

Gloucestershire Local Transport Plan (2020-2041)

Introduction

Gloucestershire's Local Transport Plan (LTP) sets out the transport strategy for the County. The revised LTP demonstrates our commitment to climate change, brings forward the LTP target to 2045 for reducing transport carbon emissions, which supports GCC's decision to sign up to the UK100 Pledge and adopt the pledge guidance to be a net zero county by 2045.

This LTP puts a stronger emphasis on active and sustainable transport schemes. There are now in total of 165 LTP schemes; 57 are Active Travel and Health & Wellbeing, 51 are Public Transport, and 57 are Highway schemes which are primarily schemes that mitigate adopted Local Plans. This includes vital, strategic highway infrastructure, such as the A417 Missing Link, M5 J10, M5 J9 and A46 improvements.

Governance

As a strategic policy document, it requires periodic updates to reflect the adoption of local plans or national guidance and local priorities. The LTP was reviewed and a public consultation of the draft document was held in early 2020. GCC responded to stakeholder feedback and revised the draft LTP to shorten and re-structure it, without loss of the overall policy context, and within the parameters of the public consultation and the requirements of the Integrated Sustainability Assessment (ISA) process.

January 2021 Cabinet has approved the LTP for recommendation to the County Council, at its meeting on 17th March 2021. If approved at Council, the adopted Gloucestershire Local Transport Plan (2020-2041) and its supporting documents will be published on the GCC website. Please follow this link for the Cabinet report and background documents - www.gloucestershire.gov.uk/ltp4

Corrections

During Cabinet questions, an anomaly was raised concerning data in Figure PD4 (A) and the supporting text, in the LTP document and the annually published LTP Progress Report (2019).

We will correct this anomaly to ensure both documents are aligned to **Figure PD4 (A) Journey time reliability on strategic important routes in the am peak** and the supporting context and replace the chart. The corrected

supporting text will read as below and the chart can be viewed in the LTP (Section 3.5).

*“Congestion affects journey time reliability and is therefore strategically critical for the local economy. It also increases transport emissions. It is therefore measured in LTP indicator **PI-1 Journey time reliability on strategic important routes during the AM peak**, seen in **Figure PD4 (A)**, showing overall a speeding up of minutes travelled per kilometre. LTP Indicator **PI-2 Number of peak hour vehicle journeys**, reported in the LTP monitoring, show that in Gloucestershire, journeys are decreasing at an average of 0.7% and 0.05% in the AM and PM peaks respectively, suggesting that people are adapting their journey times, possibly extending the peak period while commuters vary their travel times to avoid peak congestion. However, significant growth will require a continued commitment to providing a range of travel choices that ensure the network remains efficient as journeys continue to increase.”*

We have a further correction regarding the LTP scheme priorities quoted as a total and breakdown, in the Cabinet Report. These figures are corrected in the introductory paragraph to this paper.

Document Covers

LTP covers have been reviewed to reflect updated transport modes. Covers for the LTP and summary documents will be published in different colour palettes, to clearly differentiate them.

Recommendation

That the Council approves the adoption of the Gloucestershire Local Transport Plan (2020-2041).

Cllr Nigel Moor
Cabinet Member for Environment & Planning
17 March 2021