

# Gloucestershire Local Transport Plan 2015-2041

## Post Adoption Statement

December 2020

5189457



# Notice

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# 1. Introduction

## 1.1. Background

Gloucestershire County Council's (GCC) Local Transport Plan (LTP) 2015-2041 has been prepared to reflect national policy updates and local priorities in the face of change. This LTP is a revision to LTP 2015-2031 and an extension to the LTP timeframe. As part of the process of preparation of the LTP, an Integrated Sustainability Appraisal (ISA) has been undertaken incorporating Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). Habitats Regulations Assessment (HRA) was undertaken as a parallel process and is report separately.

Due to the potential for the LTP to lead to schemes which will require an Environmental Impact Assessment, it is a statutory requirement that SEA is undertaken under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). The SEA has been integrated within a wider SA process as per Department for Communities and Local Government (DCLG) guidance covering the environmental, economic and social dimensions of sustainability.

While there is no statutory requirement to undertake an HIA in relation to the LTP, it was recognised that it provides a useful way to support efforts to improve health of individuals and communities and help address health inequalities.

An EqIA has been undertaken of the LTP as it fulfils the statutory duties of public bodies to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty. A CSA was undertaken to ensure that the LTP does not have a detrimental impact on community safety (including crime and road safety) and where possible improves the existing situation.

HRA has been undertaken as a parallel and separate process to SA/SEA and informed the SA/SEA regarding effects on international sites. HRA is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations).

The ISA process for the LTP has been carried out independently by Atkins Ltd for Gloucestershire County Council.

## 1.2. Post Adoption Statement

Article 9 of the SEA Directive requires that information on the LTP, as well as how the SEA has been taken into account, should be published. The purpose of the Post Adoption Statement is thus to describe:

- How environmental considerations have been integrated into the LTP;
- How the ISA Report has been taken into account in preparation of the LTP;
- How the opinions expressed in the consultation on Scoping Report and the ISA Report have been taken into account;
- The reasons for choosing the Final LTP as adopted, in the light of other reasonable alternatives considered; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP.

This Post Adoption Statement is the last of three documents that have been produced as part of the ISA process, the first being the Scoping Technical Note (August 2019) that reviewed the SEA and HRA Scoping information which informed the development of the LTP 2015-2031 to ensure that it remained robust and up to date. The second document was the ISA Report (published for public consultation in January 2020). In addition, another separate document informed the ISA: Habitats Regulations Assessment: Stage1 – Screening Report (published in January 2020). See Section 2.1 for a full explanation of the Scoping process.

The Post Adoption Statement for the LTP should be read together with the final ISA Report published on adoption.

## 1.3. The Gloucestershire Local Transport Plan Review

### 1.3.1. The need for a Local Transport Plan

The production of an LTP is a statutory requirement under the Local Transport Act 2008 for Local Authorities. However, its role has changed in that it no longer provides the basis of a financial allocation from the Department for Transport (DfT). Instead it sets out the long-term policy structure for local transport delivery including a set of scheme priorities.

Gloucestershire's LTP 2015-41 discusses the transport strategy in two stages: until 2031 and up to 2041. The main body of the Plan sets out the vision for transport until 2031, roughly in line with the time horizons for growth allocations in the adopted Local Plans. However, emerging trends in technology and society as well as strategic ambitions in Gloucestershire that reach beyond this time horizon require a more ambitious strategy that will shape the way Gloucestershire will develop until 2041 and beyond. It is envisioned that this vision for 2041 will inform discussions with Gloucestershire Districts on current Local Plan reviews and that there will be another review of this Local Transport Plan, once Gloucestershire's areas of growth post 2031 are better understood.

In order to deliver the vision and objectives of LTP 2015-2041, GCC identified a series of capital scheme priorities through a scheme prioritisation process that looks at scheme eligibility and impacts on economic growth, carbon emissions, socio-distributional impacts, the local environment and well-being. It is important to understand that funding will come from a variety of sources. Therefore, prioritisation of schemes will depend on the objectives of the specific funding source. There is an implicit delivery plan in the schemes, with those schemes that currently have funding secured expected to be delivered in the short term, schemes in the CPS strategies in the medium term (i.e. by 2031) and schemes in the futures chapter in the long term (i.e. 2040).

### 1.3.2. 2015-2041 LTP Overview examined by the ISA

The following is an overview of the 2015-2041 LTP that was examined during the ISA process.

Gloucestershire's vision for transport is for:

*'A resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit'*

The key objectives for Gloucestershire's Revised Local Transport Plan are:

- Protect and enhance the natural and built environment
- Support sustainable economic growth
- Enable safe and affordable community connectivity
- Improve community health and wellbeing and promote equality of opportunity

The LTP comprised ten documents, which are listed below with the relevant LTP policies where applicable. The 'Shaping the Way to 2041' document brings together emerging trends and visions of how mobility will change over the next decades with possible growth scenarios in Gloucestershire and their impacts on the transport infrastructure required to achieve them and this in turn informs:

- the Overarching Strategy which highlights the strategic context (vision and objectives) and outlines the key policies that apply across the LTP as a whole;
- Policy documents 1-6 which outline the specific policies within the LTP for each of the transportation themes;
- the Connecting Places Strategies document outline the schemes required within each specific strategy area to deliver the policies within the LTP; and
- the final Delivery Chapter outlines how these schemes could be delivered.

It should be noted that capital scheme priorities have been identified in the Delivery Chapter through a scheme prioritisation process that looks at scheme eligibility and impacts on economic growth, carbon emissions, socio-distributional impacts, the local environment and well-being. Schemes thus identified comply with delivering LTP outcomes but do not reflect a commitment by the county council for funding. The prioritised capital scheme list provides the basis for future funding bids, as opportunities arise through government, and funding partners; including transport operators and developers.

## Introduction

### **Our Vision to 2041 Overarching Policy Chapter**

- Policy LTP PD 0.1 Reducing Transport Carbon Emissions and Adapting to Climate Change
- Policy LTP PD 0.2 Local Environmental Protection
- Policy LTP PD 0.3 Maximising Investment in a Sustainable Transport Network
- Policy LTP PD 0.4 Integration with land use planning and new development
- Policy LTP PD 0.5 Community Health and Wellbeing
- Policy LTP PD 0.6 Thinktravel – Influencing Travel Behaviour Change

### **Policy Document 1 – Public & Community Transport**

- Policy LTP PD 1.1 – Gloucestershire’s Bus Network
- Policy LTP PD 1.2 – Improving the Quality of the Road Based Public Transport
- Policy LTP PD 1.3 – Bus Priority
- Policy LTP PD 1.4 – Coach Travel
- Policy LTP PD 1.5 – Community transport
- Policy LTP PD 1.6 – Transport Interchange Hubs
- Policy LTP PD 1.7 – Communicating Travel Information

### **Policy Document 2 – Cycle**

- Policy LTP PD 2.1 – Gloucestershire’s Cycle Network
- Policy LTP PD 2.2 – Cycle Asset Management
- Policy LTP PD 2.3 – Active travel: Safety, Awareness and Confidence

### **Policy Document 3 - Freight**

- Policy LTP PD 3.1 – Gloucestershire’s Freight Network
- Policy LTP PD 3.2 – Journey Routing Information for Freight
- Policy LTP PD 3.3 – Driver Facilities
- Policy LTP PD 3.4 – Driving Better Practice
- Policy LTP PD 3.5 – Managing deliveries in urban or other sensitive locations
- Policy LTP PD 3.6 – Rail and Water Freight

