through the District led local planning process, or County led studies and documents such as the emerging multi-model model and Growth Plan for the County. Schemes identified will therefore be updated during the lifetime of the LTP as new evidence emerges and funding opportunities arise. Further detail on funding sources can be found in the LTP (2020-2041) in chapter 5.

## 2 LTP Consultation

### 2.1 The LTP Review involved two engagement stages:

#### Stage 1 - Early Engagement (in 2018 – 2019):

Early engagement with our key stakeholders including 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 – Public Consultation (16/01/2020 – 26/03/2020):

Following consideration at a joint meeting of the Environment and Economic Growth Scrutiny Committees and approval from Cabinet, GCC consulted publically on a draft revised document for 10 weeks.

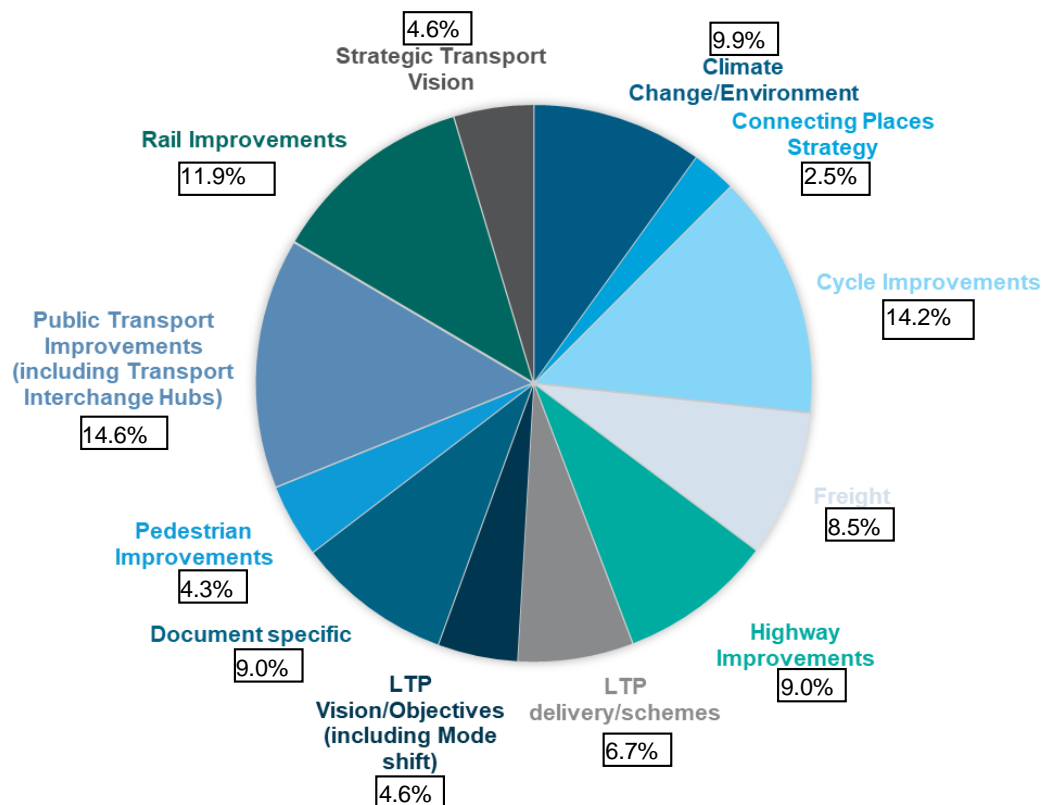
2.2 The level of engagement was excellent, with 23,239 engagements, including website views, or directly through the 20 county-wide events, online survey and other responses. We received 471 written responses through our online survey and by email, from a wide range of stakeholder groups - statutory partners, District Councils, Parish Councils, 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.

2.4 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 sift 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%.

2.5 Under these three headings, 12 sub-categories were identified, as set out in Figure A.

**Figure A – LTP Consultation Responses (by sub-category and % of total comments received)**  
**ALL COMMENTS BY SUB-CATEGORY**

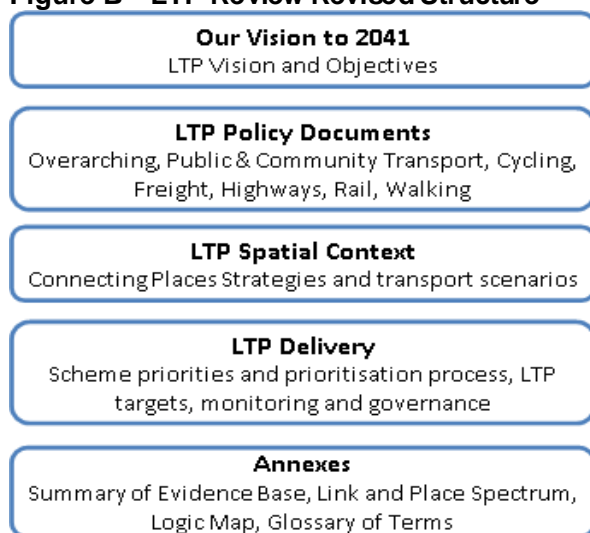


- 2.6 The majority of comments related to connectivity. On more detailed analysis of the results, most comments were related to improving sustainable modes, including public transport, rail and cycling. Many comments also related to being more ambitious in encouraging modal shift, which can reduce congestion and meet climate emergency targets. When drilling down into the detail, most comments related to specific improvements to cycling and rail, along with comments on policy and funding.
- 2.7 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 in the open comments.
- 2.8 The LTP Consultation Report is published on the LTP website (link provided above in the Background Documents section) and 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 Revisited LTP Structure / LTP Target / LTP Scheme Priorities

- 3.1 A key comment from the public consultation was that the LTP document is too long and cumbersome to navigate. The LTP has therefore been shortened and re-structured without loss of the overall policy context and within the parameters of our public consultation and the requirements of the ISA process.
- 3.2 In addition to the final LTP 2020-2041 policy document, we will produce an LTP Summary – ‘At a Glance’ document and a document summarising the LTP Evidence Base.
- 3.3 The final LTP 2020-2041 policy document itself will be structured as outlined in Figure B, below.

**Figure B – LTP Review Revised Structure**



#### LTP Target

- 3.4 Following Senior Leadership consideration and agreement, GCC proposes to sign up to the UK100 Pledge and adopt the pledge guidance to be net zero by 2045 as a county. Further detail can be found on <https://www.uk100.org/pledge-faqs>.

To support the UK100 Pledge we propose reflecting a more ambitious LTP performance indicator, by bringing forward the target date to 2045, instead of 2050 as proposed in the draft LTP for Consultation. The final LTP proposed a revised target for PI-14, bringing it in line with the UK100 Pledge.

