



# CHELtenham

## BOROUGH COUNCIL

### Notice of a meeting of Environment Overview and Scrutiny Committee

**Wednesday, 24 November 2010**

**6.00 pm**

**Municipal Offices, Promenade, Cheltenham, GL50 9SA**

<b>Membership</b>	
<b>Councillors:</b>	Ian Bickerton, Nigel Britter (Vice-Chair), Jacky Fletcher, Rob Garnham, Penny Hall (Chair), Diane Hibbert, Sandra Holliday, Helena McCloskey and Paul Wheeldon

The Council has a substitution process and any substitutions will be announced at the meeting

### Agenda

<b>1.</b>	<b>APOLOGIES</b>	
<b>2.</b>	<b>DECLARATIONS OF INTEREST FORM</b>	(Pages 1 - 2)
<b>3.</b>	<b>MINUTES</b> Minutes of meeting held on 15 September 2010	(Pages 3 - 8)
<b>4.</b>	<b>PUBLIC QUESTIONS</b> If any	
<b>5.</b>	<b>MATTERS REFERRED TO COMMITTEE</b> A. By Council B. By Cabinet	
<b>6.</b>	<b>CABINET MEMBER BRIEFING</b> Cabinet Member Finance Cabinet Member Built Environment	
<b>7.</b>	<b>BUDGET CONSULTATION</b> Report of Mark Sheldon, Chief Finance Officer	(Pages 9 - 12)
<b>8.</b>	<b>CIVIC PRIDE - ACHIEVEMENTS TO DATE</b> Presentation by Jeremy Williamson, Managing Director – Cheltenham Development Task Force	

9.	<b>LOCAL TRANSPORT PLAN 3 - DRAFT RESPONSE</b> Report of the LTP3 Working Group	(Pages 13 - 40)
10.	<b>CABINET WASTE WORKING GROUP</b> Verbal update from a member of the Cabinet Member Working Group	
11.	<b>ENVIRONMENT OVERVIEW &amp; SCRUTINY WORK PLAN 2010-2011</b>	(Pages 41 - 44)
12.	<b>ANY OTHER BUSINESS THE CHAIRMAN DETERMINES TO BE URGENT AND WHICH REQUIRES A DECISION</b>	
13.	<b>DATE OF NEXT MEETING</b> 19 January 2011	
	<b>BRIEFING NOTES (FOR INFORMATION ONLY)</b> <ul style="list-style-type: none"> <li>• Joint Core Strategy developments</li> <li>• Internal Carbon Reduction Working Group update (to follow)</li> </ul>	

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**CHELTENHAM BOROUGH COUNCIL**  
**Environment Overview and Scrutiny Committee**

**DECLARATION OF INTEREST**

**NAME** \_\_\_\_\_

You are asked to complete this form if you intend to declare an interest in connection with any item on this agenda.

Please hand any completed form to the committee administrator at the meeting.

You are reminded that you are still required to declare your interest orally at the commencement of the committee's consideration of the matter.

Agenda item	*Personal interest	*Prejudicial Personal interest	Nature of interest

\* The Council’s Code of Members Conduct explains what is a ‘Personal Interest’ and a ‘Prejudicial Interest’. The Code is set out in Part 5A of the Council’s Constitution.

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## Environment Overview and Scrutiny Committee

15 September 2010

(18.00 –20:00)

**PRESENT:** Councillors Ian Bickerton, Nigel Britter, Jackie Fletcher, Rob Garnham, Penny Hall (Chair), Diane Hibbert, Sandra Holliday, Helena McCloskey and Paul Wheeldon.

**Also Attended:** Roger Whyborn (Cabinet Member Sustainability)  
John Rawson (Cabinet Member Built Environment)

Prior to the commencement of the meeting Members and Officers stood in silence as a token of their respect for Councillor John Morris who had recently passed away.

**1. APOLOGIES**

There were none.

**2. DECLARATIONS OF INTEREST**

Councillor Rob Garnham declared a personal interest in Item 9 - Review of Allotment Strategy because Bloor Homes was mentioned in the report.

**3. MINUTES**

The Chairman referred to Minute 6 on Page 4, paragraph 4 relating to the proposed LTP3 Working Group and asked for the minutes to be amended to make it clear that the report from the Working Group should be considered by this committee and that it would form the basis of the Council's comments to the County Council.

**Resolved that the minutes of the meeting held on 9 June 2010, as amended, be approved and signed as a true record.**

**4. PUBLIC QUESTIONS**

There were no public questions on this occasion.

**5. MATTERS REFERRED TO COMMITTEE**

**A. By Council**

None referred.

**B. By Cabinet**

None referred.

**6. CABINET MEMBER BRIEFING**

The Cabinet Member Sustainability informed members that he had no further comments to make other than those issues that were detailed on the agenda and to be discussed later in the meeting. A question was raised by a Member relating to road sweeping and the Cabinet Member for Sustainability was asked if this work was undertaken in accordance with an agreed action plan. The Assistant Director Operations confirmed that currently each street and residential area had a fortnightly litter collection but road gulleys and footpaths were only cleaned on request. An initiative had been introduced several years

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To be approved at the next meeting of the Environment O&S Committee on 24 November 2010.

ago where local residents had been invited to ensure that when gulley cleaning had been requested they would ensure that all parked cars were removed which made the sweeping far easier. This initiative had proved to be very successful.

In response a member agreed that the streets now appeared to be much cleaner than some years ago when it had been necessary to appoint a Working Group to look into the situation but she drew attention to the large number of weeds in the gulleys and on footpaths. She also asked if satisfaction surveys were still carried out. In reply the Assistant Director Operations accepted that there was a problem with weeds and this was in the main due to the climatic conditions. He confirmed that weeds were sprayed twice per year in early Spring and Autumn and the Autumn spraying had already begun. He asked that if any Member was aware of a particularly bad problem they should contact him. Satisfaction surveys were no longer done as this was being considered on a corporate basis. He acknowledged that the last survey carried out had shown a drop in the level of satisfaction and since then he had been responding to requests for cleaning and monitoring any complaints.

The Member thanked the Assistant Director for this information and suggested that in view of the drop in the level of satisfaction the previous Working Group should be reconvened and an item should be added to a future agenda to consider this if satisfaction levels continued to drop.

A Member referred to the problems associated with fly tipping and was concerned that this might increase as result of the fortnightly collections. He asked if any proposal were in hand to deal with this situation. The Assistant Director Operations indicated that all evidence showed that there was no sustained increase in the level of fly tipping but he had a team of Street Scene Enforcement Officers available to deal with any problems that may be experienced. Swindon Road Recycling Centre was also available for residents to deposit unwanted items.

The Cabinet Member Built Environment informed Members about the Bloor Homes consultation exercise with regard to the Midwinter Improvement Scheme that was taking place at the Prince of Wales Stadium. He understood that an application for planning permission for this development was soon to be submitted. He considered this to be an important development which would be extremely beneficial to Cheltenham and to the Council

He referred to the revised Development Brief for the Portland Street Car Park that was currently out for consultation. He appreciated that there were difficult issues associated with this development but he considered the current proposals durable and it should now move forward so that the sites can be developed.

### **7. Budget Scrutiny Working Group**

The Chairman upon request agreed that this item be taken before item 7 - Waste Recycling Collection Systems.

The Chief Finance Officer introduced the report that informed Members of the challenging financial position facing the Council and he drew attention to the budget deficit estimated to be £2.4m for 2010/11 and £4.7m over the period of the Medium Financial Term Financial Strategy. In view of this it was important



to ensure that a proper budget scrutiny process was in place and he suggested that a group of Members be drawn together from the various scrutiny committees to develop as budget champions to support the process. All Members agreed with this view and one Member suggested that the Group should come under the remit of Cabinet as this would give it 'more teeth'. Following discussion about the likely commitment required from the representatives it was

**Resolved that Councillors Hibbert and Britter be appointed as the Environment O & S Committee representatives on the Budget Scrutiny Working Group and the suggestion that the Group fall within the remit of the Cabinet be approved.**

### **8. Waste and Recycling Collection Systems**

Councillor Fletcher had requested that Environment O & S Committee review this topic because she felt that there had been little or no consultation with Parish Councils or residents about the revised proposals. At the Environment Committee there had been no opportunity for further scrutiny to be planned and therefore no action could be taken to monitor the scheme as it was rolled out. She considered that a progress report should be made to the Environment Committee when the new scheme had been in operation for six months. In addition the Cabinet minutes indicated that the Environment O & S Committee had examined the proposals and this was incorrect. It was also felt that there had been no prior communication with households about the closed bin policy and most residents learned of this decision from the Echo. She then quoted from a letter she had received from a local resident expressing concern because she lived in a small property with little room for additional bins and that the area would become an eyesore with additional bins everywhere. This was just one example of a great number of comments she had received about these proposals.

In response, the Cabinet Member Sustainability referred to the papers circulated with the agenda and to a further paper circulated at the meeting giving an extract from the Joint Waste Management Strategy approved by Cabinet on 30 October 2007. He reminded members that all relevant information had been contained within the PowerPoint presentation that was made at the last meeting and that he and Officers had welcomed questions.

He referred in particular to the closed bin policy that had been implemented as a starting point for the scheme. He stressed that at this time the Council was not actively enforcing this policy but would over time once adequate notification had been made to residents. He suggested that this part of the scheme had been brought forward in response to the fatality in the Cotswold area that might have been attributable to an overfull bin. He commented that in any shared service scheme the Local Authorities involved would retain political control over any service provided and would not defer the implementation of a scheme to await a joint service agreement.

The Cabinet Member for Sustainability pointed out that the Joint Waste Strategy was already in being and the decisions taken only reflected the policy that had already been agreed.

The Assistant Director Operations informed Members that when the presentation had been made he had emphasised that the proposals had been

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officer recommendations but based on the Joint Waste Strategy. The Council as part of the Gloucestershire Waste Partnership had spent time consulting with the public and local businesses with regard to the waste strategy. He apologised for not reminding members that a commitment had been made by the Cabinet when they agreed the Joint Municipal Waste Strategy on 30 October 2007 that within three years they would strive to deliver exactly what was now being proposed.

During the discussion the following points were then made by Members:

- There had been a complete lack of paperwork made available to members when considering this issue and without all relevant information it would be difficult to have reached an informed decision.
- There was full support for the need to increase recycling but concern was expressed about the process and the fact that the Cabinet Member for Sustainability appeared to have allowed the officer to answer all the questions when this matter had been considered. Doubt was expressed that there had been any mention of the proposed charges during the discussion.
- Generally members felt that there had been a complete lack of consultation and many items contained within the strategy had not been consulted upon at all.
- It was suggested that the Waste Working Group be reconvened to consider this issue and that it be made up of a member from each party plus an external representative and the Cabinet Member for Sustainability.
- Reference was made to the discussions about difficult to reach properties and information was requested about how the scheme would operate in this situation. In this respect the Assistant Director Operations accepted that further consideration was required to decide what areas in the town would be unsuitable for fortnightly collections.
- In answer to a question about the suggested terms of reference of the Waste Working Group the Cabinet Member for Sustainability suggested that it should consider among other things the closed bin and side waste policy, the consideration of the criteria for special cases, the congested areas where additional bins would cause a problem and perhaps other associated matters such as fly tipping and bonfires. A Member suggested that the discussions should only be about the new scheme and not other long standing problems.
- The Cabinet Member for Sustainability stressed that the general principles of the Strategy would be difficult to change at this stage in view of the major procurement implications. A Member stated that in these circumstances there was little point in discussing issues that could not be changed and it was therefore essential for the Waste Working Group to be fully aware of their terms of reference.
- A Member asked for details of the cost of the scheme. The Assistant

Director Operations did not have this information to hand but pointed out that the costs were within the existing budget and in fact there was likely to be a cost saving.