### **Policy Document 4 - Highways**

- Policy LTP PD 4.1 – Gloucestershire’s Highway Network
- Policy LTP PD 4.2 – Highways Network Resilience
- Policy LTP PD 4.3 – Highway Maintenance
- Policy LTP PD 4.4 – Road Safety
- Policy LTP PD 4.5 – On-street Car Parking

### **Policy Document 5 - Rail**

Policy LTP PD 5.1 – Rail Infrastructure Improvements

Policy LTP PD 5.2 – Rail Service Capacity Improvements

Policy LTP PD 5.3 – Railway Stations Improvements

### **Policy Document 6 - Walk**

- Policy LTP PD 6.1 – Gloucestershire’s Pedestrian Network
- Policy LTP PD 6.2 – Rights of Way
- Policy LTP PD 6.3 – Pedestrian Asset Management
- Policy LTP PD 6.4 – Pedestrian Safety

### **Connecting Places Strategy**

- CPS 1: Central Severn Vale

- CPS 2: Forest of Dean
- CPS 3: North Cotswold
- CPS 4: South Cotswold
- CPS 5: Stroud
- CPS 6: Tewkesbury

## **Transport Scenarios for 2041**

### **Delivery Chapter**

It is to be noted that this structure of LTP 2015-2041 has changed post-consultation – the reasons for this and any potential implications for the ISA are explored fully in Section 3 below. It is considered that the restructuring of the LTP has not changed the essence of the LTP and as such, the ISA Report should be read in conjunction with this Post Adoption Statement.

## 2. Consultation in the ISA process (incorporating SA/SEA, HIA, EqIA and CSA)

### 2.1. Scoping Stage

The ISA process commenced with a review of Scoping information, focusing on:

- identification of Key Sustainability Issues covering the three dimensions of sustainable development (environmental, economic and social) based on a review of other Policies, Plans and Programme (PPPs) and key baseline data.
- identification of the Implications/Opportunities of these issues for the LTP Review; and
- refinement and further development of ISA Objectives to be used in the assessment of the LTP Review.

To ensure that the evidence base underpinning the ISA was robust and up to date, a review of the SEA and HRA scoping information which informed the development of the previous LTP 2015-2031 was undertaken. It is to be noted that a formal Scoping Report consultation was not carried out as this had already been undertaken for LTP 2015-2031 and the LTP 2015-2041 was viewed as a review of the previous LTP. Instead, a Technical Note was prepared and consulted upon by GCC providing background to the LTP 2015-2041 and ISA development processes and presented the results of the focussed scoping information review that was undertaken for information and comment.

Listed below are the key stakeholders that were consulted on the Technical Note (August 2019) and the responses from this consultation were used to inform the ISA and helped refine the LTP 2015-2041.

- Department for Transport Liaison
- District Council Officers
- Environment Agency
- Gloucestershire Fire & Rescue Service
- Gloucestershire NHS Foundation Trust
- Glos. Local Transport Plan Management Board
- GCC – Senior Officers
- GCC - Councillors
- GCC – Highways Asset Management/Network Management

- GCC – Development Management
- GCC – Strategic Planning & Infrastructure
- GCC – ITU & SEN Transport
- GCC – Highway Records
- GCC – Road Safety
- GCC – Adult Social Care & Public Health
- GCC - PRow
- Public Health
- Homes England
- Highways England
- Historic England
- Natural England
- Network Rail
- Cotswold AONB
- Neighbouring Authorities
- Active Gloucestershire
- SCIMB – Strategic Communities & Infrastructure Members Board
- LCM – Lead Cabinet Members

The Technical Note and the comments received, together with how these comments were addressed in the preparation of the ISA Report, were set out in Appendix A to the ISA report.

The ISA Report, which included the information contained in the earlier Scoping Technical Note, indicated how the Scoping Technical Note consultation responses were considered, presented the assessment of effects of the LTP strategic alternatives and of the LTP preferred strategy, proposed mitigation measures and recommendations to improve the sustainability performance of the LTP and proposed a monitoring programme for the significant effects identified by the ISA.

## 2.2. ISA Report

The ISA Report was published alongside the Draft LTP for public consultation from 16<sup>th</sup> January to 26<sup>th</sup> March 2020, with consultation undertaken through a mixture of consultation events and through an online survey. Care was taken to ensure that all documents were easily available online and that all venues and locations were in accessible locations. Public consultation was both face to face and had an online presence, supported by a countywide engagement schedule with a mixture of public share and presentation meetings in all 6 districts. Stakeholders were given the opportunity to comment on the draft LTP updates: the LTP vision and objectives, expected outcomes, policies, scheme and target updates, reviewed spatial strategies to 2031 and the strategic vision to 2041, as well as the ISA Report. In total there were 471 written responses received from a wide range of stakeholders, districts, statutory consultees, parishes, action groups, organisations, officers and individuals.

While there were a very extensive set of comments received as part of the consultation exercise, only a small number were directly concerned with the ISA Report. An overview of those comments relating to the ISA are as follows in Section 2.2.1. A comprehensive review of consultation comments received and how these were addressed in the final LTP is provided in the LTP Consultation Report. Section 6 to that report 'We acted: Prioritisation and Policy Updates' is of particular note. How these comments were manifested in amendments to Policy and the implications for the ISA are detailed in Appendix B below. Note that some policy amendments are also the result of other drivers such as progression on internal GCC initiatives – amendments such as these are also addressed in Appendix B.



## 2.2.1. Comments received on the ISA Report

While the consultation process resulted in a high volume of responses, there were a very small number directly related to the ISA Report. An overview of those comments received, the consideration of GCC in respect of the comment and the need for changes to the LTP, as well as implications for the ISA are noted below in Table 3-2.

**Table 2-1 - Comments received in relation to the ISA Report**

Comments	GCC consideration of need for LTP Review	Implications for ISA
"Natural England welcome the thorough approach taken to considering the key issues and needs within the county. Have reviewed the consultation documents and provide comments most relevant to our interest in the Natural Environment. Natural England would recommend that where individual transport schemes come forward, a more detailed HRA, with a consideration of ecological impact pathways included, highlighting specific mitigation where required, at project level stage is undertaken. These individual projects may be addressed through the relevant DM policy. Natural England would recommend being re-consulted at the early stages of any scheme or project and being involved in discussions about any specific mitigations required."	Noted, the updated HRA should confirm that a further, more detailed assessment may be required at the project level. It is acknowledged that Natural England will be re-consulted at the early stages of any scheme or project and being involved in discussions about any specific mitigations required.  No change required	Habitats Regulation Assessment was undertaken which considered the policies within the LTP. This HRA noted that Policy PD0.2 notes that ' <i>Any potential direct or indirect impacts on these sites that may arise from new or upgraded transport interventions will be appropriately assessed, mitigated, and/or compensated for, in line with existing best practice and relevant legislation over the lifetime of the LTP</i> '. Supporting text to the Policy clarifies this and further notes that ' <i>This would include the Natura 2000 (European) sites and Ramsar sites for which Habitats Regulation Assessment will be carried out, as necessary, prior to final decisions being made on transport interventions. Opportunities for enhancement of these sites through transport interventions will be explored wherever it is feasible and appropriate to do so</i> '.
The Sustainability Appraisal is noted and welcomed. Key sustainability issues, including biodiversity, landscape and soils have been included and assessed. Natural England has no further comments to make. Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A of Natural England's formal LTP Consultation Response.	No change required	Noted – no implications have been identified.
The Board acknowledges the ISA objectives identified in Figure C (Stage 1 – LTP Scheme Appraisal). However, given the national importance of the AONB designation, as outlined above, the Board recommends that the ISA objective relating to landscapes should be changed to: Protect and enhance the character and quality of the landscapes, townscapes and visual amenity, with great weight being given to conserving and enhancing the natural beauty of the Cotswolds, Wye Valley and Malvern Hills AONBs.	No change required	Table 7-1 of the ISA Report sets out the ISA Framework – this includes the Objectives and a series of 'Assessment Aid Questions'. In respect of the objective to 'Protect and enhance the character and quality of landscapes and townscapes and visual amenity', the assessment aid questions make clear that the LTP review is to be consistent with the management plans, objectives and other guidance of relevant AONBs. As such, consideration of these issues was made during assessment.