**PI-14 – Reduce per capita transport carbon emissions (zero tonnes by 2045).**

### **LTP Scheme Priorities**

3.5 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 LTP scheme prioritisation process (set out in the LTP delivery chapter) and eight additional schemes are proposed to be included in the final LTP:

- Andoversford – Bourton-on -the-Water Active Travel greenway;
- Bourton-on-the-Water - Kingham Active Travel greenway;
- Walking and cycle access improvements, A4135 Box Road - A38 corridor;
- Newent to Dymock Active Travel route;
- Tewkesbury to Upton upon Severn Active Travel Route;
- Andoversford - Cirencester Active Travel Route;
- Cycle access improvements: Cirencester – Fairford corridor; and
- Cycle access improvements A46 corridor Cheltenham – Brockworth.

3.6 In addition, there is a proposed minor name change to a scheme listed in the draft LTP for Consultation – ‘Cheltenham Transport Plan’ which will be updated to ‘Connecting Cheltenham’.

#### 4. Summary of Key Changes to the LTP Policy Updates

- 4.1 A summary of the updates made to the LTP policies following public consultation is set out in **Table A**.
- 4.2 A detailed table of the tracked changes to the LTP policy updates post public consultation can be found in **Annex A** of this report.

**Table A – High Level Summary of Key Changes to LTP Policy Updates**  
(Post consultation)

<b>•Overarching Policies</b>	
<p><b>Overarching Policies</b></p> <ul style="list-style-type: none"> <li>• <b>PD0.1</b> Reducing Carbon Emissions and Adopting to Climate Change</li> <li>• <b>PD0.2</b> Local Environmental Protection</li> <li>• <b>PD0.3</b> Maximising Investment in a Sustainable Transport Network</li> <li>• <b>PD0.4</b> Integration with Land Use Planning and New Development</li> <li>• <b>PD0.5</b> Community Health &amp; Wellbeing</li> </ul>	<ul style="list-style-type: none"> <li>• 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 in PD0.4 and focus on retrofitting in PD0.3.</li> <li>• Review of timeline in PD3.1 to reflect LTP target PI-14 (by 2045).</li> <li>• Amendment to policy proposal to reflect the need to reduce travel demand in and reflect biodiversity net gain and our commitment to HRA in PD0.2</li> <li>• Reflect Building with Nature Standards in PD0.4, speed limits and 20mph zones in PD0.5 and minor amendment in this policy.</li> <li>• Additional policy proposals to provide clarity on developer contributions in policies, PD0.1, PD0.2, PD0.3 and PD0.4 inclusive.</li> </ul>
<b>Mode Policy Documents</b>	
<ul style="list-style-type: none"> <li>• <b>PD1.1</b> Gloucestershire’s Bus Network</li> <li>• <b>PD1.3</b> Bus Priority</li> <li>• <b>PD1.4</b> Coach Travel</li> <li>• <b>PD1.6</b> Transport Integration Hub</li> <li>• <b>PD1.7</b> Communicating Travel Information</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Reviewed PD1.4 to reflect the emerging importance coach travel has on supporting Gloucestershire’s Bus Network now and in the future.</li> <li>• Revised policy proposals to provide clarity on the role of local interchange hubs’ importance in key locations in/near rural towns in PD1.6</li> </ul>



<ul style="list-style-type: none"> <li>• <b>PD2.1</b> Gloucestershire's Cycle Network</li> <li>• <b>PD2.2</b> Cycle Asset Management</li> <li>• <b>PD3.1</b> Gloucestershire's Freight Network</li> <li>• <b>PD4.1</b> Gloucestershire's Highway Network</li> <li>• <b>PD4.2</b> Highway Network Resilience</li> <li>• <b>PD4.3</b> Highway Maintenance</li> <li>• <b>PD4.5</b> On-Street Car Parking</li> <li>• <b>PD5.1</b> Rail Infrastructure Improvements</li> <li>• <b>PD5.2</b> Rail Service Capacity Improvements</li> <li>• <b>PD6.1</b> Gloucestershire's Pedestrian Network</li> <li>• <b>PD6.2</b> Rights of Way</li> <li>• <b>PD6.3</b> Pedestrian Asset Management</li> </ul>	<ul style="list-style-type: none"> <li>• Additional policy proposal in PD1.7 around real time passenger information displays for consistency with other policies.</li> <li>• Additional or replacement policy proposals to clarify developer contributions in policies, PD2.1, PD2.2, PD3.1, PD3.2, PD4.1, PD4.2, PD4.3, PD6.1, PD6.2, PD6.3 inclusive.</li> <li>• Referenced in policy PD2.1 support for cycle parking/storage.</li> <li>• Reference to Building with Nature Standards added to PD2.1, PD4.1, PD6.1 and reviewed LTP expected outcomes.</li> <li>• Review of timeline in PD3.1 to reflect LTP target PI-14 (by 2045).</li> <li>• Reflected in PD3.1 and PD3.2 obligations by developers for Delivery and Servicing Plans and where appropriate Construction Management Plans.</li> <li>• Amended slightly reference to cross-boundary weight restrictions in PD3.1 and reference to the use of the primary freight route corridors.</li> <li>• Added in PD4.5, policy proposals regarding developers' compliance with Manual for Gloucestershire Streets (MfGS) and the County's Technical Specifications and consideration for the county's EV Strategy &amp; Climate Change Strategy and the provision of supporting text.</li> <li>• Reviewed in PD5.1 and PD5.2, clarification on rail infrastructure relating to a proposed new rail station south of Gloucester and Community Rail Partnership.</li> <li>• Review of wording in PD5.2 policy.</li> <li>• Reflected in PD5.2 - other suitable railway reinstatements to allow for the recent successful bid for feasibility funding to inform the decision on the reopening of railway lines. In Gloucestershire, namely Kemble to Cirencester and Honeybourne to Stratford-upon-Avon. Consideration for the Kemble to Cirencester link as a rail and/or bus connection. This link will also form part of the strategic transport priorities to 2041, as a long-term ambition for Gloucestershire's transport network.</li> </ul>
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## **5. Supporting Documents – Habitats Regulation Assessment / Post Adoption Statement**

- 5.1 The final steps in the ISA include the final Habitats Regulations Assessment (HRA) and the Post Adoption Statement.
- 5.2 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 LTP 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 states is well balanced in approach. The final HRA and Post Adoption Statement will be published as supporting documents to the final LTP for adoption.

## **6 Options**

- 6.1 Not to recommend the revised LTP to County Council for adoption. This would mean that the current version of the LTP would continue to provide the policy framework for transport planning in Gloucestershire. This option is not recommended. Since the LTP's adoption in 2016, there have been considerable changes in policy, the emergence of new strategy documents (both local and national), as well as the adoption of a District Local Plan and the JCS, all of which collectively require a review of the LTP. This will enable the LTP to continue to provide up to date strategic direction for transport planning in Gloucestershire.
- 6.2 To delay the LTP review until after the currently ongoing reviews of a number of District Local Plans and the Joint Core Strategy to 2041 (JCS Review), however, it is felt that strategic guidance on where the County Council feels transport planning is heading is required now, in order to feed into local and regional planning decisions and ensure the delivery of long term sustainable growth.
- 6.3 To proceed to take forward the Gloucestershire LTP (2020-2041) for proposed adoption at County Council in March 2021, as per the recommendation.