- Reference was made to the sorting of recycled waste at the kerbside and whether this was cost effective. The Cabinet Member for Sustainability stated that a close watch was being kept on the situation in Tewkesbury Borough where the Council sorted the recycling after collection. The Assistant Director Operations pointed out that the markets for recycled waste had picked up over the last six months and the price currently being paid for waste paper was the highest he had ever seen.

The Strategic Director then suggested that the terms of reference of the Waste Working Group which could be pre and post implementation, would need to be agreed and signed off by the Environment O & S Committee. Progress should also be reported back to the Environment O&S Committee by one of the committee's representatives on the Working Group. She suggested that this could be by way one of the Committee's representatives on the Working Group who were Councillors Jacky Fletcher and Nigel Britter and an item be added to the Committees Work Plan to receive a report at each meeting. All Members supported this view and it was suggested that as it was essential for the general public to be informed as soon as possible the terms of reference of the Group could be agreed by the Chair.

**Resolved that the terms of reference of the Waste Working Group be agreed in the quickest way possible to enable an early meeting of the Group to be convened.**

### 9. Review of Allotment Strategy

The Green Space Development Manager introduced the discussion paper on the review of the allotment strategy. He reminded Members that the original strategy had been approved in 2005 and the documents circulated with the agenda gave details of a review undertaken after the first five years. He stated that the first five years had been taken up with undertaking various necessary improvements to allotments and at that time the demand for allotments had been low. Since then, demand had increased substantially and was now outstripping supply. The next five years of the strategy would therefore focus on ways in which the number of allotments available could be increased in order to satisfy the current and future demand.

He then referred to issues discussed by the Working Group including fees and charges, the community management of the allotment sites, as well as the legal responsibility of the Council and Parish Councils to provide allotments. Work would be undertaken to address the situation within Parishes, to identify numbers and to examine ways in which the Parish Councils could satisfy demand.

The Chair considered that this paper reinforced what she had felt about allotments which were at the heart of the community but which entailed the Council in a considerable amount of work. She had enjoyed being part of the Working Group that had looked at this issue.

The Cabinet Member for Sustainability referred to the discussions within the Group which had raised many issues including fees and charges, the need to explore self management, the possibility of using Section 106 to provide allotment land and the Parish Council involvement. He also drew attention to the enquiries received from voluntary groups who were looking to grow vegetables on an allotment for sale to the public and this must be part of any strategy. A Member advised a note of caution in this respect as there could be an effect on other businesses selling these goods.

In conclusion the Chair referred to the fact that the Allotment Forum did not include all stakeholders and at some time in the future she felt it necessary to look at how the Forum was managed.

A Member then suggested that in view of the work to be carried out in the next five years of the Strategy the Working Group should remain in being so that progress reports could be made. Members felt that officers should be thanked for this excellent report.

### **10. Environment Overview & Scrutiny Work Plan 2010-11**

The Chair referred to the importance of the LTP3 item that had been added to the workplan for the next meeting so that the Committees' observations could be sent to the County Council the following day.

Reference was made to the Budget Scrutiny item to be considered in January 2011 and it was suggested by the Strategic Director that this should be a single item meeting. This would result in the items on the Review of Cheltenham Car Parking Strategy & Related Enforcement and Street Scene Enforcing Review to be deferred until the March meeting. Other items to be included in the workplan were

- Street Cleansing Update six monthly report
- Cabinet Waste Working Group regular reports
- Update following implementation of the new waste scheme

A member referred to a suggestion by the RSPCA that dog licensing should be reintroduced and he felt that the Committee should look at this possibility. It was suggested that as the Street Enforcing Review was now to be considered at the March meeting this could be discussed at that time.

### **DATE OF NEXT MEETING**

Wednesday 24 November 2010

Penny Hall  
**Chair**

**Cheltenham Borough Council  
Environment Overview and Scrutiny Committee  
24 November 2010  
Budget consultation**

<b>Accountable member</b>	Cabinet Member for Finance, Councillor John Webster
<b>Accountable officer</b>	Chief Finance Officer, Mark Sheldon
<b>Accountable scrutiny committee</b>	Environment O&S
<b>Ward(s) affected</b>	All
<b>Key Decision</b>	No
<b>Executive summary</b>	<p>The council is facing significant financial pressure and is likely to have to find savings of £2.6m in 2011/12 and £4.8m over the next 5 years. Given the enormity of the task, a town wide budget consultation took place over the summer of 2010.</p> <p>The committee is requested to consider the feedback from this consultation and indicate to the Cabinet any views on the consultation prior to the Cabinet finalising their interim budget proposals in December 2010.</p>
<b>Recommendations</b>	<p>1. The committee consider the consultation responses and identify areas, under the remit of the committee, where the Cabinet should look to maintain expenditure levels, reducing expenditure, stop the provision of services and make any suggestions for providing services differently.</p>

<b>Financial implications</b>	<p>There are no financial implications arising from this report, although the formulation of the budget will include options which will bridge the funding gap.</p> <p><b>Contact officer: Mark Sheldon</b>  <b>E-mail: mark.sheldon@cheltenham.gov.uk</b>  <b>Tel no: 01242 264123</b></p>
<b>Legal implications</b>	<p>None arising at this stage</p> <p><b>Contact officer: Peter Lewis</b>  <b>E-mail: peter.lewis@tewkesbury.gov.uk</b>  <b>Tel no: 01242 264216</b></p>
<b>HR implications (including learning and organisational development)</b>	<p>None arising at this stage</p> <p><b>Contact officer: Amanda Attfield</b>  <b>E-mail: amanda.attfield@cheltenham.gov.uk</b>  <b>Tel no: 01242 264186</b></p>
<b>Key risks</b>	Risks will be identified in the final budget proposals

<b>Corporate and community plan Implications</b>	None at this stage
<b>Environmental and climate change implications</b>	None at this stage

## 1. Background

- 1.1 Given the coalition government desire to reduce the level of national debt through controlling the level of public spending, the outlook for the council's financial position looks challenging.
- 1.2 Given the level of cuts, some additional budget consultation was undertaken during the summer of 2010. This consultation consisted of 21 roadshows across the town using information boards containing lists of council services including financial information. Residents were asked to identify and prioritise, using sticky dots which services should be 'protected', 'reduced' in cost or 'stopped' altogether. The public used 21,000 sticky dots in the process. Whilst it is recognised that this was not a scientific exercise, it has engaged the public in a debate about what the council does and does provide a useful guide to the Cabinet in determining where to look to make cuts in future year's budgets.
- 1.3 The results have been analysed and services ranked in order under each of the headings of protect, reduce and stop.
- 1.4 Members are asked to consider these and offer any views to Cabinet on how the Cabinet should approach its decision making in the budget process.

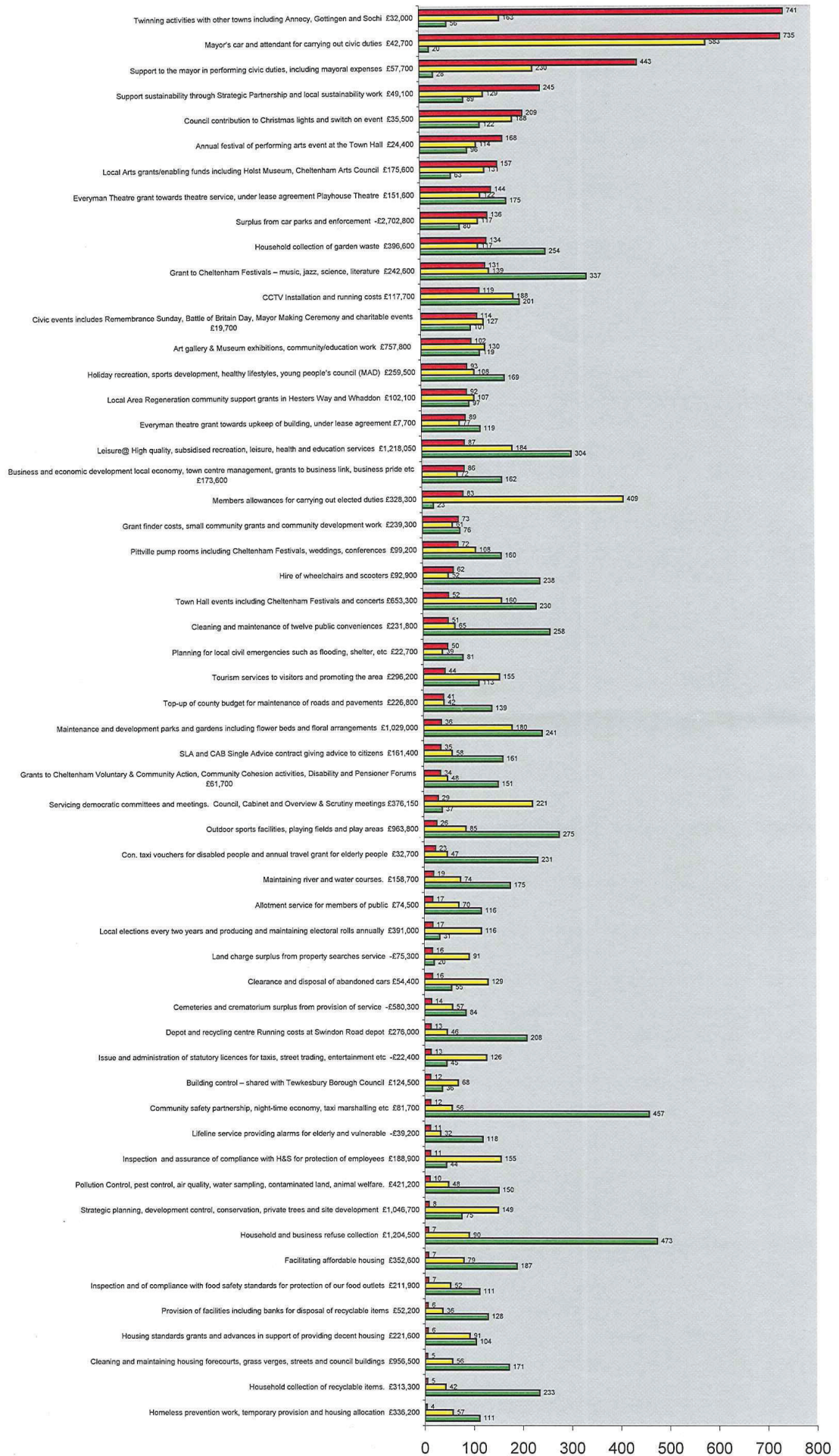
## 2. Consultation and feedback

- 2.1 The consultation result will be tabled for consideration.