### 2.2.2. Comments received on the LTP

While the number of comments received with direct reference to the ISA Report were small, there were a high volume of comments received through consultation which had the potential to change elements of the LTP, in particular the policies within the LTP, or the schemes to be derived from it. As such, these comments have a potential for an indirect effect on the ISA. A full discussion of the responses to the LTP is contained within LTP Consultation Report, but a number of key categories and themes can be identified as follows:

**Table 2-2 - Consultation response categories and key themes**

Sub-categories	Key themes												
Climate Change/ Environment	More Ambitious	Carbon Neutral/ Decarbonising Transport	EV-vehicles/ EVCP	Adaptation & Resilience	Modal Shift / Active Travel	Reduce Travel Demand & Agile Working	Air Quality & Air Pollution / AQMAs	Green/ Blue Infrastructure	Noise Pollution	Building with Nature & Biodiversity Net Gain (Natural Capital)	HRA & ISA	Landscape/ Townscape / AONB	General comment on climate change /environment
Connecting Places Strategy	Challenges/Opportunities		Strategic Vision	General comment on Connected Places Strategy									
Cycle Improvements	Segregated Cycle Routes & Multi-user Tracks	Safer Cycle Routes & Cycle Priority	Shared Use Concern	Cycle Network/ Cycle Infrastructure	E-Bikes & Bike Hire	Active Travel Routes with GI	Horse Riders	General comment on cycle improvements					
Freight	HGV volume & HGV speed /Highway Improvements	Freight Gateway /Lorry Watch /HGV Enforcement	Inappropriate routes & Advisory Freight Route Map	HGV Movements/Distribution Hubs including parcel lockers/ Last Mile Deliveries (Carbon Neutral)			Rail/Water Freight	General comment relating to freight					
Highway Improvements	Speed limits	Highway Condition	Congestion / Highway capacity improvements	Parking & Disabled	Road Works & Intelligent Traffic Controls / Modelling	P R O W	Flooding	General comment relating to highway improvement					
LTP Delivery /Schemes	Targets/Monitoring /Delivery	Funding	Timescale	Public Transport / Rail	Cycle / Walk	Freight / Highway	Design Principles	Climate Change	Scheme Prioritisation Process / Countywide Schemes	General comment on LTP delivery/ schemes			
LTP Vision/Objectives (including Modal Shift)	Thinktravel / Behaviour Change	Data Apps	Vulnerable Users	Active Travel	More Ambitious	Modal Shift	Climate Change Ambition	Overarching Strategy	General comment on LTP vision/ objectives (inc. modal shift)				

Document specific	General comments on the document	Recreational Tourism	Map	Policy specific updates				
Pedestrian Improvements	Pavements condition	Lighting	Shared Use Concern	Inclusive design & permeability	Safer Streets	Pedestrian priority/ Mobility	General comment on pedestrian improvements	
Public Transport Improvements (including Transport Interchange Hubs)	Lack of bus services/ frequency & Cross-Boundary	Rural Connectivity including Rural Community Transport/D RT & Cross Boundary	Affordability/ Access to Services & Social Isolation	Bus Priority/Bus Lanes / Transport Corridors	Bus Information / Integration	Commuter/ Direct Services & Bus Route & ticketing	Transport Interchange Hubs / Rail Interchange	General comment on public transport improvements
Rail Improvements	Rail infrastructure	Rail services	New station / Station Facilities Improved	MetroWest	Ticketing	Integration	General comment on rail improvements	
Shaping the Way to 2041	Sustainable Growth/Area	Time horizon	Mass Transit	3rd Severn Crossing	Horizon Scanning	General comment on Shaping the Way to 2041		

## 3. Overview of ISA Process – Role of SEA in developing LTP 2015-2041

### 3.1. Scoping Stage

The ISA started with a review of the SEA and HRA scoping information which had informed the development of the LTP 2015-2031 and progressed concurrently in an iterative manner in order to feedback environmental and wider sustainability objectives and policies into the LTP 2015-2041 plan review / plan making process. The ISA has been used as a tool for improving the LTP review process through formulation and production of an essentially revised LTP.

Informal consultation on an early draft LTP was also undertaken by GCC and the results of this, alongside a review and update of baseline information and latest relevant plans and policies helped to inform further understanding of the sustainability baseline and allowed identification of key environmental and social, including health, issues in the Gloucestershire area. This allowed refinement and confirmation of implications / opportunities and objectives, with implications for the revision of the LTP and played a key role in developing a framework set of objectives known as the ISA framework. The ISA framework includes environmental, health, equality and safety objectives, to ensure the full integration of the assessment processes of SEA, HIA, EqIA and CSA whilst meeting the requirements of the SEA Regulations. Section 6 and Section 7 of the ISA Report detail the further development of the ISA Framework.

### 3.2. Compatibility Assessment between ISA Objectives and LTP Objectives

At the initial stages of developing the Draft LTP an analysis was undertaken to identify to what extent the Draft LTP objectives were compatible with the ISA objectives contained in the ISA framework. This is detailed in Section 8 of the final ISA Report which should be read in conjunction with this Statement.

An early draft LTP Review document (as at August 2019) identified the following strategic objectives that link to the expected outcomes:

- Support sustainable economic growth
- Enable community connectivity
- Conserve the environment
- Improve community health and well-being

The results of the initial assessment of compatibility indicated that there were several areas where there was a degree of compatibility between the two sets of objectives. Overall, it was concluded that a considerable level of uncertainty / unclear outcomes remained as to how the Revised LTP would perform in sustainability terms, with the potential for adverse effects likely due to the nature of the interventions derived from the Plan not being ruled out. It was therefore recommended that the LTP Objectives could be strengthened to ensure sustainability was more comprehensively established as set out below (through addition of terms in italics).

**Table 3-1 - Amendments to LTP Objectives**

Initial Revised LTP Objective	Recommended Revised LTP Objective
Support Sustainable Economic Growth	<i>No recommendations</i>
Enable Community Connectivity	Enable <i>Safe and Affordable</i> Community Connectivity
Conserve the Environment	<i>Protect and Enhance</i> the <i>Natural and Built</i> Environment
Improve Community Health and Well-being	Improve Community Health and Well-being <i>and Promote Equality of Opportunity</i>

Following further development of the LTP and consideration of the ISA findings by GCC, the LTP objectives were changed to reflect the ISA recommendations. This substantially improved the degree of compatibility between the two sets of objectives, with only a very small number of areas of uncertainty and potential conflict remaining.

The main areas of uncertainty identified in the assessment, as well as areas of potential conflict, related to the LTP Objective to 'Support Sustainable Economic Growth'. This is not entirely surprising as probable interventions arising from implementation of this objective have the potential for both negative and positive sustainability outcomes. However, as the LTP now includes three strengthened Objectives to 'Protect and Enhance the Built and Natural Environment', 'Improve Community Health and Well-being and Promote Equality of Opportunity' and 'Enable Safe and Affordable Community Connectivity', these enhanced 'cross cutting' Objectives should help to ensure that areas of uncertainty, or areas of potential conflict arising out of the implementation of the LTP objective to 'Support Sustainable Economic Growth' are addressed. The three 'cross cutting' Objectives thus provide a strong imperative in the LTP for maximising sustainable outcomes.