## **7 Risk Assessment**

- 7.1 The governance for the current LTP requires this living document to be subject to review in order to bring the LTP up to date with local and national policy and local development plan reviews and to ensure its relevance. Relying on the existing adopted LTP has the risk of relying on increasingly dated transport policies.
- 7.2 Considerable risks may exist in relation to the specific schemes proposed in the LTP Review. All of these will be managed individually on a scheme by scheme basis.

## 8 Officer Advice

- 8.1 It is recommended that Cabinet approves for adoption at County Council in March 2021 the Gloucestershire LTP (2020-2041) as set out in *Appendix A*.

## 9 Performance Management

- 9.1 LTP Implementation Reports are produced annually to document scheme delivery, changes in policies and performance against monitoring indicators. All documents will be published on the GCC website.  
<https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/local-transport-plan-monitoring/>
- 9.2 A detailed description of the **LTP target outputs** are listed in the supporting document LTP Summary Evidence Base. **LTP Outcomes** are measured against our policies and set out in the supporting document LTP Logic Map. The specific expected outcomes for each policy are set out in the LTP Summary Evidence Base - [www.gloucestershire.gov.uk/ltp4](http://www.gloucestershire.gov.uk/ltp4)

## 10 Equalities considerations

- 10.1 A Due Regard Statement (DRS) has been completed. This DRS provides a full analysis of each defined protected characteristic group and sets out transport related barriers, in terms of accessibility, mobility and safety. The LTP addresses the climate change agenda and adaptation, the digitisation of transport, all transport user needs, sustainable economic growth, and the delivery of a safe, efficient and sustainable transport system.
- 10.2 Through this and the public consultation, GCC established an understanding of the needs of all transport users, both in terms of how different stakeholders use the LTP and the travel needs of all stakeholders including residents and businesses. This understanding informed the revised LTP which, if approved by Cabinet, is proposed to be adopted in March 2021.
- 10.3 Cabinet Members should read and consider the DRS in order to satisfy themselves as decision makers that due regard has been given.

<b>Report Title</b>	Gloucestershire Local Transport Plan (LTP) 2020 – 2041
<b>Statutory Authority</b>	Local Transport Plans are subject to the provisions set out in the Transport Act 2000 as amended by the Local Transport Act 2008.
<b>Relevant County Council policy</b>	<ul style="list-style-type: none"> <li>• County Council Strategy – Looking to the Future (2019-2022)</li> <li>• Adopted Gloucestershire LTP (2016-2031)</li> </ul>
<b>Sustainability checklist:</b>	
Partnerships	Our key partnerships are our <b>key stakeholders</b> , set out in the LTP Consultation Report.
Decision Making and Involvement	Regular updates were presented to the Strategic Communities & Infrastructure Members Board (SCIMB) and the officer level LTP Management Board. The emerging LTP Review was taken to Economic Scrutiny Committee and Gloucestershire Economic Growth Scrutiny Committee at a joint meeting.
Economy and Employment	The LTP Vision and Objectives support sustainable economic growth and access to employment and training.
Caring for people	Indirect reference to access to transport for all and the social impact of connected communities in terms of health and wellbeing.
Social Value	Social Value is implicit in the LTP and the associated assessment, the ISA, which is the umbrella process of Sustainability Assessment/Strategic Environmental Assessment (SA/SEA), has been followed to cover the requirement for Health Impact Assessment, Equality Impact Assessment and Community Sustainability Assessment. This assessment process has become more widely accepted as a way of covering environment, social and economic dimensions of sustainable development. The ISA Reporting process helped to inform and shape the revised LTP through recommendations.
Built Environment	The LTP Review is supported by the associated ISA which identifies recommendations to update policies in the LTP Review towards the protection and enhancement of the built environment (townscapes, historic environment and the county's valuable heritage).
Natural Environment' including Ecology	The LTP Review is supported by the associated ISA which identifies recommendations to update policies in the LTP Review towards biodiversity net gain and the protection and

<p>(Biodiversity)</p> <p>Education and Information</p>	<p>enhancement of the natural environment (such as geodiversity, natural resources and landscapes).</p> <p>Access to education and services is considered in LTP Review. It runs through the current adopted LTP in terms of the existing key themes 1 &amp; 2 and those of the LTP Review, the emerging theme 3.</p> <p><b>Theme 1:</b> Connecting Places Strategies consider access to training, education, employment and services.</p> <p><b>Theme 2:</b> Thinktravel focuses on economic growth through access to opportunities such as education, by sustainable transport modes.</p> <p><b>Theme 3:</b> Digitisation of Transport considers how we will meet the transport needs in an era of unprecedented change and how these effects will influence transport needs including access to jobs, education and services in the future.</p>
<p><b>Tackling Climate Change</b></p>	<p>Carbon Emissions Implications? Positive</p> <p>Vulnerable to climate change? No</p>
<p><b>Due Regard Statement</b></p>	<p>Has a Due Regard Statement been completed?</p> <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 <a href="http://glostext.gloucestershire.gov.uk/uuCoverPage.aspx?bcr=1">http://glostext.gloucestershire.gov.uk/uuCoverPage.aspx?bcr=1</a></p> <p>Alternatively a hard copy is available for inspection from Stephen Bace, Democratic Services Unit, e-mail: <a href="mailto:stephen.bace@gloucestershire.gov.uk">stephen.bace@gloucestershire.gov.uk</a>.</p>
<p><b>Human rights Implications</b></p>	<p>None.</p>
<p><b>Consultation Arrangements</b></p>	<p>As outlined in the main report.</p>

**Annex A – LTP Policy Updates Tracked Changes** (Includes policy updates post public consultation in line with sustainability appraisal and LTP consultation responses).

