

Cheltenham Borough Council
Cabinet – 9 February 2016
Gloucestershire Local Transport Plan (2015 – 2031) – Consultation Document

Accountable member	Councillor Jordan - Leader
Accountable officer	Tracey Crews – Head of Planning
Ward(s) affected	All
Key/Significant Decision	Yes
Executive summary	<p>The Local Transport Plan (LTP) sets the long term strategy for transport delivery within Gloucestershire from 2015 – 2031. The Plan sets out key policies and priority highway schemes that form the basis for decisions on transport investment in the future. This is a review of the LTP adopted in April 2011. Cheltenham Borough Council responded to an earlier consultation April 2015.</p> <p>The consultation seeks comment on:</p> <ul style="list-style-type: none"> • Overarching Strategy • Connecting Places Strategies, and • policy documents on; <ul style="list-style-type: none"> ○ Bus ○ Cycle ○ Freight ○ Highways ○ Rail ○ Think travel <p>It is essential that Gloucestershire’s LTP is updated to support delivery of the Strategic Economic Plan, the emerging Local Plans, including the Gloucester Cheltenham and Tewkesbury Joint Core Strategy and the Cheltenham Plan, and to maximise the opportunities to attract further levels of investment for transport within the county. It is also important that the LTP reflects the transport infrastructure required to deliver growth in the Joint Core Strategy that is identified through the Joint Core Strategy Transport Modelling evidence.</p> <p>Officers and Members have reviewed the consultation document and proposed comments for formal submission are provided at Appendix 2 of this report.</p>
Recommendations	To agree Cheltenham Borough Council’s representations to Gloucestershire’s Draft Local Transport Plan (2015 – 2031)

Financial implications	None to note. Contact officer: Nina Philippidis, Business Partner Accountant nina.philippidis@cheltenham.gov.uk, 01242 774121
Legal implications	The Transport Act 2000, as amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a Local Transport Plan. The Local Transport Plan should be kept under review, and altered if considered appropriate. The local transport authority may replace the Local Transport Plan as it thinks fit. The Transport Act sets out the statutory framework for Local Transport Plans, including policies to be developed and consultation requirements. The Local Transport Plan is a material consideration when a Local Planning Authority determines a planning application. Contact officer: Peter Lewis – Head of Law (Regulatory), legal.services@tewkesbury.gov.uk, 01684 272012
HR implications (including learning and organisational development)	None.
Key risks	The Local Transport Plan is a key strategy for the delivery of essential transport infrastructure to support the delivery of growth identified through the Joint Core Strategy and the Cheltenham Plan. It is essential that the Local Transport Plan is updated to contain the infrastructure schemes required to deliver this development. Without the Local Transport Plan Review there is a risk that the delivery of the infrastructure would be delayed or not achieved and therefore risk the delivery of new development.
Corporate plan Implications	Appropriate delivery of transport infrastructure needed to support new development within a context of connecting places will contribute to supporting objectives of the corporate plan.
Environmental and climate change implications	An independent Strategic Environmental Assessment (SEA) has been prepared in support of the Local Transport Plan Review. A Strategic Environmental Assessment is required for Local Transport Plans in accordance with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the Strategic Environmental Assessment Regulations).
Property/Asset Implications	None.

1. Background

- 1.1** The adopted Local Transport Plan for Gloucestershire (LTP) was adopted in April 2011. The preparation of this plan is a responsibility of Gloucestershire County Council. A full review of the LTP has been underway since 2014; this review shifts the emphasis for transport towards one that enables conditions for economic growth by improving the quality of place.
- 1.2** The LTP review was first made available for public consultation for 6 weeks from 16th February to 27th March 2015 and Cheltenham Borough Council submitted comments. Following this consultation a further draft has been published. The updated draft LTP outlines the transport strategy for the county up to 2031. It consists of 13 separate documents and this stage is the final opportunity to comment before the LTP is approved. The draft LTP has been made available for consultation from 20 November 2015 – 5 February 2016, Cheltenham Borough Council has agreement with the County Council to formally submit comments following consideration of this report by Cabinet.
- 1.3** The draft LTP review provides a new strategy for transport delivery in the County from 2015 to 2031 with a focus on promoting economic growth. It sets out the following 4 objectives;
 - Support sustainable economic growth;
 - Enable community connectivity;
 - Conserve the environment, and
 - Improve community health and well being.
- 1.4** The focus of these objectives is to move away from a model where the car is the dominant mode of transport towards the car being one transport choice within a range of realistic options.

2. Connecting Places

- 2.1** The LTP review includes 6 connecting places strategies, these strategies move away from looking at individual districts of Gloucestershire, to looking at transport needs across relevant geographical areas, including considering implications beyond the county boundary of Gloucestershire. This approach to understanding transport movements and cross boundary implications is supported.
- 2.2** The relevant connecting places strategy for Cheltenham is the 'Central Severn Vale Connecting Places Strategy'. This strategy contains the major urban areas of Cheltenham and Gloucester and identifies a list of transport schemes to be delivered in the area. These schemes have been directly informed by the development strategy set out in the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) in order to ensure that transport investment supports future growth. The schemes relate to those that have been tested through the Joint Core Strategy transport modelling process.

3. Summary of comments from Cheltenham Borough Council

- 3.1** In general the policies and strategies are supported; however in a number of places across the LTP it is unclear how the positive policy direction, particularly around creating places for people will be implemented and how the importance of the public realm is taken into account. There still remains a lack of clarity within the LTP of how Gloucestershire County Council will reconfigure the management of transport in Cheltenham to enable the shift in the type of transport infrastructure provided, but also the creation of decent streets, spaces and transport nodes; plus sensitive management of assets such as tree stock and the streets themselves.