The compatibility assessment therefore concluded that the revised LTP Objectives provide firm underpinning to help ensure that the sustainability performance of the plan could be maximised. It was not considered necessary to revisit this conclusion following consultation.

### 3.3. Consideration of Strategic Alternatives

Previously, GCC considered reasonable strategic alternatives for the LTP, with a district-based approach to Local Transport Plan delivery that focused on policies and interventions within individual existing administrative boundaries in Gloucestershire, notably the six districts and boroughs present in the county, compared against a 'Link and Place' approach.

This 'Link and Place' approach differed from the previous district-based perspective through introducing travel-focused strategy areas based on connections. This approach advocates the consideration of roads and railways as movement conduits (links) through and to places, with the identification of travel corridors, each of which with distinctive transport opportunities and pressures, in an approach termed 'Connecting Places Strategy (CPS)'. Six CPS areas have been identified in Gloucestershire: Central Severn Valley, Forest of Dean, North Cotswold, South Cotswold, Stroud and Tewkesbury.

As such, as part of the SEA undertaken to inform the development of Gloucestershire's LTP 2015-2031, two strategic and reasonable alternatives were considered:

- Option 1: Continue the existing district-based perspective to the LTP3; and
- Option 2: Deliver a Connecting Places Strategy approach.

These options were assessed using a SEA Framework of objectives and assessment questions developed in light of prevailing environmental issues and which was considered robust and appropriate at that time. The assessment found that Option 2 Deliver a Connecting Places Strategy approach was the most favoured approach in environmental sustainability terms and this option was taken forward in the preparation of LTP 2015-2031.

For the purposes of the development of LTP 2015-2041, the evidence base underpinning the ISA of the LTP Review was updated and this led to the development of a new, up to date, robust ISA Framework containing a new set of ISA Objectives and a new series of assessment aid questions. As such, a review was undertaken of the two strategic and reasonable alternatives examined previously, in the light of the new ISA Framework, to check that the previous findings were still valid. It is also to be noted that previously, the two strategic alternatives were considered against environmental themes only, whereas for this LTP Review ISA, a more detailed approach was taken, based on the full range of ISA Objectives set out in the new ISA Framework.

The detailed assessment of the alternatives is set out in Appendix C to the ISA Report, with a summary contained within Chapter 9. This assessment process concluded that Option 2 'Deliver a Connecting Places Strategy' approach remained the favoured alternative for the development of the LTP 2015-2041. It was not considered necessary to revisit this conclusion following consultation.

### 3.4. Assessment of the final LTP 2015-2041

Prior to consultation, the ISA Report had found that in relation to assessment of the Policies within the LTP 2015-2041 that while the nature of the LTP will result in some adverse sustainability effects that will require mitigation (in short mainly due to the nature of developing large pieces of infrastructure), the policies within LTP 2015-2041 provided a robust framework to ensure the implementation of the LTP delivers a strong sustainability performance.

Similarly, in relation to schemes anticipated to be implemented, or considered for implementation through LTP 2015-2041, the ISA showed that the schemes would bring a mix of effects on the ISA Objectives, ranging from potentially major adverse (in terms of the prudent use of natural resources and reducing the need to travel in relation to highway links and highway infrastructure improvements), to potentially major beneficial, particularly in relation to promoting economic growth across a number of scheme types, but also in relation to improving air quality and reducing carbon in respect of bus infrastructure improvements. The ISA Report showed that sustainability of the LTP and those schemes being developed through it, could be markedly improved via implementation of a two staged approach to appraisal of schemes as they are developed.

Following consultation, the responses received and the analysis of the identified categories and key themes (see Table 3-3) allowed Gloucestershire County Council (GCC) to consider how best to address concerns raised by stakeholders. This resulted in parts of the LTP being clarified and strengthened, along with a reorganisation of the Structure (see Section 3.4.1 below). Of particular note, is that a number of policies were amended. The amended policies and the implications for the ISA are as follows in Table 3-4, with details of these policy amendments (along with the related Policy Proposals and Expected Outcomes) and the rationale for the amendments contained within Appendix B. Note that where text has been removed from the policy, this is shown in Appendix B for information with a 'strike-through', while new text is shown in bold.

**Table 3-2 - Amended Policies and Implications for ISA**

Amended Policy	Implications for ISA
PD0.1-Reducing Carbon Emissions and Adapting to Climate Change	<p>Additional policy proposals have been added to PD 0.1 which note improved connectivity across the county by bus and make a step change in sustainable land use planning to enable a priority towards sustainable travel choices and reduce travel demand, while supporting digital connectivity to improve agile working. Greater obligation is also placed on developers to design and implement their development to deliver sustainable transport, with appropriate connectivity to the existing transport network with good access to public transport, and a high permeability to walk, cycle and be mobility friendly.</p> <p>Furthermore, in 2020, GCC made a further consideration to sign up to the UK100 Pledge and follow the pledge guidance to be net zero by 2045, this is reflected in the policy and LTP performance indicator PI-14. It is considered that these additional proposals strengthen the policy, particularly in relation to ISA Objective 13, which previously was assessed as being 'Neutral'.</p>
PD0.2 Local Environmental Protection	<p>The additional clarity to this policy is welcome. It is anticipated that the amendments relating to 'Protect and avoid harm to geodiversity and biodiversity associated with transport infrastructure in addition to taking opportunities to enhance the natural environment wherever practicable', will be of particular benefit to ISA Objectives 3, 4, 7 and 8.</p> <p>Additional text relating to Biodiversity net gain (including achieving this) along with the commitment to achieving good air quality and of particular benefit to ISA Objectives 1 and 3.</p> <p>Additional text relating to reducing the need to travel is of particular benefit to ISA Objective 11.</p> <p>The additional expected outcomes text is of particular benefit to ISA Objective 3.</p> <p>While each of these additional elements will strengthen this policy in relation to the identified ISA Objectives, it is not considered necessary to reassess these Objectives as they already had a high sustainability performance.</p>
PD0.3-Maximising Investment in a	<p>This policy was already noted as being particularly beneficial in terms of coordination of land use planning (ISA Objective 13) and promotion of sustainable</p>