<p><b>PD0.1-Reducing Carbon Emissions and Adapting to Climate Change</b></p> <p><b>GCC will work with its partners to reduce transport carbon emissions by <del>2050</del> <u>2045</u> and improve air quality in the county by addressing travel demand, promoting the use of sustainable modes of transport and the uptake of ultra low emission vehicles to tackle climate change.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Support digital connectivity <u>and agile working</u> to reduce travel demand <del>in the peak hours.</del></li> <li>• Resolve to deliver on the recommendations following the County Council's declaration of a climate change emergency, through the <del>introduction</del> <u>development</u> of a '<del>Reducing Emissions</del> <u>carbon reduction</u> pathway', and identifying climate change resilience adaptation in order to develop a mitigation package against the risk <u>mitigation</u>.</li> <li>• <u>Develop and maintain a comprehensive bus network supported by interchange hubs across rural and urban areas, to improve connectivity within and across the county boundary.</u></li> <li>• <u>Make a positive contribution towards a step change in sustainable land use planning to enable a priority towards sustainable travel choices and reduce travel demand, while supporting digital connectivity to improve agile working.</u></li> <li>• <u>Developers are required to design and implement their development to deliver sustainable transport, with appropriate connectivity to the existing transport network with good access to public transport, and a high permeability to walk, cycle and be mobility friendly.</u></li> </ul> <p><b>Expected Outcome (additional)</b></p> <ul style="list-style-type: none"> <li>• <u>Improved green infrastructure and enhanced natural capital.</u></li> <li>• <u>Reduction in travel demand and more agile working.</u></li> </ul>	<p><i>Review of this policy reflects LTP Consultation responses.</i></p> <p><i>Additional policy proposals to strengthen support for a step change in support for sustainable land use planning and support for public transport.</i></p> <p><i>Minor changes to wording.</i></p> <p><i>Review of Expected Outcomes with additional bullets to reference GI, natural capital, reduced travel demand and agile working.</i></p> <p><i>Review year - 2045 to reflect target PI-14</i></p>
<p><b>PD0.2 Local Environmental Protection</b></p> <p><b>GCC will work with District Councils and other partners <del>over the lifetime of the LTP</del>, to minimise the impact of transport on landscapes, townscapes, heritage assets and the wider historic environment, to protect and enhance; the water environment, <u>air quality</u>, soils and agricultural resources; to reduce the risk of flooding, <del>improve</del> <u>achieve good</u> air quality, and the levels of noise pollution; <del>and to improve to</del> <u>achieve</u> biodiversity net gain, <del>preserve and enhance</del> <u>conserve</u> geodiversity and the historic environment, from traffic or improvements on the highway network.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Work with district councils to improve air quality, levels of noise and light pollution, including reducing severance and visual intrusion by adopting the latest good design practice (<u>including, e.g., Building with Nature</u>) and to develop, adopt and deliver Air Quality Action Plans required where Air Quality Management Areas have been declared, in relation to transport emissions. This should include plans for decreasing solo car use and the promotion of walking and cycling active modes of travel.</li> </ul>	<p><i>Reflect LTP Consultation responses.</i></p> <p><i>Minor wording changes in the policy.</i></p> <p><i>Amendments to policy proposal to reflect Building with Nature standards and reducing travel demand.</i></p>

<ul style="list-style-type: none"> <li>• <del>Preserve and enhance the geodiversity of the highway asset wherever practicable</del></li> <li>• <u>Protect and avoid harm to geodiversity and biodiversity associated with transport infrastructure in addition to taking opportunities to enhance the natural environment wherever practicable.</u></li> <li>• Tackle air quality issues in the county; by promoting agile working <u>and reducing the need to travel, and uptake of and by enabling</u> active travel, ultra-low emission vehicles and the supporting infrastructure.</li> <li>• Maximise the opportunities for transport interventions to contribute towards major new initiatives, including Nature Recovery Networks and large-scale woodland creation <u>and other similar measures that would help to achieve biodiversity net gain targets.</u></li> <li>• Commit to following the Habitats Regulations Assessment (HRA) process for the protection of the Natura 2000 (European) sites and Ramsar sites, <del>where a conceivable effect is possible.</del></li> </ul> <p><b>Expected Outcomes (additional)</b></p> <p><u>*The maximisation of ecological connectivity and nature recovery will be achieved for highway schemes through following the Building with Nature approach and wildlife friendly design of structures such as under-passes, green bridges or alternatives appropriate to scheme size.</u></p> <p><u>*Compliance with this policy will help conserve and enhance the natural beauty of the AONBs and increase the understanding and enjoyment of the AONBs special qualities.</u></p>	<p><i>Clarification of policy proposals and wording amends.</i></p> <p><i>Reference to biodiversity net gains strengthened.</i></p> <p><i>Review of our commitment to HRA process.</i></p> <p><i>Review of Expected Outcomes with additional bullets to reflect Building with Nature standards and a commitment to AONB.</i></p>
<p><b>PD0.3-Maximising Investment in a Sustainable Transport Network</b></p> <p><b>GCC will work with partners, <u>including Local Planning Authorities and developers,</u> to ensure the delivery of a financially sustainable transport network, through maximising opportunities for inward investment.</b></p> <p><b>GCG will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Where Community Infrastructure Levy (CIL) or similar approach is introduced by Local Planning Authorities in Gloucestershire. GCC will work with District Councils to ensure strategic transport priorities are <u>identified through a CIL Framework reflected within and paid for by CIL and s106.</u></li> <li>• <del>Respect of smaller development proposals outside defined settlement boundaries contributions towards public transport and community transport will be determined using the approach contained in the Manual for Gloucestershire Streets.</del></li> <li>• <u>Developers are required to contribute financially and/or to the design and implementation of sustainable transport, in order to mitigate against the impacts of proposed new development on the transport network. Through including at the design stage facilities, routes and infrastructure for electric vehicle charging, homeworking, connectivity for walking and cycling, provision of local amenities and access to public transport, so sustainable trips are increased and dependence on motor vehicles reduced.</u></li> <li>• <u>New development is required to contribute financially and/or to design to facilitate and encourage active travel (walk/cycle and mobility use)) through ensuring seamless connectivity to local amenities and public transport.</u></li> <li>• <u>New development is required to contribute financially and/or to the design for the provision of: mass public transport provision between urban conurbations, and community transport or any other form of MaaS transport provision and/or infrastructure where there is a current or potential demand where a standard bus service is not a viable long term solution.</u></li> </ul>	<p><i>Review of this policy considers LTP Consultation responses.</i></p> <p><i>Replacement and additional policy proposals to provide clarity on developer contributions and CIL.</i></p> <p><i>Expected outcomes are to maximise investment in a sustainable transport network</i></p>

<ul style="list-style-type: none"> <li>• <u>Large/medium scale developments are required to contribute financially and/or to the design for the provision of proposals to ensure bus priority (and bus stops) and for the provision of Strategic Transport Interchange Hub(s) or Local Interchange Hub(s), for the betterment of all public transport users. Bus priority on new development and accessing core bus corridors should be for the efficiency of buses and other appropriate priority users, over car trips.</u></li> <li>• <u>Developers are required to contribute financially and/or in the design of their proposals, to provide high quality interchange facilities (e.g., secure cycle parking, bus priority) and passenger facilities at rail stations, segregated active travel routes (walk/cycle and public transport) for new development to access to the nearest mainline rail station by the most accessible direct route, that serve their development.</u></li> <li>• <u>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</u></li> </ul> <p><b><u>Expected Outcomes (additional)</u></b></p> <p><u>*Maximise investment in a sustainable transport network.</u></p>	
<p><b>PD0.4-Integration with Land Use Planning and New Development</b></p> <p><b><u>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, which 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.</u></b> <del>make a positive contribution towards</del> <b><u>This will deliver a step change in sustainable land use planning, ensuring that all new development is located in places</u></b> <del>placing development in locations</del> <b><u>with high levels of sustainable transport accessibility and services, and reduces car dependency.</u></b> <del>GCC will support development that enables multi-modal transport opportunities with a clear priority towards and</del> <b><u>sustainable travel choices and will require that developers, through agreements and securing of planning obligations, to mitigate against any shortcomings of the proposed of new medium/large development on the transport network and transport infrastructure by requiring to sites submit site master plans and making ensure that transport considerations are integral to the design of schemes and contribute to making high quality places, in accordance with Gloucestershire's emerging Spatial Strategy, emerging Climate Change Strategy, Carbon Reduction Targets, NPPF and MfGS.</u></b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• <del>Development will be resisted where the severe impact on the transport network requires retrofitting cannot be mitigated or where safe and suitable access is not provided. GCC will support new compact, high density mixed use development with priority given to development of new sites already served by public transport over other more remote and inherently less sustainable locations.</del></li> <li>• <del>Work</del> Collaborate with district and parish councils and transport operators to ensure that new development is appropriately connected <b><u>located next</u></b> to the existing transport network and ensure permeability within the development to inclusive public transport with a high propensity to walk, cycle and be mobility friendly. Seek solutions that minimise the impact of proposed developments, (e.g. through Parish and Neighbourhood Development Plans).</li> <li>• Support multi-functional green and blue infrastructure to underpin the overall</li> </ul>	<p><i>Review of this policy considers LTP Consultation responses and reflects the step change forward to a fully sustainable land use planning model, with support from the LPAs</i></p> <p><i>Reference to Building with Nature standards added.</i></p> <p><i>Review of Expected Outcomes to add additional bullet to reflect Building with Nature standards.</i></p>