<b>Report author</b>	<b>Contact officer: Mark Sheldon, Chief Finance Officer</b> <b>mark.sheldon@cheltenham.gov.uk,</b> <b>01242 264123</b>
<b>Appendices</b>	Appendix 1 and 2 - Results from summer consultation

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## Number of responses ranked by those selected to Stop



Cost centre	Protect	Reduce	Stop
Twinning activities with other towns including Annecy, Gottingen and Sochi £32,000	56	163	741
Mayor's car and attendant for carrying out civic duties £42,700	20	583	735
Support to the mayor in performing civic duties, including mayoral expenses £57,700	28	230	443
Support sustainability through Strategic Partnership and local sustainability work £49,100	89	129	245
Council contribution to Christmas lights and switch on event £35,500	122	188	209
Annual festival of performing arts event at the Town Hall £24,400	96	114	168
Local Arts grants/enabling funds including Holst Museum, Cheltenham Arts Council £175,600	63	131	157
Everyman Theatre grant towards theatre service, under lease agreement Playhouse Theatre £151,600	175	122	144
Surplus from car parks and enforcement -£2,702,800	80	117	136
Household collection of garden waste £396,600	254	117	134
Grant to Cheltenham Festivals – music, jazz, science, literature £242,600	337	139	131
CCTV Installation and running costs £117,700	201	188	119
Civic events includes Remembrance Sunday, Battle of Britain Day, Mayor Making Ceremony and charitable events £19,700	101	127	114
Art gallery & Museum exhibitions, community/education work £757,800	119	130	102
Holiday recreation, sports development, healthy lifestyles, young people's council (MAD) £259,500	169	108	93
Local Area Regeneration community support grants in Hesters Way and Whaddon £102,100	97	107	92
Everyman theatre grant towards upkeep of building, under lease agreement £7,700	119	77	89
Leisure@ High quality, subsidised recreation, leisure, health and education services £1,218,050	304	184	87
Business and economic development local economy, town centre management, grants to business link, business pride etc £173,600	162	72	86
Members allowances for carrying out elected duties £328,300	23	409	83
Grant finder costs, small community grants and community development work £239,300	76	61	73
Pittville pump rooms including Cheltenham Festivals, weddings, conferences £99,200	160	108	72
Hire of wheelchairs and scooters £92,900	238	52	62
Town Hall events including Cheltenham Festivals and concerts £653,300	230	160	52
Cleaning and maintenance of twelve public conveniences £231,800	258	65	51
Planning for local civil emergencies such as flooding, shelter, etc £22,700	81	39	50
Tourism services to visitors and promoting the area £296,200	113	155	44
Top-up of county budget for maintenance of roads and pavements £226,800	139	42	41
Maintenance and development parks and gardens including flower beds and floral arrangements £1,029,000	241	180	36
SLA and CAB Single Advice contract giving advice to citizens £161,400	161	58	35
Grants to Cheltenham Voluntary & Community Action, Community Cohesion activities, Disability and Pensioner Forums £61,700	151	48	34
Servicing democratic committees and meetings. Council, Cabinet and Overview & Scrutiny meetings £376,150	37	221	29
Outdoor sports facilities, playing fields and play areas £963,800	275	85	26
Con. taxi vouchers for disabled people and annual travel grant for elderly people £32,700	231	47	23
Maintaining river and water courses. £158,700	175	74	19
Local elections every two years and producing and maintaining electoral rolls annually £391,000	31	116	17
Allotment service for members of public £74,500	116	70	17
Clearance and disposal of abandoned cars £54,400	55	129	16
Land charge surplus from property searches service -£75,300	20	91	16
Cemeteries and crematorium surplus from provision of service -£580,300	84	57	14
Issue and administration of statutory licences for taxis, street trading, entertainment etc -£22,400	45	126	13
Depot and recycling centre Running costs at Swindon Road depot £276,000	208	46	13
Community safety partnership, night-time economy, taxi marshalling etc £81,700	457	56	12
Building control – shared with Tewkesbury Borough Council £124,500	36	68	12
Inspection and assurance of compliance with H&S for protection of employees £188,900	44	155	11
Lifeline service providing alarms for elderly and vulnerable -£39,200	118	32	11
Pollution Control, pest control, air quality, water sampling, contaminated land, animal welfare. £421,200	150	48	10
Strategic planning, development control, conservation, private trees and site development £1,046,700	75	149	8
Inspection and of compliance with food safety standards for protection of our food outlets £211,900	111	52	7
Facilitating affordable housing £352,600	187	79	7
Household and business refuse collection £1,204,500	473	90	7
Housing standards grants and advances in support of providing decent housing £221,600	104	91	6
Provision of facilities including banks for disposal of recyclable items £52,200	128	36	6
Household collection of recyclable items. £313,300	233	42	5
Cleaning and maintaining housing forecourts, grass verges, streets and council buildings £956,500	171	56	5
Homeless prevention work, temporary provision and housing allocation £336,200	111	57	4



## Environment Overview & Scrutiny Committee

24 November 2010

### Response to Draft Local Transport Plan 3

<b>Accountable member</b>	<b>Cabinet Member for Built Environment , Councillor John Rawson</b>
<b>Accountable officer</b>	<b>Head of Integrated Transport, Owen Parry</b>
<b>Accountable scrutiny committee</b>	<b>Environment Overview &amp; Scrutiny</b>
<b>Ward(s) affected</b>	<b>All Wards</b>
<b>Key Decision</b>	<b>Yes</b>
<b>Executive summary</b>	<p>Gloucestershire County Council has prepared, in draft, its next Local Transport Plan (LTP3). This outlines how transport will be delivered in Gloucestershire between April 2011 and 2026. Its principles and policies can broadly be divided into 2 areas (1) maintenance and (2) integrated transport. The County Council has a statutory duty to prepare this Plan. Initial consultation took during the winter 2010; This initial consultation was very general in nature with no specific proposals to comment on.</p> <p>The Plan is broken down into 4 main themes with the aim to deliver:</p> <ol style="list-style-type: none"> <li>1. A greener, healthier Gloucestershire;</li> <li>2. A sustainable economic growth;</li> <li>3. A safer secure transport system; and</li> <li>4. Good access to services.</li> </ol> <p>The current consultation asks for comments on a full draft version of LTP3 with a deadline of 14 October 2010, although the County Council has agreed to allow this Council an extension to 25 November 2010.</p> <p>A workshop led by Gloucestershire County Council was held 8 September 2010 at Cheltenham Town Hall.</p> <p>Draft LTP3 has been considered; a schedule of representations is provided at Appendix 1 of this report</p>
<b>Recommendations</b>	<b>To approve the schedule of representations set out in the Appendix 1 and 2 as Cheltenham Borough Council's formal response to LTP3 and the formal response submitted to Gloucestershire County Council by 25 November 2010.</b>

<p><b>Financial implications</b></p>	<p>LTP3 has been prepared within a climate of Government cost savings. The policies included within the plan reflect this. LTP3 takes account of equality issues, the final version will be accompanied by an equalities impact assessment.</p> <p><b>Contact officer: mark.sheldon@cheltenham.gov.uk, 01242 26 4123</b></p>
<p><b>Legal implications</b></p>	<p><i>The Local Transport Plan is a statutory plan deriving from the Transport Act 2000. It is a material consideration when a Local Planning Authority determines a planning application.</i></p> <p><b>Contact officer: peter.lewis@tewkesbury.gov.uk, 01242 26 4216</b></p>
<p><b>HR implications (including learning and organisational development)</b></p>	<p>None directly for Cheltenham Borough Council, as transport is part of the County Council's responsibilities.</p> <p><b>Contact officer: Amanda.attfield@cheltenham.gov.uk, 01242 26 4126</b></p>
<p><b>Key risks</b></p>	<p>None</p>
<p><b>Corporate and community plan Implications</b></p>	<p>None</p>
<p><b>Environmental and climate change implications</b></p>	<p><i>LTP3 aims to promote sustainable transport, the management of traffic congestion and the provision of a choice of transport modes. It has important implications for the local economy and social inclusion. There is a requirement to prepare a strategic environmental sustainability appraisal.</i></p>

## **1. Background**

- 1.1 The publication of Local Transport Plans (LTPs) stems from the Government White Paper "A New Deal for Transport". LTPs replaced the previous Transport Policies and Programmes and are meant to consider a wider range of transportation issues such as social exclusion, air pollution and fiscal measures relating to road users.
- 1.2 The County Council has so far produced two Local Transport Plans; LTP1 covering the period 2001 to 2006 and LTP2 to cover the period up to 2011
- 1.3 Whilst LTPs are principally the responsibility of the County Councils they are seen essentially as collaborative documents involving different sectors of the community including district councils. LTPs are used to draw up and inform detailed transport policies contained in local planning documents and to generally encourage and promote the move towards more sustainable transport patterns.
- 1.4 LTP1 and LTP2 informed the detailed policies set out in the adopted Cheltenham Local Plan. LTP3 will be used in drawing up the transport policies and proposals contained in the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy and any subsequent development plan documents or supplementary planning documents prepared by Cheltenham Borough Council.
- 1.5 LTP3 has been prepared within a context of a significant reduction in transport funding. Potentially this reduction could be as much as 40%.
- 1.6 The Borough Council was consulted most recently on the emerging LTP3 which provided the opportunity to comment on the goals which LTP3 should be setting. The current consultation provides the opportunity to consider the full draft of LTP3.
- 1.7 The plan is broken down into 4 local priorities including:
  1. A greener, healthier Gloucestershire;
  2. Sustainable economic growth;
  - 3 A safer secure transport system;
  4. Good access to services
- 1.8 An extended deadline of 25 November 2010 was granted by the Director of Environment for Gloucestershire County Council on the understanding that close liaison continues between the Borough and County as matters arise.

## **2. Reasons for recommendations**

- 2.1 To ensure that the transport needs of the people of Cheltenham Borough are represented in the final version of LTP3.

## **3. Alternative options considered**

- 3.1 None. The Local Transport Plan is a statutory requirement for Gloucestershire County Council.

## **4. Consultation and feedback**

- 4.1 The preparation of Local Transport Plans is the responsibility of the County Council, which is therefore responsible for any consultation.

A consultation event took place at Cheltenham Town Hall on 8 September 2010; it was attended by 36 representatives who included major employers, parish councils and local transport user groups. In addition to this, Cheltenham Borough Council officers publicised the availability of the draft LTP3 with elected Members, employer groups and various community and user groups which included the distribution of a pre-engagement and consultation information pack.

A drop in session was arranged prior to the formal consultation undertaken by County Council. Links were also provided to all the consultation documentation provided on the Gloucester, Cheltenham and Tewkesbury JCS website.

- 4.2 Consultation has taken place with officers on issues of spatial planning, AQMA, economic development, parking, urban design and climate change. All comments received have been incorporated into the schedule of representations provided in the attached Appendix 1.