Sustainable Transport Network	<p>transport (ISA Objective 11) and this additional text relating to local planning authorities and developers strengthens this Policy further. The greater clarity on financial contributions provides a higher level of confidence that the effects of this policy will remain beneficial and be more widely applied (with clarity provided on a much greater involvement of private developers and the different contexts / development sizes where financial contributions will be made).</p> <p>It is considered that the ISA assessment does not need any further amendment.</p>
PD0.4-Integration with Land Use Planning and New Development	<p>This policy was already noted as being particularly beneficial in terms of coordination of land use planning (ISA Objective 13) and promotion of sustainable transport (ISA Objective 11) and this additional text clarifies and expands upon these objectives and thereby strengthens further the sustainability performance of this policy – for example it is clear from the additional text that sustainable transport principles are to be embedded into the planning, design and future development of strategic sites as a core fundamental feature from the outset.</p> <p>There is also clear intent to expand the EV charging network through their provision on site by Developers, along with promoting measures such as electric car clubs – this would be beneficial to a range of ISA Objectives, but particularly ISA Objectives 1 and 2.</p> <p>In addition there is much clearer intent to ensure Biodiversity Net Gain and Building with Nature and these are of particular note to ISA Objective 3. Support for multi-functional green and blue infrastructure is also made and in addition to ISA Objective 3, this would benefit ISA Objective 7.</p>
PD0.5 Community Health & Wellbeing	<p>The additional text relating to speed limits, including 20mph zones would strengthen this policy in respect of ISA Objectives 14, 15 and 16 by providing a greater level of protection, particularly to more vulnerable members of society.</p> <p>It is noted that speed zones are also addressed under another Policy (PD2.3 Active Travel, Safety, Awareness and Confidence).</p>
Policy LTP PD 0.6 Thinktravel – Influencing Travel Behaviour	<p>The additional text recognises that other policies will act to benefit this policy - No further implications for the ISA have been identified through these additions.</p>
PD1.1 Gloucestershire’s Bus Network	<p>This policy was already considered to be performing well in sustainability terms and the amended policy text will strengthen this performance as it provides greater clarity on collaboration between GCC and commercial bus operators and it is noted this will apply to urban and rural areas. It is also noted that there will be support for improved linkages and providing a relevant choice. These measures will further make bus travel more attractive and would strengthen in particular ISA Objectives 1, 2, 11, 14 and 15.</p>
Policy LTP PD 1.2 – Improving the Quality of the Road Based Public Transport	<p>Additional policy text will act to make public transport more attractive to use, as well as improve public safety and perception of safety. This would be of benefit to ISA Objectives 9 and 14.</p>
PD1.3 Bus Priority	<p>Favourable amendments to the priority of bus and other sustainable modes would make sustainable modes more attractive and would be of particular benefit to ISA Objectives 1, 2, 5, 11, 14 and 15.</p>
PD1.4-Coach Travel	<p>This revised policy text provides clarity on the role of interchange hubs, as well as noting measures to enhance the role of coach travel and facilitating coach parking. This will make bus / coach travel more attractive and be of particular benefit to ISA Objectives 1, 2, 11, 12 and 14.</p>
PD1.6 Transport Interchange Hubs	<p>This additional policy proposal will help to make bus travel easier and more attractive and would be of some benefit to ISA Objectives 1, 2, 11, 12 and 14.</p>
PD1.7-Communicating Travel Information	<p>This additional policy proposal will make bus travel easier and more attractive and would be of some benefit to ISA Objectives 1, 2, 11, 12 and 14.</p>



PD2.1-Gloucestershire's Cycle Network	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced cycle network etc. will be developed. These developer contributions, along with the support for cycle parking / storage would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p> <p>The additional clarity (through policy text and expected outcomes text) relating to Building with Nature would be particularly beneficial to ISA Objective 3.</p>
PD2.2 – Cycle Asset Management	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced cycle network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p>
PD3.1-Gloucestershire's Freight Network	<p>The additions to policy relating to designated neighbourhood forums and working collaboratively with business and local planning authorities and other partners will be of particular benefit to ISA Objectives 1, 13 and 15. Furthermore, in 2020, GCC made a further consideration to sign up to the UK100 Pledge and follow the pledge guidance to be net zero by 2045, this is reflected in this policy. ISA Objective 2 will particularly benefit from the measures to facilitate the decarbonisation of freight and measures derived from working with the business community to increase low carbon modes of non-road transport where possible, as well as supporting the transition to ultra-low emission vehicles.</p>
PD3.2 Freight Journey Routing Information	<p>The additions and amendments to policy text provide clarity on the role of developers and the need to manage site traffic and reduce carbon emissions and other pollutants are of particular benefit to ISA Objectives 1 and 2. This benefit is to be welcomed, but it should be recognised that elements of this policy will still have adverse effects on these ISA Objectives. It is considered no further assessment is required in respect of these ISA Objectives.</p> <p>Clarification on working with communities is beneficial to ISA Objective 13.</p>
PD4.1-Gloucestershire's Highway Network	<p>The amended policy text is of particular benefit to ISA Objective 3 as it highlights the importance of Building with Nature.</p> <p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance regarding future maintenance.</p>
PD4.2-Highway Network Resilience & PD4.3-Highway Maintenance	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance regarding future maintenance.</p> <p>The additions and amendments to policy text provide clarity on the role of developers and the need to manage site traffic and reduce carbon emissions and other pollutants are of particular benefit to ISA Objectives 1 and 2. This benefit is to be welcomed, but it should be recognised that elements of this Policy will still have adverse effects on these ISA Objectives. It is considered no further assessment is required in respect of these ISA Objectives.</p>
PD4.5-On-Street Car Parking	<p>The additional policy proposals are of benefit to ISA Objective 13 in terms of coordinating land use and transport planning. However, these additional policy proposals are particularly important in terms of how it sets out the approach to expanding the EV charging network and Car Clubs. This will be of particular benefit to ISA Objectives 1 and 2.</p>
PD5.1 – Rail Infrastructure Improvements	<p>No implications for the ISA have been identified through these amendments and additions.</p>
PD5.2 – Rail Service Capacity Improvements	<p>No implications for the ISA have been identified through these amendments and additions.</p>

PD6.1-Gloucestershire's Pedestrian Network	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced pedestrian network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p> <p>The additional clarity (through Policy text and expected outcomes text) relating to Building with Nature would be particularly beneficial to ISA Objective 3.</p>
PD6.2-Rights of Way	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that Rights of Way network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p>
PD6.3-Pedestrian Asset Management	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced pedestrian network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p>

From the review of amendments and additions to policy text, policy proposals and expected outcomes, it is noted that additional clarity has been provided as to the intentions of many of the policies and therefore making it easier for all concerned to understand what is expected in sustainability terms. For example, there is now greater clarity on the role of developers and the contributions they are expected to make. This provides a greater level of reassurance that elements of developments that are linked to improving sustainability will be established as part of the development and, crucially, that they will be maintained.

Similarly, there is much strengthened text / clearer evidence relating to co-ordination with other bodies and stakeholders (including the likes of private coach and bus operators), as well as a clearer focus on more sustainable and active modes of travel – with clear sustainability benefits across a range of ISA Objectives likely. In addition, and of particular note, are the clear intentions to expand the EV charging network, as well as a much clearer intent to ensure Biodiversity Net Gain and Building with Nature, along with support for multi-functional green and blue infrastructure. Clearer links are also made to other strategies and guidance within Gloucestershire and at a national level, that will also benefit overall sustainability performance for the county, such as Gloucestershire's emerging spatial strategy, emerging Climate Change Strategy, Local Nature Recovery Strategy, the LNP Natural Capital Baseline Toolkit, Carbon Reduction Pathway, the National Planning Policy Framework and the Manual for Gloucestershire's Streets.

As an example of how this LTP now interacts with other initiatives, in relation to decarbonising transport, the Government has set out in detail what government, business and society will need to do to achieve net zero transport emissions across every single mode of transport by 2050. It sets out 6 strategy priorities:

- Accelerating Modal Shift to public and active transport
- Decarbonisation of road vehicles
- Decarbonisation of how we get our goods
- Place-based solutions
- UK as a hub for green transport technology and innovation
- Reducing carbon in a global economy

Examples of how the LTP meets each of these priorities are now apparent within the LTP e.g. a large number of the LTP schemes concentrate on active and sustainable transport to promote mode shift, while a range of policies set out measures such as the use of low and zero carbon vehicles, last mile delivery, decarbonisation of freight etc.

The results of the above noted amendments and additions mean that many of the ISA Objectives are now considered to perform better in sustainability terms than when assessed under the ISA process prior to consultation, though it is the case that in many instances these were already considered, through the ISA, to perform well in sustainability terms.