sustainability of new development to perform a range of functions including flood risk management, accessible green space transport corridors, climate change adaptation and supporting [biodiversity net gain](#).

- Where developers produce Health Impact Assessments as part of their application, these [should](#) consider the impact of travel and transport – both positive and negative – on the health and wellbeing of residents and communities.
- [Developers of medium/large scale new development are required to submit to GCC at outline or masterplan stage, full details of highway and access proposals](#). And, encouraged to consult early with GCC to agree design principles at pre-application.
- Developers are required to provide digital connectivity [infrastructure suitable for future proofing](#) to promote agile working in order to reduce the need to travel.
- [Developers are required to provide electric vehicle charge point network or alternative that complies to MfGS and Technical Specifications](#).
- [Developers are required to](#) assess the needs of all vulnerable road within and associated with their development, users in line with government Road User Hierarchy, to substantially improve; the county's cycle and pedestrian network and the delivery of LCWIP and where appropriate PRow or multi-tracks, and meet improved design standards and audits; for example MfGS, LCWIP and other Context Reports and emerging DfT cycle design guidance and best practice, as well as addressing the needs of those with mobility impairments.
- ~~Ensure developments~~ [Developers are required to](#) identify, protect and exploit opportunities for sustainable transport [measures ahead of delivering necessary highway capacity deficit, mode use based on both green infrastructure principles](#) and active design principles including 'invisible infrastructure', whereby the spatial grain and layout invites slow speeds and direct route priority with natural surveillance and lighting for active travel (walk, cycle, mobility friendly & public transport) over other modes.
- ~~Encourage the~~ [Developers are required to](#) use of innovative [design \(including meeting with Building with Nature standards\)](#) to enhance the aesthetic appeal and desirability of using [high quality multi-modal interchange facilities](#) (e.g., inclusive public transport facilities).
- ~~Ensure developments~~ [Developers are required to](#) identify and safeguard existing and potential quiet highway routes and connections, within and between settlements, where walking and /cycling [and mobility use](#) are to be promoted to support community connectivity and permeability, [supporting multi-functional green and blue infrastructure](#).
- Ensure developers promote existing bus public transport infrastructure and realistic opportunities for travel choice are ~~provided and~~ consistently and comprehensively promoted to residents, employers and visitors. Promote Mobility as a Service (MaaS), such as [electric vehicle car clubs or](#) car sharing, in order to encourage sustainable car use within new housing and employment developments and in association with businesses within Gloucestershire.
- [Developer will be required to](#) use Personalised Travel Planning (PTP) and travel plans as part of the toolkit of measures for delivering smarter travel choices, where appropriate, in new and existing residential developments, making sure that travel plans are maintained and enforced. Contributions from new development are required towards GCC's sustainable travel programme, Thinktravel for the development and monitoring of travel plans, and an ongoing commitment to communicating updated travel information in line the Thinktravel programme.

**[Expected Outcomes \(additional\)](#)**

[\\*The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.](#)

<p><b>PD0.5 Community Health &amp; Wellbeing</b></p> <p><b>GCC will work with partners to improve community health and wellbeing and safety by encouraging and enabling greater numbers of people from all social and economic groups and including those with disabilities, to walk and cycle short distance trips; (e.g. by walking or cycling and using public transport) for short distance trips; helping children and adults, including families and those economically and physically disadvantaged, to enjoy more independent, physically active lifestyles; improving air quality; and connecting people to services, employment, education, health services, social and leisure amenities to allow equality of opportunity to health, social and economic wellbeing and remove barriers that can create social isolation.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Identify and exploit opportunities to align active travel objectives with wider stakeholders' priorities e.g. Gloucestershire Healthy Living and Learning (healthy schools programme), healthy lifestyles service priorities, <del>Gloucestershire Moves and active/connected communities</del> <u>Active Gloucestershire 'we can move' social movement, workplace health &amp; wellbeing and productivity.</u></li> <li>• Investigate community based vehicle restriction zones that will benefit communities and protect vulnerable highway users from a safety and health perspective, <del>during peak congestion period</del> <u>and introduce speed limits in accordance with the current national guidelines and prioritise them based on available evidence, including 20mph zones.</u></li> </ul>	<p><i>Reflects LTP Consultation responses</i></p> <p><i>Amended policy proposal to include reference to 20mph zones and reference to Active Gloucestershire replacement We Can Move social movement.</i></p>
<p><b>PD1.1 Gloucestershire's Bus Network</b></p> <p><b>GCC will <u>work in a concerted and focused way, across all functions, and in collaboration with commercial bus and coach operators in particular</u>, to develop and maintain a comprehensive bus network <u>across both urban and rural areas</u> in line with the our bus standards. GCC will work with partners and communities to provide <u>attractive and relevant</u> opportunities for travel choice by bus and <b>coach</b> for residents, employers, and visitors and, and <u>work collaboratively</u> to promote them as an alternative to the car to encourage increased levels of use.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• <u>Collaborate</u> with all transport providers to provide an appropriate level of service throughout the day, evening and at weekends to links communities with employment, education, health services, retail centres and social/leisure opportunities and enable <u>high levels of</u> connectivity between bus and rail services.</li> <li>• Work with neighbouring authorities and bus operators to provide <u>attractive</u> cross-boundary services to key local <u>and longer-distance</u> destinations outside the county, <u>in particular seeking to provide relevant travel choices as an alternative to the car.</u></li> <li>• Support <u>improved</u> linkages between urban centres on key bus corridors, <u>sufficient to offer a relevant choice</u>. For locations not served by these corridors, access should be to the nearest <del>key settlement</del> <u>local interchange hub</u>.</li> <li>• Support Gloucestershire's most vulnerable <u>and physically isolated</u> residents <u>and communities</u> by providing the means for them to access the services they need, including <u>leveraging</u> 'Total Transport' <del>solutions</del> <u>and wider flexible and demand-responsive service approaches to ensure that the maximum value is achieved relative to known expressed requirements.</u></li> </ul>	<p><i>Reflects LTP Consultation responses.</i></p> <p><i>Strengthened language in this policy to reflect LTP Consultation in support for a step change in support for Gloucestershire's Bus Network in line with Climate Change Agenda.</i></p>