Liaison has also taken place with officers in Cheltenham and Gloucester to reflect the principles arising from the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

A detailed schedule of representations is provided at Appendix 1. Broadly the representations cover 3 areas:

### Context and format of LTP3

- a. LTP3 has been set within development requirements of the Regional Spatial Strategy for the South West. Following the revocation of this strategy by the Government, LTP3 needs to be reviewed. It is inappropriate to base a statutory plan on a context that is no longer relevant.
- b. The vision of LTP3 needs further work. It does not provide a clear context to explain what will be achieved by 2026 or provide a clear position on modal shift. Localisation needs to have a clear focus; it should clearly reflect the localism agenda.
- c. Accept that over the lifetime of LTP3 there will be fewer resources available to invest in transport schemes and interventions across Gloucestershire. It is therefore important that clear priorities are set out within the plan. The priorities need to take into account current financial constraints whilst ensuring that project/ schemes are prioritised where existing funding streams are available such as Section 106 funds.
- d. LTP3 needs to be more concise. There is a total 95 policies within the plan, but many are simply statements of support for activities undertaken by District Councils. The purpose of each policy needs to be considered, together with how each policy will be monitored. Given that LTP3 will be a material consideration in the consideration of planning applications it is essential that policies are clear and the expected outcome is understood and accepted. This further enhances the need to deliver under the localism agenda.
- e. Links should be clearly made to the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

### Integrated transport

- f. It is evident, particularly in the short term (2011- 2014) that resource hungry schemes will not be brought forward; the emphasis within this period set out in LTP3 is maintenance. Accepting that maintenance is important, this is nonetheless a missed opportunity to focus on schemes that will lead to cultural change – addressing transport behaviours and encouraging modal shift through localised solutions and investment in education/awareness.
- g. In a period of fewer resources it is important that in the County Council as Highway Authority seeks innovative delivery mechanisms for highway projects and that it fully explores opportunities to deliver projects jointly with other bodies and districts in a manner which meets joint objectives. Draft LTP3 does not fully explore these opportunities. This is a missed opportunity.
- h. In order to meet design quality objectives, the Government advocates the establishment of highway design and implementation teams which are multi-disciplinary and cross-organisational and the adoption of a “Quality Audit” approach to ensure delivery of a range of transport, environmental, aesthetic and safety objectives. Draft LTP3 fails to

embrace this approach, despite mentions of partnership working. This is a missed opportunity.

- i. LTP3 needs to be clear on park and ride strategy, explaining future role as a transport hub and how this will deliver a sustainable integrated transport solution.
- j. LTP3 needs to clearly set out how communities will be engaged in proposals to develop park and ride schemes.
- k. LTP3 should make the commitment to continue the Gloucestershire Strategic Infrastructure Delivery Plan. Phase I and II have been completed, but funding and officer resource to complete phase III is currently uncertain. This resource needs to be identified

### Specific issues relating to Cheltenham Borough

- l. The Cheltenham Development Taskforce (formerly known as Civic Pride) should be included as a project within LTP3.
- m. LTP3 should be more explicit about how actions relating to Air Quality Management Areas (AQMAs) will be delivered and how highway projects might help with delivery as part of a co-ordinated response to problems.
- n. Transport related policies to promote sustainable economic growth needs to be defined in terms that relates to Cheltenham's needs, with clear benchmarking against national indicators.
- o. The County Council's own modelling of projected traffic growth, carried out for the Cheltenham Development Taskforce, suggests a significant increase in traffic in and around Cheltenham by 2026.

It also suggests that many road junctions in Cheltenham are likely to become severely overloaded. New development will add to the pressure. LTP3 should include a clear strategy for dealing with these problems, whether in the form of road improvements, traffic management or public transport strategies.

- p. Managing the impact of freight transport is a critical factor in preserving the fabric of Cheltenham historic buildings and streetscapes.

The management of the current and projected flows of HGV's that use primary and trunk route network needs to be more fully considered in LTP3, particularly with a view to protecting minor roads and environmentally sensitive streetscapes from the impact of heavy vehicles.

- q. LTP3 needs to identify the locations of Brockworth, Elmbridge, Uckington and West of Severn Park and Ride sites and show how local communities can engage at an early stage and what alternative models should be explored.
- r. Consultation was undertaken during 2009/10 on the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS).

This resulted in both broad and detailed comments from stakeholders and members of the public on transport issues. This information has been provided to Gloucestershire County Council. This should also be used to help inform LTP3.

- s. A greater emphasis needed on the role of community transport.

### 4.3 LTP3 needs to acknowledge the opportunities for a range of localised and shared transport schemes, including car clubs, shuttle buses and community transport options. This needs to be linked to local employer, community and other defined groups with structure and mechanisms

enabling working together in delivering sustainable transport choices and solutions.

**5. Performance management –monitoring and review**

**5.1** It is suggested that the Head of Intergrated Transport maintian a watching brief on any issues raised from the consultation period.

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<b>Appendices:</b>	Appendix 1 – Draft report to Gloucestershire County Council Appendix 2 – Appendix 1 of the above report

## **Covering Introduction**

**Cheltenham Borough Councils formal response to:  
Gloucestershire County Council's draft next Local Transport Plan (LTP3)**

### **Executive Summary:**

Gloucestershire County Council has prepared, in draft, its next Local Transport Plan (LTP3). This outlines how transport will be delivered in Gloucestershire between April 2011 and 2026. Its principles and policies can broadly be divided into 2 areas (1) maintenance and (2) integrated transport. The County Council has a statutory duty to prepare this Plan.

Initial consultation took during the winter 2010; This initial consultation was very general in nature with no specific proposals to comment on.

The Plan is broken down into 4 main themes with the aim to deliver:

1. A greener, healthier Gloucestershire;
2. A sustainable economic growth;
3. A safer secure transport system; and
4. Good access to services.

Draft LTP3 has been considered; the covering introduction and schedule of representations is provided at Appendix 1.

## **1.0 SCHEDULE OF REPRESENTATIONS**

**1.1** A detailed schedule of representations is provided at Appendix 1. Broadly the representations cover 3 areas:

### **1. Context and format of LTP3**

- a. LTP3 has been set within development requirements of the Regional Spatial Strategy for the South West. Following the revocation of this strategy by the Government, LTP3 needs to be reviewed. It is inappropriate to base a statutory plan on a context that is no longer relevant.
- b. The vision of LTP3 needs further work. It does not provide a clear context to explain what will be achieved by 2026 or provide a clear position on modal shift. Localisation needs to have a clear focus; it should clearly reflect the localism agenda.
- c. Accept that over the lifetime of LTP3 there will be fewer resources available to invest in transport schemes and interventions across Gloucestershire. It is therefore important that clear priorities are set out within the plan. The priorities need to take into account current financial constraints whilst ensuring that project/ schemes are prioritised where

existing funding streams are available such as Section 106 funds.

- d. LTP3 needs to be more concise. There is a total 95 policies within the plan, but many are simply statements of support for activities undertaken by District Councils. The purpose of each policy needs to be considered, together with how each policy will be monitored. Given that LTP3 will be a material consideration in the consideration of planning applications it is essential that policies are clear and the expected outcome is understood and accepted. This further enhances the need to deliver under the localism agenda.
- e. Links should be clearly made to the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

## **2. Integrated transport**

- a. It is evident, particularly in the short term (2011- 2014) that resource hungry schemes will not be brought forward; the emphasis within this period set out in LTP3 is maintenance. Accepting that maintenance is important, this is nonetheless a missed opportunity to focus on schemes that will lead to cultural change – addressing transport behaviours and encouraging modal shift through localised solutions and investment in education/awareness.
- b. In a period of fewer resources it is important that in the County Council as Highway Authority seeks innovative delivery mechanisms for highway projects and that it fully explores opportunities to deliver projects jointly with other bodies and districts in a manner which meets joint objectives. Draft LTP3 does not fully explore these opportunities. This is a missed opportunity.
- c. In order to meet design quality objectives, the Government advocates the establishment of highway design and implementation teams which are multi-disciplinary and cross-organisational and the adoption of a “Quality Audit” approach to ensure delivery of a range of transport, environmental, aesthetic and safety objectives. Draft LTP3 fails to embrace this approach, despite mentions of partnership working. This is a missed opportunity.
- d. LTP3 needs to be clear on park and ride strategy, explaining future role as a transport hub and how this will deliver a sustainable integrated transport solution.
- e. LTP3 needs to clearly set out how communities will be engaged in proposals to develop park and ride schemes.
- f. LTP3 should make the commitment to continue the Gloucestershire Strategic Infrastructure Delivery Plan. Phase I and II have been completed, but funding and officer resource to complete phase III is currently uncertain. This resource needs to be identified

## **3. Specific issues relating to Cheltenham Borough**

- a. The Cheltenham Development Taskforce (formerly known as Civic Pride) should be included as a project within LTP3.
- b. LTP3 should be more explicit about how actions relating to Air Quality Management Areas (AQMAs) will be delivered and how highway projects might help with delivery as part of a co-ordinated response to problems.
- c. Transport related policies to promote sustainable economic growth needs to be defined in terms that relates to Cheltenham’s needs, with clear benchmarking against national indicators.



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- d. The County Council's own modelling of projected traffic growth, carried out for the Cheltenham Development Taskforce, suggests a significant increase in traffic in and around Cheltenham by 2026. It also suggests that many road junctions in Cheltenham are likely to become severely overloaded. New development will add to the pressure. LTP3 should include a clear strategy for dealing with these problems, whether in the form of road improvements, traffic management or public transport strategies.
- e. Managing the impact of freight transport is a critical factor in preserving the fabric of Cheltenham historic buildings and streetscapes. The management of the current and projected flows of HGV's that use primary and trunk route network needs to be more fully considered in LTP3, particularly with a view to protecting minor roads and environmentally sensitive streetscapes from the impact of heavy vehicles.
- f. LTPs needs to identify the locations of Brockworth, Elmbridge, Uckington and West of Severn Park and Ride sites and show how local communities can engage at an early stage and what alternative models should be explored.
- g. Consultation was undertaken during 2009/10 on the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS). This resulted in both broad and detailed comments from stakeholders and members of the public on transport issues. This information has been provided to Gloucestershire County Council. This should also be used to help inform LTP3.
- h. A greater emphasis needed on the role of community transport.
- i. LTP3 needs to acknowledge the opportunities for a range of localised and shared transport schemes, including car clubs, shuttle buses and community transport options. This needs to be linked to local employer, community and other defined groups with structure and mechanisms enabling working together in delivering sustainable transport choices and solutions.

**Background Papers:** Draft Gloucestershire's Local Transport Plan 2011 - 2026

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**Appendices:** 1 – Cheltenham Borough Council's response to LTP3

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**Appendix 2**  
**Gloucestershire Local Transport Plan – Cheltenham Borough Council Representations**

Paragraph	Issue	Cheltenham Borough Council Requested Change
General comment	Acronyms are used throughout, these should be minimised wherever possible.	Plain English document wherever possible.
General comment	We accept that the Department for Transport provides guidance setting out what is expected to be included in LTPs. However, as a result the format has resulted in a plan that at times is difficult to extract key policies and priorities. There are a number of areas where the plan provides commentary which does provide helpful background information, but is not helpful in delivering a concise plan.	Consider reordering LTP3, moving non strategy elements to appendices, or provide clear signposting of where material/data can be accessed.
General comment	<p>In total LTP3 details 95 principles and policies set out in sections 5 -11. It is not clear from the tables provided in each section what statements are principles and what statements are policies.</p> <p>Policies need to be outcome focussed and able to be monitored. In many instances the outcome of the policies are not clear with use of general terminology such as ‘to support/help district councils’ or ‘to work with partners’.</p> <p>It is important to remember that LTP3 will form a material consideration in the determination of planning applications. This means officers and members need to be able to clearly understand and interpret the policies of the plan.</p>	<p>Reconsider way in which LTP3 presents principles and policies.</p> <p>Develop a referencing system for the principles and policies in each thematic chapter.</p>
General comment	It is not easy to relate the summary document to the strategy.	Reconsider summary document.
General comment	We accept that LTP3 represents a point in time; however at the time of publication the plan is already out of date following the revocation of the RSS. The plan needs to be flexible and not be fixed to either a point in time or a context that may change significantly over the lifetime of the document.	<p>Ensure that LTP3 is flexible and can respond effectively to changes at national and local levels.</p> <p>Remove all references to the RSS.</p>