### 3.4.1. Additional Schemes within the LTP

No schemes have been removed from the LTP as a result of consultation and the consideration of these remains as outlined within the ISA Report. However, an additional eight scheme priorities are now to be included in the LTP. These schemes, along with an explanation of how these are in line with scheme prioritisation is provided below:

**Table 3-3 - Additional Schemes noted within the LTP**

CPS	Scheme	Explanation to support scheme prioritisation
North Cotswold	Andoversford - Bourton on the Water Active Travel Greenway	Potential to utilise disused railway or quiet lane network to Improve accessibility to wider sustainable travel and connects rural areas to countywide strategic cycleway network.
North Cotswold	Bourton on Water - Kingham Active travel greenway	Potential to utilise disused railway or quiet lane network to Improve accessibility to wider sustainable travel and connects rural areas to countywide strategic cycleway network.
Stroud	Walking and Cycle access improvements, A4135 Box Road - A38 corridor	Improves accessibility to strategic cycle corridor, encourages sustainable transport in a local plan growth area.
Forest of Dean	Newent to Dymock Active Travel route	Potential to utilise disused railway/canal alignment & quiet lane network. Extension of existing scheme that terminated at Newent. Will provide enhanced accessibility to the countywide strategic cycleway network.
Tewkesbury	Tewkesbury to Upton upon Severn Active Travel Route	Improves cross boundary links and connects GCC Strategic cycle corridor with WCC's equivalent. Potential to use disused railway alignment or quiet lane network.
South Cotswold	Andoversford - Cirencester Active Travel Route	Potential to utilise disused railway or quiet lane network to Improve accessibility to wider sustainable travel and connects rural areas to countywide strategic cycleway network.
South Cotswold	Cycle access improvements: Cirencester – Fairford corridor	Scheme to fill missing gap in current cycle corridor improvements. This corridor is part of the countywide strategic cycleway network.
Central Severn Vale	Cycle access improvements A46 corridor Cheltenham - Brockworth	A46 is a key corridor between Gloucester and Cheltenham and improving cycle access will help achieve mode shift ambitions.

In addition, it is to be noted that there will a minor name change to a scheme listed in the draft LTP for consultation – ‘Cheltenham Transport Plan’ will change to ‘Connecting Cheltenham’.

The above scheme types all fall within the ‘pedestrian / cycleways’ type assessed previously and it is considered that this assessment remains appropriate for these additional schemes. As noted in the ISA Report, as would be expected in terms of sustainability, ‘pedestrian / cycleways’ are considered to be for the most part beneficial, though some minor adverse effects were identified e.g. in relation to the use of finite materials, as well as reducing crime and the fear of crime (linked to increases in traffic or an increased presence of people).

It is anticipated that this scheme type will bring beneficial effects in terms of promoting greater equality of opportunity and improving health and wellbeing – particularly through providing new facilities and routes for active travel. All the schemes will provide greater opportunities for people to access the full range of services they need – educational, health, social, recreational and leisure and could promote economic growth. The ISA Report notes typical mitigation measures for ‘pedestrian / cycleways’ in relation to each ISA Objective. However, it is important to note that any mitigation to be put in place will be bespoke to and appropriate for each scheme, and not all mitigation measures noted in the ISA Report will necessarily apply and some further

bespoke measures are likely to arise as a result of more detailed assessments of each scheme at a later stage, in light of the precise location and parameters of the scheme.

While precise scheme alignments are not known at this stage, it is also the case that none of the above areas within which schemes will be located fall within an area designated at the international level for Nature Conservation.

### 3.4.1. LTP New Structure – July 2020

Through public consultation on the LTP during January to March 2020, it was recognised by a number of consultees and other stakeholders that the LTP was very lengthy and difficult to navigate clearly, with a corresponding difficulty in clearly understanding how the LTP vision and objectives translated into LTP policy, expected outcomes and investment priorities. In light of these observations, it was decided by GCC to re-structure the LTP, shorten it by removing text that was duplicated in a number of sections and to provide clarity on a number of areas. GCC are also publishing an LTP Summary document to provide an overview of the LTP for those who may not have a full interest in all technical aspects of the Plan. It is intended that this summary will be published on the GCC website [www.gloucestershire.gov.uk/ltp-review](http://www.gloucestershire.gov.uk/ltp-review) following adoption of the LTP in early 2021.

Appendix A contains a map of the new structure of the LTP against the structure of the LTP that was consulted upon. It is important to note that while the structure of the LTP has changed, the vision and contents remain the same, with only deletion of superfluous text. The major aspect of change to the structure is the movement of text to an evidence base document – this allows those interested in detail an opportunity to review the evidence behind the LTP, while not distracting from, or overwhelming, the main messages of the Plan.

As part of the development of this Post Adoption Statement, a review was undertaken of the new structure of the LTP to ascertain if there were any implications for the findings of the ISA as published in the ISA Report that accompanied the LTP on public consultation. An overview of the findings of this review is detailed in Table 3-4 below. Note that changes to policy as a result of public consultation comments are detailed in Appendix B and discussed in Section 3.

**Table 3-4 - LTP revised structure and overview of implications for ISA**

Section (including Evidence base)	Overview of key changes and implications for ISA
<b>Introduction</b>	Text relating to document structure inserted – this had been moved from other sections of the LTP and there are no implications for the ISA identified.
<b>Our Vision to 2041</b> Note this was previously known as ‘Shaping the way to 2041’	A small section of text removed from the introduction – no ISA implications identified. Text relating to Vision removed – no issues for ISA as comprehensively addressed later. Additional text on ‘New Normal’ Covid response added – notes there “ <i>are easy wins to rescue the environment, to use social distancing to revive and unite communities by bringing streets back to life, there are longer term goals which demand a rethink into making active travel, public transport and health and wellbeing the new normal</i> ”. This is considered beneficial to the aims of Sustainability and is in keeping with the aims of the ISA.  Large sections are repositioned in other parts of the LTP for clarity – no implications for the ISA identified.
<b>Overarching Policy Document</b>	Text regarding the Vision moved to the relevant section – no implications for ISA identified. Text relating to structure removed – no implications for ISA identified. Re-working of text on climate change and the inclusion of GCC’s ambition to reduce CO2 emissions by 80% by 2030 and notes alignment with other strategies – welcome commitment. Furthermore, in 2020, GCC made a further consideration to sign up to the UK100 Pledge and follow the pledge guidance to be net zero by 2045. This is reflected in policy and the LTP performance indicator PI-14.