- 3.2** When Cheltenham last submitted comments on the LTP we emphasised the work of the Walking and Cycling Scrutiny Task Group and their findings were subsequently forwarded to the transport team. Although the redraft shows some positive improvements in the orientation of the LTP towards walking and cycling there are still areas it could go farther.
- 3.3** The previous comments also queried whether the Parking Boards where discussion was envisaged with each district actually existed. It is disappointing to note that the latest version has deleted the reference. Cheltenham Borough Council is keen that there should be a forum (eg Highways Board) where not only parking matters but more general highways issues relating to Cheltenham can be discussed. This is subject to current discussion with Gloucestershire County Council.
- 3.4** The LTP has an important relationship with the JCS and this is well understood in the latest draft. However, there needs to be a better alignment in respect of delivery of transport infrastructure needed to deliver the strategic allocations. It is expected that all the strategic allocations will be frontloaded within the JCS plan period, however if the LTP is adopted as currently drafted there will be a delay between development and the delivery of infrastructure to support it.
- 3.5** The commitment to M5 junction 10 is supported, however placing this within the longer term priority of 2026 – 2031 does not fit with the aspirations of the strategic Economic Plan, nor the cross boundary task group established to develop the business case feeding into Highways England Road Investment Strategy. The latest investment strategy (2015 -2020) outlines how government will invest £15.1 billion in over 100 schemes across the road network between 2015 and **2020. The relevant stakeholders are working towards M5 junction 10 being one of the road schemes identified for the next investment round.**
- 3.6** References to Lower High Street are noted, however officers are unclear on what is proposed as improvements. The Cheltenham Development Task Force supports the Lower High Street Action Group and the Borough Council requests that engagement takes place with relevant stakeholders to ensure agreed outcomes are achieved.
- 3.7** Whilst there are references throughout the LTP to sustainable transport, the Borough Council is disappointed in the lack of analysis in this regard. Sustainability should be a strand which connects all parts of the plan. This seems to be a key missing from the consultation document.
- 3.8** Cheltenham Borough Council has been lobbying for improved broadband. The recognition by the LTP of the role of broadband in delivering economic growth is supported, however as drafted the LTP suggests that deficiencies in broadband provision is a rural issue. This is not the case and the deficiencies within urban areas should also be acknowledged.

4. Reasons for recommendations

- 4.1** It is important that Cheltenham gives careful consideration to proposed changes set out within the LTP consultation document, once approved the LTP will set strategic transport policy for the county, make commitments to highway schemes and guide funding decisions. Given the agenda set by the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy together with the emerging Cheltenham Plan and wider contexts set by the Gloucestershire Strategic Economic Plan, it is essential that these are reflected in the LTP to ensure future delivery of transport infrastructure and behavioural change.

5. Alternative options considered

- 5.1** The purpose of the LTP consultation is the gain feedback on the policies and strategies proposed, this may inform an alternative strategy.

6. Consultation and feedback

- 6.1** Gloucestershire County Council engaged with stakeholders during autumn 2014 to help inform the LTP document now available for consultation. Officers and Members of the Borough Council took part in these stakeholder sessions. Members received a presentation from the County Council providing an overview of the LTP consultation document on 3rd March 2015. The Borough Council submitted comments on an earlier draft of the LTP April 2015 and ensured the findings of the Walking and Cycling Overview and Scrutiny Task Force were made available.
- 6.2** All members were provided with the relevant link to the latest draft of the LTP and given the opportunity to feed into this report.
- 6.3** Relevant officers of the council were consulted on the drafting of this report, including the Cheltenham Development Taskforce.

7. Performance management – monitoring and review

- 7.1** The Planning Policy Team will closely follow the progress of the review of the LTP and report back to Cabinet any issues which will impact upon the Borough.

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Appendices	<ol style="list-style-type: none"> 1. Risk Assessment 2. Cheltenham Borough Council - comments to Local Transport Plan Consultation Document
Background information	<ol style="list-style-type: none"> 1. Draft Local Transport Plan – Consultation Document http://www.gloucestershire.gov.uk/ltp3 2. Cheltenham Borough Council representations on LTP (April 2015) https://democracy.cheltenham.gov.uk/documents/s15153/2015_04_14_CAB_LTP3_report.pdf

The risk				Original risk score (impact x likelihood)			Managing risk				
Risk ref.	Risk description	Risk Owner	Date raised	Impact 1-5	Likelihood 1-6	Score	Control	Action	Deadline	Responsible officer	Transferred to risk register
	If the LTP is not updated there is a risk that the delivery of the infrastructure would be delayed or not achieved and therefore risk the delivery of new development.	Mike Redman	25.3.15	4	2	8	Reduce	Planning Policy Team to continue to review changes arising and report back to Cabinet as appropriate.		Tracey Crews	Divisional
<p>Explanatory notes</p> <p>Impact – an assessment of the impact if the risk occurs on a scale of 1-5 (1 being least impact and 5 being major or critical)</p> <p>Likelihood – how likely is it that the risk will occur on a scale of 1-6 (1 being almost impossible, 2 is very low, 3 is low, 4 significant, 5 high and 6 a very high probability)</p> <p>Control - Either: Reduce / Accept / Transfer to 3rd party / Close</p>											