General comment	The Coalition Government has placed an emphasis on localism. It is not clear from the draft LTP3 how this can be captured in transport. How can communities be empowered to identify and help deliver local transport solutions?	Consider how localism can be embedded within LTP3.
General comment	Plans are produced at a scale that is illegible; many of the keys cannot be read which means the plans/maps cannot be properly interpreted.	Improve graphics.
General Comment	<p>The Government is promoting a collaborative and multi-disciplinary approach to design in the built environment and streets in particular. This enables a range of professional (and lay) inputs into the design process to take place at early stages. It recognises that street design impacts not only on traffic, but other matters such as visual quality, economic prosperity and environmental health. It is an approach heavily promoted in Manual for Streets and LTN 1/08 (Traffic Management and Streetscene) and LTN 3/08 (Mixed Priority Routes: Practitioners' Guide). These documents also promote the use of Quality Audits – as being “entirely complementary to the goal of collaborative, inclusive and quality design” (LTN 1/08 para 3.9.1). It is also evident these ways of working, promoted by Government, are likely to be endorsed in Manual for Streets 2.</p> <p>This approach is important to the delivery of most highway projects (capital or maintenance) - particularly in the town and city centres and in conservation areas throughout the county.</p> <p>It is an approach which is not recognised in the draft LTP3.</p>	<p>Introduce objectives and policies which make the collaborative, multi-disciplinary approach to the design of highway projects central to draft LTP3.</p> <p>Introduce policies which ensure that Quality Audit as standard on all highway schemes.</p>
<b>Section 1 – Summary</b>		
General	Duplication	Suggest a stand alone executive summary is prepared and chapters 2 -4 merged to provide a trimmed down and more concise introduction.
1.1	This section of the document is unclear. A summary should be a drawing together of key points of reference of LTP3. However, the vision is set out briefly in the	<p>Redraft section 1.</p> <p>Reconsider vision; ensure the vision is supported</p>

	<p>summary and does not appear elsewhere.</p> <p>The vision needs to be further developed. It does not provide a clear context to explain what will be achieved by 2026 or provide a clear position on modal shift. The vision should give shape and direction to the LTP; given its end date of 2026 it should be both aspirational in its intentions and inspirational to stakeholders. Given that LTP3 is delivering an integrated transport system for Gloucestershire, it should reflect this localised context. The vision should be supported by a concise set of clear and measurable objectives.</p> <p>It is noted that 5 goals are provided as set out in LTP3 guidance provided by the Department for Transport (DfT), but these are too broad. To relate to stakeholders more effectively these goals need to be localised, establishing clear and measurable goals relevant specifically to Gloucestershire.</p>	<p>by clear and effective objectives.</p> <p>If DfT goals are to be used, then these need to be related to the Gloucestershire context.</p>
1.3	It is not clear what this paragraph refers to in reference to direct control. Is the reference to Gloucestershire County Council or County plus districts?	Reword paragraph to clarify.
1.3 – 5 <sup>th</sup> bullet point	See comments above. If this relates only to Gloucestershire County Council activities, then expand to read ‘the scale, rate and location of new development’	Amend bullet point.
1.4	A clear link should be made here to the Strategic Infrastructure delivery Plan (SIDP) which will be a tool in helping to deliver LTP3.	Add reference to SIDP.
1.4	A reference to political uncertainties that potentially will affect transport and the wider planning framework would be helpful here to set the context for LTP3.	Add a short paragraph clearly setting out the political context.
1.5	Are the bullet points in any priority order? The main challenge is the need for behaviour change in the way people travel - LTP3 should seek to ensure the low carbon travel agenda is both understood and embraced.	Ensure message of low carbon travel is explicit.
1.6	This section is unclear; wording of dispersal could be interpreted in many ways. The focus for good planning continues to be focussed on sustainable development,	Clarify wording.

	therefore whatever the level of development requirements the key urban areas of Cheltenham and Gloucester will continue to play the principal roles of service and business centres.	
1.10	Consultation was undertaken during 2009/10 on the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS). This resulted in both broad and detail comments from stakeholders and members of the public on transport issues. This information has been provided to Gloucestershire County Council. This should also be used to help inform LTP3.	Reflect key issues arising from JCS consultations.
1.19	<p>We accept that park and ride plays an important role in the integrated transport solution for the urban areas of Cheltenham and Gloucester. However, LTP3 must recognise that communities will be affected by the development of a park and ride facility. It is therefore important that relevant communities and stakeholders are engaged as early as possible in the site identification process.</p> <p>It is not clear from LTP3 whether the proposed park and ride at Elmbridge differs from proposals previously submitted as a major scheme linked to the Gloucester Parkway proposal. This needs clarification.</p> <p>Identification of a park and ride at Brockworth is noted. As indicated in appendix 2 it is proposed that this site replaces the site formally indicated at Shurdington to provide a facility that supports both Cheltenham and Gloucester.</p> <p>No detail is provided on the potential location of the Uckington site or West of Severn site.</p>	Further detail required on the size and location of the proposed park and ride at Brockworth, Elmbridge, Uckington and West of Severn.
1.19 – 4 <sup>th</sup> bullet point	This should be within the context of SIDP.	Make link to SIDP.
1.32	Is need for all-ways M5 J10 only required in response to the potential development at north west Cheltenham? Cheltenham's business and out of centre retailing is located to the north west of the town, and all movements	Reconsider basis for lobbying Government on M5 J10 major scheme.

	junction would improve accessibility and remove through traffic from the town centre.	
1.36	Uncertainties in changes to government transport and planning policies should be added to this list of risks.	Ensure political risk is reflected.  Could a detailed risk assessment be deleted here and added as an appendix?
<b>Section 2 – Background to LTP3</b>		
2.4	Remove reference to regional strategies, this is no longer relevant.	Update in light of changes to planning framework.
<b>Section 3 – Transport in Gloucestershire</b>		
General	Although this section provides a lot of information, some data has little justification to explain what message it is trying to provide. Some plans/diagrams are difficult to read.	Reconsider role and purpose of this section. Consider extracting non essential information into a relevant appendix.
3.10	It is unclear what projected levels of population increase and housing numbers have been used to predict the 2026 traffic levels. We assume these are levels set out in the Regional Spatial Strategy for the South West. This plan has been revoked. Gloucestershire districts have agreed to work collaboratively on preparing revised projections. The outputs of this work are expected at the end 2010.	Refresh projections prior to final publication of LTP3 to reflect locally derived housing numbers.
3.11	The high level of car ownership is noted; however this level needs to be placed within context of accessibility. In some locations accessibility to work, services and facilities is extremely limited without access to the private car. Real choices in transport should not penalise the many people who have to use the car for their journey. Incentives to use alternative modes should be based on improving quality rather than just restricting car travel.	The accessibility to local transport needs to be properly reflected with consideration given to the various movements such as between employment centres. .
3.50	Update. Regional Spatial Strategy for the South West has been revoked.	Update.
<b>Section 4 – Consultation and Option Assessment</b>		
General comment	Consultation was undertaken during 2009/10 on the emerging Gloucester, Cheltenham and Tewkesbury JCS. This resulted in both broad and detail comments from stakeholders and members of the public on transport issues. This information has been provided to Gloucestershire County Council. This should also be used	Reflect key issues arising from JCS consultations.

	to help inform LTP3.	
<b>Section 5 – A Greener Healthier Gloucestershire</b>		
General comment	Other than identifying public transport as an element in ‘Smarter Choices’ and ‘Active Travel’ no reference is made to public transport in this section. Although covered elsewhere in LTP3, encouraging the use of public transport is an important element in contributing to a greener healthier Gloucestershire	Make specific reference to the contribution public transport can make and link to relevant sections elsewhere in strategy
General comment	Walking is covered in terms of developer travel plans and supporting schools and employers to increase walking, but there is no commitment to improving existing infrastructure to improve the walking experience and make it a more attractive option	Reflect the need to improve parts of existing infrastructure as a means of encouraging walking.
General comment	No real link is made in this section to previous data quoted on high car ownership and the number of people from rural communities who visit Cheltenham for employment/shopping and leisure. It would be helpful to pick out interventions which could positively encourage rural communities to consider low carbon travel options.	More awareness of rural dimension in terms of delivery of LTP3.
5.4	Action plans for AQMAs should ensure that the wider environment is taken into account, including affect of interventions on the public realm. Cheltenham Borough Council is developing its Air Quality Action Plan. This is intended to help develop the Borough Council’s regeneration activities via the Cheltenham Development Taskforce. The aim is to provide a blend of works which will be effective both in reducing pollution and enhancing the street scene	Principles of AQMAs to reflect impact on quality of built environment.
5.4	This table contains no reference to walking or to public transport	Identify principles and policies for walking and public transport and/or cross reference to other parts of the strategy.  Policies need to recognise and understand the differing requirements of walkers, cyclists and public transport users and not apparently place them in the same policy areas.
5.4	There is no reference in draft LTP3 to streets trees - their	Identify principles and policies for street trees and



	management; the introduction of new street trees; or the benefits of trees to environmental quality (including air quality and biodiversity), health and wellbeing and visual enhancement.	cross reference to other parts of the strategy. This needs to cover at least the following: <ul style="list-style-type: none"> <li>○ Maintenance of existing stock</li> <li>○ Planting for the future to maintain at, a minimum, current levels</li> <li>○ The development of a tree strategy, in conjunction with District Councils</li> <li>○ Adoption of a code of practice for utilities working around trees (e.g. NJUG4)</li> </ul>
5.4	There is no reference in LTP3 to biodiversity and particularly Highways & Biodiversity 2009-2014 – the Highways Biodiversity Plan for Gloucestershire. Highways and highway assets are a rich source of habitat, recognised in the Biodiversity Plan.	Identify principles and policies for biodiversity which recognise the importance of highways to biodiversity and encourage highway schemes to promote biodiversity.
5.4	Resources for cycling - for routes to be effective, they need supporting infrastructure (covered and secure parking in particular).	Resources should be aimed at promotion, routes and supporting infrastructure.
5.4	New highway schemes - Increasing cycling and walking is dependent on a range of factors – this includes not only provision of facilities, but creation of an attractive environment, provision of appropriate infrastructure (e.g. seating en route), amongst a host of others. A simple cycling and walking audit is unlikely to identify this, and if undertaken separately may be in conflict with other audits (e.g. safety, access, visual quality audits, public transport etc). Manual for Streets and LTN 1/08 (Traffic Management and Streetscape) promote Quality Audits which are “entirely complementary to the goal of collaborative, inclusive and quality design” (LTN 1/08 para 3.9.1). LTN 3/08 (Mixed Priority Routes) develops the multi-disciplinary approach for complex mixed use areas.	Delete reference to cycle and walking audits and include a requirement for Quality Audits in all appropriate sections of draft LTP3
5.4 table	Cycle parking - the most effective way of ensuring parking (and other elements) is included in a development proposal is to include it in the scheme design. Conditioning items is not an effective means of integrating them fully into the design or securing their provision.	Delete “as a condition”.
5.4 table	Many AQMAs will benefit from alterations to the highway networks and traffic management regimes in their	Add to the end of the sentence “and will ensure that GCC projects and schemes contribute

	immediate areas. This requires the County Council to do more than “help” District Councils to develop and implement action plans. It requires the County Council to be actively involved in the development and implementation of action plans; and to ensure that any highway schemes in or close to AQMAs are designed to meet AQMA objectives. This is another area where a multi-disciplinary approach to street design would reap benefits.	positively to AQMA objectives where they impact on them.”  Delete “help them”
5.4 table	Car Clubs -The policy needs to be more assertive. It needs to have a specific target for the development and implementation of at least one car club in the town.	Set a specific target date for the establishment of a car club in Cheltenham.
5.4	Electric cars – This section is insufficiently robust. It is apparent that electric cars are likely to play an important role combating climate change and that lack of charging points is a major issue in slowing their roll-out across the country. The use of the words “where appropriate” in the policy implies that there is unlikely to be a robust approach to seeking the provision of charging points and other necessary infrastructure – they will be needed on all significant developments (housing, employment, and retail).	Delete “where appropriate”
5.7	Why is extension of car club facilities limited to Cheltenham? Paragraph 5.49 notes that a car club already operates in Stroud. There needs to be a County wide strategy to car clubs.	LTP3 to investigate potential of a Cheltenham car club that links into other employment and retail centres across the County.
5.7	Smarter Travel is also about the design and layout of new developments and the relationship between land uses. It is important that the County Council uses its influence to ensure that new developments are designed and located in a manner which encourages smarter travel choices.	Introduce references to site layout, land use and the relationship to smarter travel.
5.15	Many AQMAs will benefit from alterations to the highway networks and traffic management regimes in their immediate areas. This requires the County Council to do more than “help” District Councils to develop and implement action plans. It requires the County Council to be actively involved in the development and implementation of action plans; and to ensure that any	Make clear in LTP3 that GCC highway schemes have a role to play in addressing and contributing to meeting AQMA objectives.