	<p>Additional facts provided on population – no implications for ISA, clarity welcome</p> <p>Text removed from the LTP Overarching Policy document has been moved to the supporting LTP Summary Evidence Base document or only if necessary, due to duplication, has the very minimum of text been removed completely.</p> <p>Note made re. integration between land use planning and transport being central to achieving the sustainability goals of the LTP – clarity welcome as this confirms ISA Objective requirement.</p> <p>Note made of potential for digital connectivity to reduce travel demand</p>
<b>Public &amp; Community Transport Policy Document</b>	<p>Table A amended slightly and now notes the need to make buses more attractive to encourage shift to sustainable modes and notes GCC is working with bus operators – additional clarity welcome as it strengthens elements of the ISA and is in keeping with a number of ISA objectives.</p>
<b>Cycle Policy Document</b>	<p>Text removed re. integrating new development</p> <p>Text removed and reworded regarding the cycle network – no issues as resulted in clarity. Also these issues are dealt with elsewhere.</p>
<b>Freight Policy Document</b>	<p>A number of small areas of text have been removed to allow rewording – no ISA implications as intention remains clear.</p> <p>Small area of text removed relating to the economy – no implications for ISA identified.</p>
<b>Highways Policy Document</b>	<p>Small areas of background text removed – no implications for ISA identified.</p> <p>Text relating to EV charging removed – this is addressed elsewhere in LTP and notes that EV charging required for all new development and promotion / encouragement for Car Clubs. Additional clarity welcome as this strengthens elements of the ISA and is in keeping with a number of ISA objectives.</p> <p>Text relating to parking especially in rural areas removed – no issue for ISA identified. Parking is also addressed through new text elsewhere in LTP, including reference to new Guidance (Manual for Gloucestershire Streets).</p> <p>Small area of text relating to highways maintenance removed – no implications for ISA identified.</p>
<b>Rail Policy Document</b>	<p>Updated figures in Table D provided – no implications for ISA.</p> <p>Additional text added regarding working with other Councils and Stakeholders (including Network Rail) to deliver improvements – this additional clarity is welcome as it links to ISA Objectives.</p> <p>Small areas of background text removed including that relating to Thinktravel – these are addressed elsewhere and no implications for ISA identified.</p> <p>Text removed regarding working with Local Enterprise Partnership as this has now been completed by GCC – no implications for ISA identified.</p>
<b>Walk Policy Document</b>	<p>Small areas of background text removed, including PRoW – these are addressed elsewhere and no implications for ISA identified.</p> <p>Text moved relating to pedestrians having priority, especially those with disabilities / mobility issues – important as links to ISA Objectives, however, additional clarity provided through Road User Hierarchy and additional text added regarding vulnerable users and mobility users – no implications for ISA</p> <p>Text removed relating to encouraging sustainable modes, as duplication, there are no ISA issues as intent is still clear and relates to 'Thinktravel'.</p> <p>Amendments and update to text regarding pedestrian safety –this, along with additional text re.: training for children to walk safely etc is considered beneficial to the overall aims of the ISA as it links to a number of Objectives.</p>



**Connecting  
Places  
Strategy**

Background introductory text removed – no implications for ISA

Large amount of text on LTP Scheme Priorities moved to elsewhere in LTP (Delivery chapter) – no implications for ISA.

Text relating to the Industrial Strategy removed as duplicated– no implications for the ISA identified as Industrial Strategy is outside scope.

Text relating to the vision for Cheltenham removed – no implications for the ISA identified as Cheltenham vision is outside scope.

Explanatory text on LCWIP removed – no implications for ISA

Explanatory text regarding longer bus routes removed – no implications for ISA

Additional text added regarding GCC is also planning to develop an emissions reduction pathway to deliver on the commitment to reduce per capita transport carbon emissions by 2050 – this additional clarity is welcome as it links to a number of ISA Objectives.

Additional text added regarding safe operation of the highway (in context of M-way junction improvements) – this additional clarity is welcome as it links to a number of ISA Objectives.

Information table on schemes moved to the Delivery Chapter– no implications for ISA

Additional background information sections on all CPS added. Examples include text regarding broadband and key linkages and notes support for access to key health care facilities, further education and growth hub – this additional clarity is welcome as it links to ISA Objectives

Issues of cross-boundary linkages raised in respect of CPS3– this additional clarity is welcome as it links to ISA Objectives for working with other stakeholders

Issue of consideration given to equestrian users in rural areas in respect of cycling and walking networks noted in additional text to CPS3 – this additional clarity is welcome as it links to ISA Objectives

Text added regarding Western Gateway Power House. Noted that regional freight strategies will be developed with other regional bodies– this additional clarity is welcome as it links to ISA Objectives.

Specific issues removed from Issues & Opportunities tables. Other issues added, including reference to PRow and Bridleways – clarification provided, no implications for ISA

Text on Demand Responsive Transport solutions added – notes will improve access to key services and provide connections to core bus services at rural interchange hubs. This will improve accessibility, reducing social isolation and improving opportunities for the CPS3’s most vulnerable residents – additional clarity welcome as it links to ISA Objectives

Text relating to Local Plan and economic growth zones removed – no implications for ISA identified.

Noted in issues and opportunities in relation to CPS5 that future development should prioritise sustainable interventions where possible– additional clarity welcome as it links to ISA Objectives and is in keeping with aims of ISA.

Note is made in relation to CPS5 that *“Demand Responsive Transport can be a solution to improving transport choice. If delivered in combination with the development of rural interchange hubs the DRT will provide residents access to key services or with a link to core public transport services that accesses larger service towns. The interchanges themselves will encourage multi-modal travel with facilities to support walking and cycling to and from them for residents that live in closer proximity. Furthermore, Active Travel routes, particularly utilising dis-used railways, will be provided within the rural areas. This in combination with the rise in popularity of e-bikes can provide active and sustainable longer distance cycle trips linking rural settlements to service centres”*.

Also noted that *“GCC will aim to address issues of increased tourist demand and rat-running issues in the common areas to reduce conflicts between users and to minimise environmental impacts”*.

Note made that GCC will *actively engage with neighbouring authorities and statutory bodies to ensure issues such as water management, cross-boundary schemes and planning proposals either side of the border provide benefit to the area and not prejudice*

	<p><i>residents that may be impacted by them. This will enable sustainable and efficient delivery of growth to CPS6 and neighbouring areas”.</i></p> <p>It is considered that these areas of additional text provide clarity and improve the consideration of sustainability in the LTP.</p>
<b>Transport Scenarios for 2041</b>	<p>Small part of introductory and background text removed – no implications for the ISA.</p> <p>Text relating to Tewkesbury and Ashchurch in the Joint Core Strategy removed as duplicated elsewhere in reference to Tewkesbury Garden Community – no implications for ISA identified.</p> <p>Text relating to new Severn crossing removed, instead have kept supporting text regarding the wider transport impacts of a third Severn crossing – no implications for ISA identified.</p> <p>Text on P17 re. Sharpness and Dursley Station removed, instead have kept supporting text regarding the wider transport impacts of a third Severn crossing – no issues</p>
<b>Delivery</b>	<p>Large section of text moved relating to LTP Scheme Priorities and placed in more appropriate locations – no issues</p> <p>Small sections of additional text to provide clarity in relation to Schemes</p>
<b>Annex 3.0 Link and Place Spectrum</b>	<p>No amendments noted</p>

In relation to amendments to the LTP and which are relevant to the ISA but which are outside of specific policy text, policy proposals and expected outcomes, it is considered that these, on the whole, strengthen the LTP in sustainability terms and often reflect ISA Objectives. For example, they frequently provide clarity on what is intended in terms of sustainability such as in relation to Electric Vehicle charging points, or linkages to and working with other stakeholders. Similarly, additional text and updates that notes the importance of pedestrian safety and training for children to walk safely is to be considered beneficial to the overall aims of the ISA. In addition to providing clarity, there are also specific amendments to the LTP in respect of individual comments – for example the issue of consideration given to equestrian users in rural areas in respect of cycling and walking networks, as well as consideration of PRoW and bridleways has been incorporated to the LTP and this is considered to further strengthen the sustainability performance.

While there are areas of text removed from the new version of the LTP, it is considered that these were for the most part of little relevance to the ISA and do not warrant further consideration. In short, it is considered that the changes to the LTP structure and the rationalising of elements of text, do not change the essence of the Plan and there is no requirement to ‘re-open’ the ISA Report.

