

**Cheltenham Borough Council**  
**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>

<b>Financial implications</b>	<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>
<b>Legal implications</b>	<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>
<b>HR implications (including learning and organisational development)</b>	<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>
<b>Key risks</b>	<p>None</p>
<b>Corporate and community plan Implications</b>	<p>None</p>
<b>Environmental and climate change implications</b>	<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