	highway schemes in or close to AQMAs are designed to meet AQMA objectives.	
<b>Section 6 – Delivering Sustainable Economic Growth</b>		
6.5	This table should make the connection with limitations identified in table 3.32 to rail facilities. Connections with a number of stations via public transport are severely limited.	LTP3 should work towards delivering improvements to rail stations including accessibility to key business and service locations via public transport.
6.5	Support for investigating the Community Infrastructure Levy is welcomed. The evidence to support a future levy will be provided by SIDP. In order to effectively deliver LTP3 the intelligence of SIDP is critical.	LTP3 should make the commitment to continue SIDP. Phase I and II have been completed, but funding and officer resource to complete phase III is currently uncertain. This resource needs to be identified.
6.5	We support the statement on parking policies. However the statement requires some qualification and expansion. Cheltenham’s current pricing policy encourages the use of peripheral long stay car parks and discourages the long stay use of town centre car parks thereby attempting to reduce town centre congestion and pollution without damaging the local economy. More detail needed here to clearly set out what more can be achieved.	More detail required.  Reference to the newly established Cheltenham Parking Board is required.  Reference that an holistic approach to parking, in particular identifying the outcomes/benefits expected of a parking strategy.
6.5	Rail commuting to Cheltenham/Worcester/Malvern is poorly served – the journey is easily commutable by road. Rail times are better than road, but service is at best 2 hourly during commuting times. Rail services should be brought up to an hourly Worcester-Gloucester service to promote modal shift.	Add Worcester as a target for improved rail links.
6.5	The contribution which GCC makes to economic regeneration as a highway authority is not limited to its impact on guidance. Quality streetscene in town centres is important to economic prosperity. Poorly maintained streets or highway schemes which fail to consider context or enhance opportunities for innovative solutions, use of the public realm for uses other than transport can have a significant negative impact.	Add “... and will consider contextually sensitive, innovative street design and traffic management solutions in order to contribute positively to regeneration.
6.5	Enhanced materials - The policy is weak – its reference to promoters of regeneration schemes being “aware” of the enhanced materials policy is not sufficiently robust. Additionally, the Enhanced Materials Policy is an	Add sentence requiring promoters of regenerations schemes and developers generally to comply with the enhanced materials policy and to ensure designs respond to context.

	opportunity to respond to context in the selection of materials. This benefit needs to be stressed.	
6.5	Transport infrastructure - The scope of the policy needs to be expanded to ensure that developers ensure transport infrastructure is provided to accommodate growth in all classes of development (not only housing)	Delete "housing growth" and replace with "development"
6.5	New development - Encouraging use of sustainable transport modes requires not only linkages but a consideration of the location of the development in question; its street pattern and layout; and its street design. This is so that linkages are convenient, safe, functional and designed to maximise opportunities for pedestrian, cycling and public transport use.	Add "...and that they are laid out in a manner which encourages travel by sustainable transport modes."
6.7	Update. Regional Spatial Strategy for the South West has been revoked.	Update.
6.10	Update reference to Civic Pride here and elsewhere to reflect rebranding of this project. Now entitled Cheltenham Development Taskforce.	Update.
6.9 – 6.15	A reference in this section to the Gloucester, Cheltenham and Tewkesbury JCS would be helpful. The JCS area is the economic centre of Gloucestershire and will help deliver the key regeneration activities of GHURC, Cheltenham Development Taskforce and Tewkesbury Town Centre Masterplan.	Reflect role of JCS.
6.16 – 3 <sup>rd</sup> bullet point	Link should also be made here to SIDP. SIDP is a 'working tool' that can be updated as appropriate to reflect changing local circumstances and national priorities unlike LTP3 which when adopted will reflect a point in time. Making the link to SIDP will help maintain the currency of LTP3	Make link to SIDP.
6.16	We suggest that a new bullet point be added – We will work with districts to assess strategic infrastructure required to deliver levels of development identified within broad areas of growth identified via local development frameworks.	Add new bullet point.
6.17 – 6.19	Reference to parking policies are noted, however further detail is required.	More detail needed here to clearly set out what more can be achieved.

		Reference to 6.5
<b>Section 7 – A Safer Securer Transport System</b>		
General Comment	The vision of LTP3 is “promoting a safe and sustainable transport network” but actually contains much less detail on safety than does LTP2 where safety was a lesser part of the vision. Indeed in LTP2 there was a whole appendix (53 pages) devoted to road safety. Obviously the plans for safety were successful as the road accident figures for Gloucestershire have reduced significantly to the lowest since the authority was established in 1974 and the County Council is to be congratulated on this.	There should be more about emphasis on safety, in particular about the safety of pedestrians, since the County Council wishes to promote walking as a healthy lifestyle choice. Over the period until 2026, we know that there will be demographic change to a more elderly population in which trips and falls have a far greater impact, impinging on health and social services budgets.
7.1	There is little reference in this section to a “securer” transport system.	Expand to include detail of meaning of “securer”. Does it refer to reliability of (public) transportation and/or personal perceptions of security when using the highways?
7.3	A complete approach to road safety should include an understanding of place and context and make use of soft design and psychological measures, landscape treatments and others. as well as “engineering, education and enforcement “	Expand this policy to introduce recognition of the range of skills and techniques needed to deliver a complete road safety package.
7.6	Costs of death and injury should be added.	Costs to include those to Health and Social Services
7.15 – 7.19	In addition to 20mph zones, consideration could be given to introducing 20mph speed limits across communities and neighbourhoods where appropriate and where there is local support, as suggested by the 20’s Plenty campaign  Consideration also to be given to reducing 40mph limit to 30mph on major roads passing through built-up areas	Include commitment to consider 20mph speed limits across communities and neighbourhoods where there is local support.  Include commitment to consider 30mph speed limits across communities and neighbourhoods where there is local support
<b>Section 8 – Good Access to Services</b>		
8.2	Reference to community transport is welcomed in enabling access to jobs, services and leisure. However, this is not expanded upon in this section. LTP3 needs to clearly recognise the needs of communities and provide a	Clear strategy required.

	strategy that sets out how community transport will be integrated.	
8.4	<p>Identification of park and ride sites is noted.</p> <p>Communities will be affected by the development of a park and ride facility. It is therefore important that relevant communities and stakeholders are engaged as early as possible in the site identification process.</p> <p>For consistency make reference to Brockworth/Shurdington park and ride or clarify which location park and ride is proposed.</p>	Further detail required on the size and location of the proposed park and ride at Brockworth, Elmbridge, Uckington and West of Severn. Clarify broad location of proposed facilities.
8.4	<p>Reference to mass transit systems in Gloucester and Cheltenham needs further detail to be provided. Currently the Honeybourne Line in Cheltenham is safeguarded for a potential transport system. If required, further safeguarding may be required via the Gloucester, Cheltenham and Tewkesbury JCS. LTP3 needs to provide more definitive guidance on this potential scheme.</p> <p>A light rail system was proposed in the Gloucestershire Joint Air Quality Strategy to connect the burgeoning residential development areas at Gotherington/Bishops Cleeve/Cheltenham Spa (Network Rail)/Gloucester Parkway (proposed) /Gloucester City (Network Rail)/Quedgeley. Connection to the GWR System for onwards travel to Honey Bourne (Net Work Rail connection) would be useful.</p>	Clarify role and function of mass transit system.
8.7	<p>Bullet points 2 and 3 are not relevant in this section, which relates to proposals for the bus network</p> <p>The timescale for developing a high quality bus network, i.e. from 2014, is disappointing and does not sit well with the aspirations for a greener healthier Gloucestershire or for enabling people to make smarter travel choices</p>	<p>Delete bullet points 2 and 3</p> <p>Consider bringing timescale forward</p>
8.9 – 8.13	We support the concept of park and ride transport hubs. However, LTP3 does not clearly define how these would function in practice. Evidence from best practice	Clarify role and function of park and ride transport hubs. Ensure impact on adjacent communities is assessed in considering options for transport

	elsewhere would be helpful here. If park and ride facilities adopt a more important role, this may impact on local communities. This needs to be carefully considered.	hubs.
8.12	<p>Identification of park and ride sites is noted.</p> <p>Communities will be affected by the development of a park and ride facility, it is therefore important that relevant communities and stakeholders are engaged as early as possible in the site identification process.</p>	Further detail required on the size and location of the proposed park and ride sites. Clarify broad location of proposed facilities.
8.16	There needs to be a wholesale review of the quality of rail. This needs to look beyond an audit of facilities and move towards a co-ordinated programme of improvements which incorporates landscape and high design quality in order to make stations attractive to users.	Add section on the need for a programme of wide ranging improvements to stations which looks beyond facilities and considers quality and the creation of decent places around our stations.
8.18 – 18.21	Reference to 8.4 and light rail scheme	<p>The reference made does not reflect the considerable amount of work and progress made on the local light rail scheme proposed for Cheltenham, which has received support from many key stakeholders in Gloucestershire.</p> <p>Engagement with the Light Rail scheme project group would seem sensible with consideration given in LTP3 to the advances in development of new technology.</p> <p>This should take into account support for any potential external funding schemes that may advance the timeline for the introduction of new and affordable technology.</p>
8.21	Reference to the role of community transport is welcomed. However, as drafted this paragraph sets out a vision rather than a clear strategy of how community transport will be developed.	Clearly set out the strategy for community transport.
8.33	Encouraging cycling and walking needs a more sensitive approach to street design than currently is delivered in highway capital and maintenance scheme. It needs a recognition that people are more likely to walk or cycle in streets and spaces which are pleasant to be in and where	Introduce recognition of the need to create attractive places in order to encourage cycling and walking.