<p><b>PD1.3 Bus Priority</b></p> <p>To manage <a href="#">and develop bus priority</a> to facilitate the <a href="#">free</a> movement of buses along congested routes, ensuring the safe movement of all highway users.</p> <p>GCC will do this by implementing the following policy proposal:</p> <ul style="list-style-type: none"> <li>• <a href="#">Investigate bus priority on core bus corridors using 'invisible infrastructure', giving priority to sustainable travel modes on direct routes over other vehicles.</a></li> </ul>	<p><i>Additional policy proposals to reflect LTP Consultation response.</i></p>
<p><b>PD1.4-Coach Travel</b></p> <p>GCC will work with coach operators to provide a reliable and efficient coach network that supports <del>tourist day trips and connects communities, employment and services in Gloucestershire with key locations outside the county</del> <a href="#">the county's bus network, connects interchange hubs in towns and cities, and provides for tourist day trips to key locations in and to Gloucestershire.</a></p> <p>GCC will do this by implementing the following policy proposals:</p> <ul style="list-style-type: none"> <li>• <a href="#">Work with coach operators and partners such as Highways England, to enhance the role of coach travel to service: transport interchange hubs, long and short distance connectivity between key destinations, such as towns, cities and areas of key employment.</a></li> <li>• <a href="#">New large/medium scale development that generates significant coach trips, are required to include sufficient coach parking, to be determined by GCC in agreement with Local Planning Authorities.</a></li> </ul>	<p><i>Review o reflect the emerging importance coach travel has on supporting Gloucestershire's Bus Network now and in the future.</i></p> <p><i>Replacement and additional policy proposals to provide clarity on developer contributions.</i></p>
<p><b>PD1.6 Transport Interchange Hubs</b></p> <p>GCC will work with our partners to provide realistic opportunities for travel choice for residents, employers, and visitors through the delivery of commercially viable Strategic Transport Interchange Hubs and Local Interchange facilities</p> <p>GCC will do this by implementing the following policy proposals:</p> <ul style="list-style-type: none"> <li>• Local Interchange Hubs are defined as: <a href="#">in key locations in/near rural towns or on urban</a> residential roads (but may not have dedicated parking), situated on dedicated cycle routes or near private car parking where sufficient demand and commercial viability exist. Some local Interchange Hubs may be focused on interchange between public transport and active travel modes only, without the provision of dedicated car parking.</li> <li>• Transport Interchange Hub facilities should ideally include upgraded passenger waiting facilities, Real Time Passenger Information, electric vehicle and bike charging points, safe and secure parking for cycles and accessible car parking, along with <del>fit for purpose</del> <a href="#">exemplar</a> and safe segregated good quality cycle, walk and mobility user access.</li> </ul>	<p><i>Revised policy proposals to provide clarity on the role of Interchange hubs importance and access to them following LTP Consultation responses.</i></p>
<p><b>PD1.7-Communicating Travel Information</b></p> <p>GCC will provide clear and accurate information on services for passengers through a variety of outlets mediums, reaching every individual in every location.</p> <p>GCC will do this by implementing the following policy proposals:</p>	<p><i>Additional policy proposals to here for consistency with PD1.2.</i></p>

<ul style="list-style-type: none"> <li>• <a href="#">Real time displays will be prioritised for stops in market towns and interchange Hubs.</a></li> </ul>	
<p><b>PD2.1-Gloucestershire’s Cycle Network</b></p> <p><b>GCC will deliver a high quality, coherent, direct, safe, comfortable and attractive cycle network by improving cycle routes and reinforcing quiet highway connectivity</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Developers are required to make an assessment needs of all pedestrian/mobility user/cyclist in line government Road User Hierarchy within and associated with their development, to substantially improve the county’s cycle network and meet improved design standards and audits; for example MfGS, LCWIP and other Context Reports and emerging DfT cycle design guidance and best practice, as well as addressing the needs of those with mobility impairments.</a></li> <li>• <a href="#">Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget, to limit the long term burden on pedestrian highway asset.</a></li> <li>• Ensure cycle routes are safe and form a continuous accessible network accessing town centres, residential areas, employment areas, and routes to schools <a href="#">and supported with cycle parking/storage.</a></li> <li>• Ensure all schemes on the local highway network will be subject to appropriate context reports and audits (including e.g. the Countywide Cycleway, ROWIP, LCWIPs, green infrastructure pledge, Road Safety, Non-Motorised Users, Walking, cycling and quality audits, <a href="#">Building with Nature standards</a>) before design approval.</li> <li>• Work with delivery partners, other agencies, and community stakeholders to identify and <del>remove</del> <a href="#">address</a> barriers (physical and psychological) <del>and enhance</del> <a href="#">and make cycling a more inclusive activity for all.</a></li> </ul> <p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>• <a href="#">The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</a></li> </ul>	<p><i>Reflects LTP Consultation responses.</i></p> <p><i>Replacement and additional policy proposals to provide clarity on developer contributions.</i></p> <p><i>Reference to Building with Nature standards added.</i></p> <p><i>Support for cycle parking/storage</i></p> <p><i>Review of Expected Outcomes to reflect Building with Nature standards</i></p>
<p><b>PD2.2 – Cycle Asset Management</b></p> <p><b>GCC will manage cycle infrastructure in line with the Highways Asset Management Framework and other guidance or policies such as the Codes of Practice for Well Managed Highway Infrastructure.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• To continue to deliver the GCC ‘Highways Local Initiative’ <a href="#">and the highways ‘Big Community Offer’</a> <del>where local members (county councillors) can</del> to prioritise the delivery of highway services that deliver cycle improvement measures for the community.</li> <li>• To work with partners to maximise investment in the county’s cycle network as funding opportunities arise. This will include working in partnership with the Local Enterprise Partnership, District Councils, Parish and Town Councils, <a href="#">communities</a>, developers, Sustrans, Gloucestershire Local Nature Partnership, Highways England, Environment Agency, Department for Transport and other agencies and government bodies.</li> </ul>	<p><i>Reflects LTP Consultation response.</i></p> <p><i>Additional policy proposals to provide clarity on developer obligations.</i></p>