	they feel safe and comfortable – it is more than a “road design” exercise, it is about creating places. This approach needs to be recognised LTP3 and delivered in practice by delivering schemes in conjunction with local partners and designers.	
8.33	There is a need to develop a more integrated approach to walking and cycling. Walking gets little mention in LTP3 but is part of every journey (no matter what the main mode) and, with cycling, has an ability to be a major contributor to sustainable transport in Gloucester, Cheltenham and the market towns. To achieve this there needs to be proper consideration of facilities at all transport interchanges to ensure that all potential users are catered for – e.g. how do bus stops manage the needs of cyclists who are parking up to catch buses.	Consider how the needs of all users can be catered for at modal interchanges.
<b>Section 9 – Managing our Highways</b>		
General Comment	We welcome the acknowledgment of the contribution which higher quality materials make. However LTP3 could go further in its commitment to improving the quality of the environment of Gloucestershire by a clear commitment to work with District Council design teams to ensure that highways works enhance the quality of the built environment.	Consider how LTP3 could move towards a more “shared space” ethos within highways/urban design, including embedding urban design within the strategic objectives of the plan.
General Comments	<p>LTP3 needs to acknowledge that the management and design of highways, streets and spaces is more than an engineering function and of interest to communities and individuals throughout the County.</p> <p>Manual for Streets, LTN 1/08 and LTN 3/08 all promote a multi-disciplinary/multi-organisation approach to street design from project inception and the use of Quality Audits to monitor a designs performance against a range of criteria and interests.</p> <p>The Government now talks about “streets” rather than “highways” or “roads”. This recognise the total function of our streets and spaces as places for people, exchange, social interaction, events, the “front door” of our town</p>	LTP3 should embrace a more holistic approach to street design – acknowledging the many functions of streets, the wide range of stakeholders in our streets and the changing ways that people and communities are becoming involved in the design of their towns and streets.



	centres as well as places for traffic movement.	
9.28	<p>It would be a step forward if the document referred to the use of the English Heritage and Department of Transport “Streets for All” document as guidance for highways works within historic environments, i.e. Conservation Areas, settings of Listed Buildings and buildings of local importance, Historic Gardens etc. This does not accord with Gloucestershire County Council’s Enhanced Materials Policy, but it should be considered in order to avoid excessively “engineered” solutions in our most sensitive built environments.</p> <p>Manual for Streets 2 will be published in October 2010. It will extend the scope of Manual for Streets to allow its principles to be applied to a highway regardless of speed limit and make MfS the starting point for any scheme affecting non-trunk roads.</p>	Greater consideration should be given to the historic environment. LTP3 and Gloucestershire County Council’s policy on enhanced materials should be reviewed to appropriately reflect English Heritage and Department of Transport “Streets for All” document; local adopted documents (e.g. public realm strategies, urban design frameworks or conservation area character appraisals and management plans); and manual for Streets 2.
9.31	Manual for Streets & LTN1/08 identify Quality Audits as the most effective way to audit streets design. These include audits of a range of interests and should be used instead of individual audits.	Delete reference to “...safety audits and user audits, including cycle and pedestrian audits...” . Replace with “Quality Audits” and add to the end of the sentence “...and delivers a range of other benefits.”
9.32	The Enhanced Materials Policy is a great step forward in securing quality design and ensuring it is maintained. However, there needs to be a clear link to an understanding of “context”. References to the Enhanced Materials Policy should identify that this is an important element of the policy.	Introduce reference to a requirement for materials to be appropriate to “context”.
<b>Section 10 – Area Transport Strategies</b>		
General comment	This project considers key regeneration sites within the town centre, including accessibility, but also provides an opportunity to deliver against the AQMA action plan providing a blend of works which will be effective both in reducing pollution and enhancing the street scene.	
10.6	Correct terminology should be used – JCS is the acronym for Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.	Update.
10.6	Consultation was undertaken during 2009/10 on the	Reflect key issues arising from JCS consultations.

	emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS). This resulted in both broad and detail comments from stakeholders and members of the public on transport issues. This information has been provided to Gloucestershire County Council. This should also be used to help inform LTP3.	
10.7	<p>Identification of a park and ride at Brockworth is noted. As indicated in appendix 2 it is proposed that this site replaces the site formerly indicated at Shurdington to provide a facility that supports both Cheltenham and Gloucester.</p> <p>Further detail required on proposed site West of Severn.</p> <p>Further detail required on proposed Elmbridge site</p> <p>Further detail required on proposed Uckington site</p> <p>Communities will be affected by the development of a park and ride facility. It is therefore important that relevant communities and stakeholders are engaged as early as possible in the site identification process.</p>	Further detail required on the size and location of the proposed park and ride sites. Clarify broad location of proposed facilities.
10.7	The Tatchley Lane Link is identified in the preferred strategy, Cheltenham Borough's view is that the need for this should be reviewed and LTP3 should reflect this.	Reconsider the need for the Tatchley Lane Link
10.8	A link should be made to emerging Gloucester, Cheltenham and Tewkesbury JCS and SIDP in reference to requirements linked to strategic housing objectives.	Make link to SIDP.
10.8	This table needs to be reconsidered. The emphasis should be on integrated transport and how this can be successfully delivered.	Reconsider inter-relationships between transport modes.
10.32	It should be made clear in this section which three districts form the JCS area.	Update.
10.32	Consultation was undertaken during 2009/10 on the emerging Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS). This resulted in both broad and detail comments from stakeholders and members of the	Reflect key issues arising from JCS consultations.

	public on transport issues. This information has been provided to Gloucestershire County Council. This should also be used to help inform LTP3.	
10.36 – 10.41	Remove reference to regional strategies, this is no longer relevant. This section needs to be rewritten in the context of the revocation of the RSS and the emerging JCS.	Update in light of changes to planning framework.
10.46	A link should be made to emerging Gloucester, Cheltenham and Tewkesbury JCS and SIDP in reference to requirements linked to strategic housing objectives.	Make link to SIDP.
10.46	We support references to improving information about public transport. However, this should go further with an emphasis on integrated transport and how this can be successfully delivered.	Reconsider inter-relationships between transport modes.
10.46	Action plans for AQMAs should ensure that the wider environment is taken into account, including the effect of interventions on the public realm. Cheltenham Borough Council is developing its Air Quality Action Plan. This is intended to help develop the Borough Council's regeneration activities led by the Cheltenham Development Taskforce. The aim is to provide a blend of works which will be effective both in reducing pollution and enhancing the street scene	Principles of AQMAs to reflect impact on quality of built environment.
10.46	This section includes no policies on community strategy and how this can be integrated.	A clear strategy is needed on integration of community transport.
<b>Section 11 – Implementation Plan</b>		
11.26	<p>We accept that over the lifetime of LTP3 there will be fewer resources available to invest in transport schemes and interventions across Gloucestershire. It is therefore important that clear priorities are set out within the plan.</p> <p>It is evident, particularly in the short term (2011- 2014) that resource hungry schemes will not be brought forward. The focus therefore should be on schemes that will lead to cultural change – addressing transport behaviours and encouraging modal shift through localised solutions and investment in education/awareness.</p>	Consider opportunities that will have an impact on individual's behaviours - in the way people travel.
11.26		
11.27	Identification of a park and ride at Brockworth is noted. As	Further detail required on the size and location of

	<p>indicated in appendix 2 it is proposed that this site replaces the site formerly indicated at Shurdington to provide a facility that supports both Cheltenham and Gloucester.</p> <p>Communities will be affected by the development of a park and ride facility, it is therefore important that relevant communities and stakeholders are engaged as early as possible in the site identification process.</p>	the proposed park and ride at Brockworth. Clarify broad location of proposed facility.
<b>Section 12 - Monitoring</b> No comments		
<b>Section 13 – Glossary</b> No comments		
<b>Section 14 – Supporting Documents</b>		
Appendix 1	Policy context as presented is no longer current.	Revise appendix 1.
Appendix 2	<p>Accept that park and ride plays an important role in the integrated transport solution for the urban areas of Cheltenham and Gloucester. However, LTP3 must recognise that communities will be affected by the development of a park and ride facility. It is therefore important that relevant communities and stakeholders are engaged as early as possible in the site identification process.</p> <p>It is not clear from LTP3 whether the proposed park and ride at Elmbridge differs from proposals previously submitted as a major scheme linked to the Gloucester Parkway proposal. This needs clarification.</p> <p>Identification of a park and ride at Brockworth is noted. As indicated in appendix 2 it is proposed that this site replaces the site formally indicated at Shurdington to provide a facility that supports both Cheltenham and Gloucester.</p> <p>No detail is provided on the potential location of the West of Severn site or Uckington site.</p>	Further detail required on the size and location of the proposed park and ride sites at Brockworth, Elmbridge, Uckington and West of Severn.

Item	Purpose	Outcome	What is required?	Lead Officer
<b>Meeting Date: 24 November 2010</b>				
<b>Chairs Briefing: 19 October 2010</b>			<b>Deadline for Papers: 16 November 2010</b>	
Cabinet Waste Working Group (CWWG)	Standard Item	For members of the committee to have an understanding of the issues being dealt with during the pre and post implementation of the new waste strategy	Verbal update from ENV O&S member of the CWWG	CWWG representative
Budget	Scrutiny	For members of the committee to review feedback from budget consultation and give view on how it should be approached	Report	Mark Sheldon, Chief Finance Officer
Civic Pride Update	Update	Achievements to date	Presentation	Jeremy Williamson, MD, Civic Pride
LTP3	Scrutiny	Review recommendations from working group re: response to County consultation ( <b>Glos. CC extended the consultation period for CBC</b> )	Report	Owen Parry, Integrated Transport Manager
Joint Core Strategy developments	Update	Update members on any recent developments	Briefing Note	Tracey Crews, Spatial Planning Manager

<b>Meeting Date: 19 January 2011</b>				
<b>Chairs Briefing: tbc</b>			<b>Deadline for Papers: 07 January 2011</b>	
Cabinet Waste Working Group (CWWG)	Standard Item	For members of the committee to have an understanding of the issues being dealt with during the pre and post implementation of the new waste strategy	Verbal update from ENV O&S member of the CWWG	CWWG representative
Budget 2011/12	Scrutiny	Budget consultation	Report	Mark Sheldon, Chief Finance Officer
<b>Meeting Date: 02 March 2011</b>				
<b>Chairs Briefing: tbc</b>			<b>Deadline for Papers: 18 February 2011</b>	
Cabinet Waste Working Group (CWWG)	Standard Item	For members of the committee to have an understanding of the issues being dealt with during the pre and post implementation of the new waste strategy	Verbal update from ENV O&S member of the CWWG	CWWG representative
Climate Change Working Group	Update	Details of work undertaken by the working group	Discussion Paper	Tbc
Review of Cheltenham Car Parking Strategy & Related Enforcement	Update	Agreed and approved Car Parking Strategy for Cheltenham	Report as appropriate	Owen Parry, Integrated Transport Manager
Street Scene Enforcing Review	Update	Feedback on effectiveness of the new working arrangements	Discussion Paper	Rob Bell, Assistant Director - Operations
Corporate Strategy	Scrutiny	Review draft action plan for 2011-12 corporate strategy		Richard Gibson, Policy and Partnerships Manager
<b>Meeting Date: 11 May 2011</b>				
<b>Chairs Briefing: tbc</b>			<b>Deadline for Papers:</b>	

Cabinet Waste Working Group (CWWG)	Standard Item	For members of the committee to have an understanding of the issues being dealt with during the pre and post implementation of the new waste strategy	Verbal update from ENV O&S member of the CWWG	CWWG representative
Street Cleansing Satisfaction	Scrutiny	To understand the current trend in customer satisfaction with the service and action being taken, if necessary, to address major concerns with performance	Report	Rob Bell or Beth Boughton
<b>Items to be added at a future date</b>				
Waste Strategy – post implementation	October 2011?	Review the implementation of the new strategy and lessons learned	Report	Rob Bell, Assistant Director - Operations
Joint Core Strategy developments	Regular Update		Strategic Planning to decide	Tracey Crews, Spatial Planning Manager
CBH - use of hard-standing for vehicles	Update	Join up policy approach		Mike Redman, Assistant Director - Built Environment
Green Travel Plan	Update	Presentation from the GCC Transport Manager re: bus/subsidized transport		tbc
Flood update *	Regular Update			Grahame Lewis

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# Briefing Notes

Committee name: Environment O&S

Date: 24 November 2010

Responsible officer: Tracey Crews, Spatial Planning Manager

This note contains information to keep Members informed of matters relating to the work of the Cabinet but where no decisions from Members are needed.

If Members have questions relating to matters shown, they are asked to contact the Officer indicated.

## **Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) – Next Steps**

In July 2010, the Coalition Government announced major changes to the planning system. The South West Regional Spatial Strategy (RSS) – was scrapped and councils are now required to establish their own housing and employment needs locally.

In response, the Gloucester, Cheltenham and Tewkesbury authorities considered the next steps of the JCS (Cheltenham Cabinet, 21 September; Gloucester Policy Sub Committee, 30 September and Tewkesbury Executive Committee, 6 October). Each of the authorities committed to:

1. Filling the 'policy vacuum' left by the revocation of the RSS by ensuring the JCS is based on locally-determined development needs.
2. Preparing a 'developing options' JCS to be approved by each Council June/July 2011 and then made available for public consultation. This will set levels of development for the JCS area and identify broad locations where it may go. This will be directly informed by the local housing and employment projections work (further details on this set out below). It will not include detailed, local development management policies. These will now be provided in a range of accompanying policy documents.

On 10 November, the High Court's decision was published which quashed the decision of the Secretary of State for Communities and Local Government to unilaterally revoke Regional Strategies in England. The judgment temporarily reinstates the RSS, until new legislation is brought in through the forthcoming Localism Bill. The Localism Bill is expected later this month with Royal Assent proposed for late 2011.

The Secretary of State's response to the High Court decision is available in a written statement which can be viewed here:

<http://www.communities.gov.uk/statements/corporate/localismbillplanning>

The JCS team are seeking advice from One Legal on how this impacts upon the preparation of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy and strategic planning applications. Initial advice from One Legal is that the impact of the High Court decision is limited, given that the RSS will be abolished in any event through legislation brought forward by the Decentralisation and Localism Bill. When further advice is available, guidance will be disseminated to members.

## **Determining Local Development Needs for the JCS Area**

The Coalition Government abolished the RSS so that local planning authorities could decide on the scale of housing provision for their area. In a letter to Cllr Davies – Lead Member for Built Environment (Tewkesbury Borough) from Bob Neill MP received 30 June 2010, set out that “The scale of housing proposals in the JCS needs to take account of the evidence about housing needs and forecast economic growth. Evidence for a scale of housing provision needs to be robust as it will ultimately be tested by an Inspector, but essentially what constitutes the sustainable development of an area will be a matter for local decision and not imposed from central government”.

Clearly reflecting on the advice of central government; work must be progressed on the JCS. This includes work to forecast housing requirements in the JCS area. This work is underway in collaboration with all six districts across Gloucestershire supported by Gloucestershire County Council.

**Continued Development of the JCS Evidence Base**

It is critical that the JCS is based upon a sound, robust and transparent evidence base. Work on this has been ongoing and a core body of work has been completed and is available to view via the JCS website. Completed evidence is listed in the table below.

<b>Study/Report</b>	<b>Web link</b>
Gloucestershire Strategic Housing Market Assessment	<a href="http://www.gloucestershire.gov.uk/index.cfm?articleid=15389">www.gloucestershire.gov.uk/index.cfm?articleid=15389</a>
Strategic Housing Land Availability Assessment	<a href="http://www.gct-jcs.org/EvidenceBase/StrategicHousingLandAvailabilityAssessment.aspx">www.gct-jcs.org/EvidenceBase/StrategicHousingLandAvailabilityAssessment.aspx</a>
Urban Definition Study	<a href="http://www.gct-jcs.org/EvidenceBase/UrbanExtensionDefinitionStudy.aspx">www.gct-jcs.org/EvidenceBase/UrbanExtensionDefinitionStudy.aspx</a>
Strategic Flood Risk Assessment Level 1	<a href="http://www.gct-jcs.org/EvidenceBase/StrategicFloodRiskAssessment.aspx">www.gct-jcs.org/EvidenceBase/StrategicFloodRiskAssessment.aspx</a>
Hotel Capacity Study	<a href="http://www.gct-jcs.org/EvidenceBase/HotelCapacityStudy.aspx">www.gct-jcs.org/EvidenceBase/HotelCapacityStudy.aspx</a>
Central Severn Vale Transport Strategy	Incorporated within draft LTP3 <a href="http://www.gloucestershire.gov.uk/ltp3">www.gloucestershire.gov.uk/ltp3</a>
Strategic Infrastructure Delivery Plan	<a href="http://www.gloucestershire.gov.uk/index.cfm?articleid=101114">www.gloucestershire.gov.uk/index.cfm?articleid=101114</a>
Residential Land Availability	Available via local authority websites

Further evidence is in preparation, including:

- Employment Land Review – ***please note a member seminar has been arranged for 17 November, 6pm, at Tewkesbury Council Offices***
- Green Infrastructure Study
- Green Belt Review
- Landscape Assessment
- Comparative Site Assessment
- Broad Locations Assessment
- Retail Study
- SFRA 2
- Settlement Audit
- Housing / employment projections
- Community Infrastructure
- Report on stakeholder, parish council and online consultations held in summer 2010
- Assessment of sites in the JCS area for potential use by Gypsies, Travellers or Travelling Showpeople

### **JCS Green Belt Review**

A key element of the emerging evidence base is the proposed JCS Green Belt Review. The purpose of the review is to provide an independent assessment of the green belt which falls within the Gloucester, Cheltenham and Tewkesbury JCS area. The findings of the review will form a key component of the JCS evidence base and, together with other technical work, will inform the broad locations for accommodating JCS development needs which cannot be met within existing urban areas on other non-green belt locations. Key objectives set out within the brief for the Green Belt Review require consultants to:

1. Demonstrate an understanding of the relevant background documents/evidence bases. The purpose of this review is not to start from scratch, but to build upon existing research, including the Cheltenham Green Belt Review (2007).
2. Review the existing green belt of the JCS within the context of Planning Policy Note 2 – Green belts (PPG2), consider the justification for green belt designation in 1960 and its extension in 1981 and whether the purposes of designation are still relevant and/or whether purposes have changed and why.
3. Informed by analysis and critical assessment of the JCS green belt, identify broad areas where the green belt boundary may be re-designated (including both removal and/or addition to the green belt) against the purposes and criteria of PPG2 with a clear justification for each recommendation.
4. Identify, in broad terms, a defensible green belt boundary to 2026 and beyond in the context of the five principles of PPG2, maintaining “the degree of permanence that green belts should have” (PPG2, par 2.8).
5. Prepare a suite of strategic spatial planning policies that will embed the principles of PPG2 in the JCS including green infrastructure mitigation in areas recommended for removal from the green belt designation.

### **‘Localism’ and the JCS**

The Coalition Government is committed to introducing a 'Decentralisation and Localism Bill', this is expected November 2010. This will devolve greater powers to councils and neighbourhoods and give communities more control over local housing and planning decisions with the aim of:

- Empowering local people
- Freeing local government from central and regional control
- Giving communities a real share in local growth
- Creating a more efficient and more local planning system

The JCS team is monitoring the Bill's progress and will respond accordingly following its introduction.

The JCS is already being seen as a partnership of good practice and clearly reflects local authorities 'duty to co-operate'; the evidence base which is being collectively produced by the JCS authorities and the local determined housing requirements developed collaboratively by all Gloucestershire local authorities fits within this agenda.

The JCS provides a vehicle to all the JCS authorities for delivery of the localism agenda.

### **Government White Paper on 'Local Growth: Realising Every Place's Potential'**

The Government published its White Paper on local growth in November 2010. It contains the Government proposals for fundamentally reforming the planning process. In summary, it proposes:

- Introducing a presumption in favour of sustainable development to all planning applications
- Giving communities 'Right to Build' powers enabling them to deliver small scale development without the need for planning permission
- Fundamentally reforming and streamlining national planning policy and guidance; presenting to Parliament a simple national planning framework
- Placing a duty on local authorities to co-operate
- Introducing a New Homes Bonus Scheme in April 2011 to reward authorities that provide homes
- Giving Neighbourhood and Parish Plans a statutory basis within the planning process that will form the basis of localism
- Making Local Economic Partnerships capable of undertaking strategic planning functions
- New local plans will be prepared by local authorities focusing upon establishing the strategic framework on infrastructure and the basis for planning by local communities.

### **Status of Existing Development Plans**

Until the JCS is adopted (anticipated in 2012), the Gloucestershire Structure Plan and Local Plan saved policies will continue to guide development in the JCS area. All saved policies are saved indefinitely.

On the basis of the recent judgement, the RSS will also legally form part of the emerging development plan. However, as outlined above, Planning Committee, the JCS team and development control teams will be advised by One Legal in respect of the impact of this on decision making.

### **JCS Member Steering Group (MSG)**

The JCS MSG is made up of Leaders (or their nominated representative) together with Leaders of the remaining political groups within each authority. The role of MSG is to both help guide the JCS and provide a key point of contact within each political group to enable dissemination of information across all parties and to all members. The relevant contacts are provided in the table below.

MSG is not a decision-making body, but the political lead for the whole cross boundary joint working process. The activities of MSG do not replace decision-making that takes place within each of the individual local authorities but will seek to inform the decision making processes at Council level.

It is essential that effective communication is established and maintained between MSG and wider members, to enable both the dissemination of information and as a tool for Members to raise issues or concerns, via their MSG Member representative, to be discussed at MSG meetings.

<b>Gloucester</b>	<b>Cheltenham</b>	<b>Tewkesbury</b>	<b>Gloucestershire County Council</b>
Cllr Paul James	Cllr Steve Jordan	Cllr Perez	Cllr Chas Fellows
Cllr Mark Hobbs	Cllr Les Godwin	Cllr Davies	
Cllr Jeremy Hilton	Cllr Andrew Wall		

### **JCS Programme Manager**

Judith Morris has now joined the JCS team as Programme Manager. This is a 1 year fixed term post and will drive forward the ambitious work programme of the JCS. Judith is providing support to the JCS team, JCS Cross Boundary Programme Board and JCS Member Steering Group. Her focus is upon meeting the key milestones across all the projects within the JCS programme.

### **Further information**

For further information please view the JCS website via the following link [www.gct-jcs.org](http://www.gct-jcs.org); contact your relevant MSG member; or contact:

- Judith Morris – JCS Programme Manager, [judith.morris@cheltenham.gov.uk](mailto:judith.morris@cheltenham.gov.uk)
- Tracey Crews – Spatial Planning Manager – Cheltenham and Tewkesbury, [tracey.crews@cheltenham.gov.uk](mailto:tracey.crews@cheltenham.gov.uk) / [tracey.crews@tewkesbury.gov.uk](mailto:tracey.crews@tewkesbury.gov.uk)
- Tim Watton – Spatial Planning & Environment Manager, [tim.watton@gloucester.gov.uk](mailto:tim.watton@gloucester.gov.uk)