<ul style="list-style-type: none"> <li>• <a href="#">Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget, to limit the long term burden on pedestrian highway asset.</a></li> </ul>	
<p><b>PD3.1-Gloucestershire's Freight Network</b></p> <p><b>GCC in its role as Local Highway Authority will work in partnership with Highways England, neighbouring highway authorities, Network Rail, Parish/Town/District Councils, <a href="#">designated neighbourhood forums</a> and the Police to; maintain a functioning freight network, by ensuring the safe and expeditious movement of goods vehicles using the highway; <a href="#">and facilitate the decarbonisation of freight by 2050 2045.</a></b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Work with <a href="#">the business community including</a> freight companies and our partners to <del>achieve</del> <a href="#">promote</a> an increase in freight being transported by more sustainable, <a href="#">low-carbon modes of non-road transport wherever possible</a> and <a href="#">support the transition to ultra-low emission freight vehicles</a> <del>encourage the update of ultra low emission vehicles.</del></li> <li>• <a href="#">Continue to work collaboratively with Gloucestershire's Local Planning Authorities and other partners to ensure the effective implementation of adopted transport-related land-use policies with development proposals that could impact on the county's functional freight network.</a></li> <li>• <a href="#">Developers are required to submit through planning, Delivery and Servicing Plans and where appropriate, Construction Management Plans to; manage site traffic, and to reduce carbon emissions and other pollutants.</a></li> <li>• Work with national freight mapping companies to inform freight operating route planning systems. Ensure the primary route corridors map is reviewed periodically <a href="#">and that freight transport use the primary route corridors wherever possible and avoid roads not included in the corridors.</a></li> <li>• <del>Continue to work with neighbouring authorities to ensure that weight restrictions proposed by another authority do not adversely affect sensitive routes in Gloucestershire.</del></li> <li>• <a href="#">Continue to work with designated neighbourhood forums and neighbouring authorities on cross-boundary weight restrictions that could adversely affect sensitive routes in Gloucestershire.</a></li> </ul>	<p><i>Reflects LTP Consultation responses.</i></p> <p><i>Revision of policy in line with the Minerals Local Plan wording and policy.</i></p> <p><i>Additional policy proposals to provide clarity on developer obligations.</i></p> <p><i>Review wording of policy proposal regarding freight route planning and agreed consistence of policy proposal with Wiltshire CC regarding cross-boundary weight restrictions.</i></p> <p><i>Review year - 2045 to reflect target PI-14</i></p>
<p><b>PD3.2 Freight Journey Routing Information</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Developers are required to submit through planning, Delivery and Servicing Plans and where appropriate, Construction Management Plans to; manage site traffic, and to reduce carbon emissions and other pollutants.</a></li> <li>• Work with national freight mapping companies to inform freight operating route planning systems. Ensure the primary route corridors map is reviewed periodically</li> </ul>	<p><i>Additional policy proposals to provide clarity on developer obligations.</i></p> <p><i>Review wording of</i></p>

<p><a href="#">and that freight transport use the primary route corridors wherever possible and avoid roads not included in the corridors.</a></p> <ul style="list-style-type: none"> <li>• <del>Continue to work with neighbouring authorities to ensure that weight restrictions proposed by another authority do not adversely affect sensitive routes in Gloucestershire.</del></li> <li>• <a href="#">Continue to work with designated neighbourhood forums and neighbouring authorities on cross-boundary weight restrictions that could adversely affect sensitive routes in Gloucestershire.</a></li> </ul>	<p><i>policy proposal regarding freight route planning and agreed consistence of policy proposal with Wiltshire CC regarding cross-boundary weight restrictions.</i></p>
<p><b>PD4.1-Gloucestershire’s Highway Network</b></p> <p><b>GCC will maintain a functioning highway network that supports Gloucestershire’s transport network by ensuring the safe, accessible and expeditious movement of highway users.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Follow green infrastructure principles in the design, maintenance and operation of highway asset as set out in the green infrastructure pledge <a href="#">as well as meeting Building with Nature standards.</a></li> <li>• <a href="#">Under the Highways Act 1980, any developer or scheme promoters, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</a></li> </ul> <p><b>Expected Outcomes (additional)</b></p> <p><a href="#">*The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</a></p>	<p><i>Reflects LTP Consultation responses.</i></p> <p><i>Reference to Building with Nature standards added.</i></p> <p><i>Additional policy proposals to provide clarity on developer obligations.</i></p> <p><i>Review of Expected Outcomes to reflect Building with Nature standards.</i></p>
<p><b>PD4.2-Highway Network Resilience</b></p> <p><b>GCC will provide a resilient highway network that can withstand unforeseen events, including extreme weather events and long term changes to the climate.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Under the Highways Act 1980, any developer or scheme promoters, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</a></li> <li>• <a href="#">Developers are required to submit through planning, Delivery and Servicing Plans and where appropriate, Construction Management Plans to; manage site traffic, and to reduce carbon emissions and other pollutants.</a></li> </ul>	<p><i>Additional policy proposals to provide clarity on developer obligations, raised in LTP Consultation response.</i></p>

<p><b>PD4.3-Highway Maintenance</b></p> <p>GCC will manage the local highway asset management in line with the Highways Asset Management Framework and other guidance or policies such as the Code of Practice for Well Managed Highway Infrastructure.</p> <p>GCC will do this by implementing the following policy proposals:</p> <ul style="list-style-type: none"> <li>• <a href="#">Under the Highways Act 1980, any developer or scheme promoters, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</a></li> </ul>	<p><i>Additional policy proposals to provide clarity on developer obligations, raised in LTP Consultation response.</i></p>
<p><b>PD4.5-On-Street Car Parking</b></p> <p>GCC will work in partnership with transport operators, neighbouring traffic authorities, district councils, <a href="#">Parish and Town councils</a> to ensure that parking policies in each area support the local economy and maintain the safe and expeditious movement of traffic on the road network.</p> <p>GCC will do this by implementing the following policy proposals:</p> <ul style="list-style-type: none"> <li>• <a href="#">Developers are required to fully comply with Manual for Gloucestershire Streets (MfGS) and the county's Technical Specifications in respect to provision for car parking, taking account of exemplar design for on-street parking.</a></li> <li>• <a href="#">Align with the EV Strategy and Climate Change Strategy.</a></li> </ul> <p><b><u>Supporting text:</u></b></p> <p><a href="#">Gloucestershire County Council will seek to clarify policy guidance for on-street car parking, through the revised Manual for Gloucestershire Streets (MfGS). Guidance for new development will set out provision for, electric vehicle charge point and/or alternative infrastructure, 'EV-Car Clubs', 'car-free' or 'permit free' arrangements for new development, appropriate to location. MfGS will provide for exemplar on-street space, designed and allocated for pedestrians, cyclists, mobility users, deliveries, bus stops and bus priority measures before parking of private vehicles.</a></p>	<p><i>Reflects LTP Consultation responses.</i></p> <p><i>Additional policy proposals to provide clarity on developer obligations and consideration for the County's ULEV Strategy &amp; Climate Change Strategy and MfGS review with supporting text.</i></p>
<p><b>PD5.1 – Rail Infrastructure Improvements</b></p> <p>GCC will engage with the rail industry to ensure that Gloucestershire is well placed to take advantage of the wider rail infrastructure improvements, including route electrification, HS2 at Birmingham, MetroWest and western access to Heathrow Airport and CrossRail at Reading. Potential enhancements will need to be considered through Network Rail's Continuing Modular Strategic Planning process which has highlighted the Bristol to Birmingham corridor as a priority in conjunction with the Western Gateway Sub National Transport Body's priorities.</p> <p>GCC will do this by implementing the following policy proposals:</p> <ul style="list-style-type: none"> <li>• <del>Explore with Great Western Railway and Network Rail the most effective approach to station development and stopping patterns at Cam and Dursley on the Bristol-Gloucester route. Third party proposals for an additional new station south of Gloucester will need to be accompanied by a robust business case.</del></li> </ul>	<p><i>Replacement text to clarify GCC's position on a proposed new rail station south of Gloucester.</i></p>

<ul style="list-style-type: none"> <li>• <u>GCC continues to look at the most suitable location for a new station south of Gloucester in conjunction with a range of partners. Given the limited capacity between Gloucester and Bristol the location for a new station(s) will need to be able help meet the long term strategic growth over the next thirty years. Third party proposals for an additional new station south of Gloucester will need to be accompanied by a robust business case.</u></li> <li>• Support heritage railway lines (Gloucestershire Warwickshire Railway, <del>and</del> Dean Forest Railway <u>and Berkeley Railway</u>) and their contributions to tourism.</li> </ul>	<p>Clarification on GCC's support for heritage railway lines.</p>
<p><b>PD5.2 – Rail Service Capacity Improvements</b>  <b>GCC will engage with the rail industry to ensure that Gloucestershire benefits from <u>improved local and longer distance</u> rail services that facilitate local access and longer distance connectivity to London, Bristol, Birmingham, Cardiff, Oxford and Worcester.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• Work with Great Western Railway and Network Rail to identify the most effective approach to station development and stopping patterns at Cam and Dursley on the Bristol-Gloucester route, including the development of the existing Cam and Dursley station and the potential for <del>a transport hub</del> <u>a new rail station</u> south of Gloucester.</li> <li>• <u>Work with and support Gloucestershire Community Rail Partnership: to increase passenger numbers, to improve access to stations and improve station facilities.</u></li> <li>• Work with the rail industry, local authorities and other stakeholders to consider the reinstatement of the rail link between Honeybourne and Stratford on Avon, <u>as well as other suitable railway line reinstatements.</u></li> </ul>	<p><i>Replacement text to clarify GCC's position on a proposed new rail station south of Gloucester and support for the Community Rail Partnership.</i></p> <p><i>Reflects in successful bid for feasibility funding to inform the decision on the reopening of railway lines in the County.</i></p> <p><i>Review of wording.</i></p>
<p><b>PD6.1-Gloucestershire's Pedestrian Network</b></p> <p><b>GCC will work with interested parties to provide an inclusive safe, reliable and efficient highway environment providing links to connect communities, education, employment and services.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>• All walking infrastructure provided within the county will be designed in accordance with Manual for Gloucestershire Streets (MfGS) and all schemes on the local highway network will be subject to appropriate context reports and audits (including road safety, non-motorised users, walking, cycling and quality audits <u>including Building with Nature standards</u>) before design approval.</li> <li>• <del>Ensure developers assess and prioritise the needs of all pedestrians and mobility users within their development design and any associated improvements.</del></li> <li>• <u>Developers are required to make an assessment needs of all pedestrian/mobility users/cyclists in line with government Road User Hierarchy within and associated with their development. And to, substantially improve connectivity and permeability of the county's pedestrian network and meet improved design standards and audits; for example MfGS, LCWIP and other Context Reports and best practice, as well as addressing the needs of those with mobility impairments.</u></li> </ul>	<p><i>Reflects LTP Consultation responses.</i></p> <p><i>Replacement and additional policy proposals to</i></p>



<ul style="list-style-type: none"> <li><a href="#">Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</a></li> </ul> <p><b>Expected Outcomes (additional)</b></p> <p><a href="#">*The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</a></p>	<p><i>provide clarity on developer contributions.</i></p> <p><i>Reference to Building with Nature standards added.</i></p> <p><i>Review of Expected Outcomes to reflect Building with Nature standards.</i></p>
<p><b>PD6.2-Rights of Way</b></p> <p><b>GCC will support the Rights of Way and Countryside Access Improvement Plan in identifying and seeking to support measures to improve safety, accessibility and the quality of the experience for walkers, horse riders, carriage drivers and cyclists where there is an identified need.</b></p> <p><b>GCC will do this by implementing the following policy proposals: (shows only additional policy proposals)</b></p> <ul style="list-style-type: none"> <li><a href="#">Ensure developers from the outset assess the needs of all pedestrians, mobility users, cyclists and horse-riders, within their development design and any associated improvements, ensure desire lines, connectivity and permeability across the site and its boundaries to existing and newly created PRoW from neighbouring areas are considered and included.</a></li> <li><a href="#">Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</a></li> </ul>	<p><i>Additional policy proposals to provide clarity on developer contributions, identified in LTP Consultation response.</i></p>
<p><b>PD6.3-Pedestrian Asset Management</b></p> <p><b>GCC will manage pedestrian infrastructure in line with the Highways Asset Management Framework and other guidance or policies such as the Code of Practice for Well Managed Highways Infrastructure.</b></p> <p><b>GCC will do this by implementing the following policy proposals:</b></p> <ul style="list-style-type: none"> <li>Review the provision of street furniture and signing as part of the design process for all maintenance and improvement schemes to ensure that street clutter is minimised.</li> <li>Continue to deliver the GCC 'Highways Local Initiative' <a href="#">and the highway 'Big Community Offer' to</a> <del>where local members (county councillors) can</del> prioritise the delivery of highway services that deliver pedestrian improvement measures for the community.</li> <li>Regularly review the winter maintenance and vegetation clearance procedures and policies and in line with the Gloucestershire Highways Biodiversity Guidance (or subsequent guidance) <a href="#">the Green Infrastructure Pledge.</a></li> <li>Deliver footway maintenance works outlined in the <del>Transport</del> Highways Asset Management Framework.</li> </ul>	<p><i>Replacement of policy proposals to provide clarity on developer contributions, identified in LTP Consultation response.</i></p> <p><i>Clarification on the highway offer.</i></p>

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| <ul style="list-style-type: none"> <li>• All local highway network schemes will be subject to appropriate context reports and audits.</li> <li>• Work with partners to maximise investment in the county's pedestrian, cycle and rights of way networks as funding opportunities arise. This will include working in partnership with, partners, the Local Enterprise Partnership, district councils, Parish and Town Councils, developers, land owners, Sustrans, Highways England, Environment Agency, Department for Transport and other government bodies.</li> <li>• Ensure development sites contribute towards the improvement of LCWIP desire lines.</li> <li>• <del>Ensure promoters of new transport schemes comply with the Enhanced Materials Policy (MEGS) whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored into the scheme budget.</del></li> <li>• <u>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget, to limit the long term burden on pedestrian highway asset.</u></li> </ul> |  |
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## Appendix A – Gloucestershire LTP (2020-2041)

10.4 The Gloucestershire LTP (2020-2041) as set out in *Appendix A* accessible via – [www.gloucestershire.gov.uk/ltp4](http://www.gloucestershire.gov.uk/ltp4)