## 4. Monitoring requirements

The SEA Directive states that ‘member states shall monitor the significant environmental effects of the implementation of plans and programmes.....in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action’ (Article 10.1). In addition, the Environmental Report should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i))” (Stage E).

In line with the SEA Directive, ISA monitoring will cover significant social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the Local Transport Plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant positive and negative effects should be monitored with the implementation of Local Transport Plan. It can be used to answer questions such as:

- Were the assessment’s predictions of environmental effects accurate?
- Is the LTP contributing to the achievement of desired environmental objectives?
- Are mitigation measures performing as well as expected?
- Are there any adverse effects? Are these within acceptable limits, or is remedial action required?

A preliminary monitoring programme was proposed in the Draft Environmental Report. This monitoring programme built upon the 14 areas which GCC already monitor in respect of the existing LTP. These 14 areas are:

- LTP PI-1 - Journey time reliability on strategic important routes during the AM peak
- LTP PI-2 - Number of peak hour vehicle journeys
- LTP PI-3 - Reduction in inappropriate freight travel
- LTP PI-4 - Principal road network condition
- LTP PI-5 - Non-Principal road network condition
- LTP PI-6 - Unclassified road network condition
- LTP PI-7 - Increase use of rail
- LTP PI-8 - Increase use of cycling
- LTP PI-9 - Increase use of bus
- LTP PI-10 - Maintain bus passenger access
- LTP PI-11 - Reduce the number of highway casualties
- LTP PI-12a - Reduce the number of child highway casualties
- LTP PI-12b - Reduce the number of older highway casualties
- LTP PI-13 - Reduce levels of traffic derived Nitrogen Dioxide
- LTP PI-14 - Reduce per capita transport carbon emissions

While the above list can be considered comprehensive in terms of monitoring a transport plan, in respect of transport related indicators, it was considered less strong in terms of monitoring the sustainability performance of the Revised LTP. As such, it was considered that the above monitoring regime should be augmented with a series of other measures that would enable any causal link between implementation of the Revised LTP and adverse sustainability effects to be established.

The final monitoring programme has been developed by GCC and is as follows:



**Table 4-1 - Monitoring Programme**

ISA Objective against which a significant effect has been predicted (without mitigation)	No.	Indicators to be used	Targets	Internal use/LTP Annual Progress Report (APR)	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
Improve air quality	1.1	Levels of traffic derived Nitrogen Dioxide	Reduce	APR	As per existing GCC monitoring plan PI-13 Data will be reported in total as well as per capita	Annual	District authorities monitor AQMAs – data collated by GCC
	1.2	Concentrations of air pollutants across the transport network	Reduce	APR	A standard paragraph will be included in the LTP APR linking to: <b>ENV0301</b> Air pollutant emissions by transport mode: UK <a href="https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env">https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env</a> Vehicle kilometre data will be reported from: <b>TRA8905</b> Motor vehicle traffic (vehicle kilometres) by local authority and selected vehicle type in Great Britain (ODS, 169KB) Fleet data will be reported from: <a href="https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#ultra-low-emissions-vehicles-ulevs">https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#ultra-low-emissions-vehicles-ulevs</a> Level of ULEV ownership will be reported from: <b>VEH0134</b> (ULEVs) and/or <b>VEH0105</b> Licensed vehicles incl. diesel cars and vans or <a href="https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2020">https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2020</a>	Annually	GCC – carbon reduction pathway and include link to gov.uk
	1.3	Area covered by AQMAs declared due to transport emissions	Reduce	APR	A standard paragraph will be included in the LTP APR linking to: <a href="https://uk-air.defra.gov.uk/aqma/maps/">https://uk-air.defra.gov.uk/aqma/maps/</a>	Annually	GCC
	1.4	LZEVs as proportion of total fleet, by vehicle type	Increase	APR	A standard paragraph will be included in the LTP APR linking to: VEH0203: <a href="#">Licensed cars by propulsion or fuel type: Great Britain and United Kingdom</a> (ODS, 29KB) An charging infrastructure map will be included in the APR.	Annually	GCC
	1.5	Proportion of rail station usage for the county)	Increase	APR	As per existing GCC monitoring plan PI-7	Annual	GCC
	1.6	Proportion of bus passenger usage for the county	Increase	APR	As per existing GCC monitoring plan PI-9	Annual	GCC
	1.7	Annualised index of cycling trips	Increase	APR	As per existing GCC monitoring plan PI-8	Annual	GCC
	As 1.1	CO2 emissions from road transport	Reduce	APR	Govt Transport Statistics As per existing GCC monitoring plan PI-13	Annually	GCC

ISA Objective against which a significant effect has been predicted (without mitigation)	No.	Indicators to be used	Targets	Internal use/LTP Annual Progress Report (APR)	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
Reduce carbon dioxide (CO2) emissions from transport  Also see 1.1, 1.4, 1.5, 1.6 & 1.7	2.1	Per capita transport carbon emissions	Reduce	APR	Data will be reported in total as well as per capita As per existing GCC monitoring plan PI-14 <a href="https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics">https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics</a> data tables. Total emissions will also be reported.	Annual	GCC
	As 1.4	LZEVs as proportion of total fleet, by vehicle type	Increase	Internal	Govt Transport Statistics A standard paragraph will be included in the LTP APR linking to: VEH0203: <a href="#">Licensed cars by propulsion or fuel type: Great Britain and United Kingdom</a> (ODS, 29KB) A charging infrastructure map will be included in the APR.	Annually	GCC
	As 1.5	Proportion of rail station usage for the county)	Increase	APR	As per existing GCC monitoring plan PI-7	Annual	GCC
	As 1.6	Proportion of bus passenger usage for the county	Increase	APR	As per existing GCC monitoring plan PI-9	Annual	GCC
	As 1.7	Annualised index of cycling trips	Increase	APR	As per existing GCC monitoring plan PI-8	Annual	GCC
	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality	3.1	Area of green infrastructure (greenways, etc.)	Mitigated, neutral or positive impact	Internal	A review of published major scheme business cases will be undertaken to see if greenways were put in as part of transport scheme. (see Note)	Annually (subject Defra metric 2.0)
3.2		Net gain in biodiversity (using the Defra metric) due to transport schemes	Mitigated, neutral or positive impact – BNG - aim for +10% or more	Internal	Highways collate consultant's calculated figures (using the Defra metric tool) of overall biodiversity net gain (BNG) for each major scheme. Ecology will use this to identify the range or average per scheme. (see Note) Defra metric: 2.0 <a href="http://publications.naturalengland.org.uk/publication/5850908674228224">http://publications.naturalengland.org.uk/publication/5850908674228224</a>	Annually	GCC
3.3		Number of transport schemes with overall adverse impact on sites designated for nature conservation	Mitigated, neutral or positive impact	Internal	The location of Major Schemes will be compared against the natural England designated sites to identify any potential impact. <i>This would be for internal monitoring purposes only and would not be included in the APR.</i> Natural England – GCC promoted schemes only <a href="https://designatedsites.naturalengland.org.uk/">https://designatedsites.naturalengland.org.uk/</a>	Annually	GCC

ISA Objective against which a significant effect has been predicted (without mitigation)	No.	Indicators to be used	Targets	Internal use/LTP Annual Progress Report (APR)	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
Protect and enhance the character and quality of landscapes and townscapes and visual amenity	4.1	Monitoring of planning conditions	Increase (10% on BNG, 100% on new streets)	Internal	Assess the impact on <b>landscape</b> of business cases on the GCC Major Projects Website. (see Note) <i>However, this is sometimes beyond GCC control.</i>	Annually	GCC
	4.2	Countryside Quality Counts (CQC) - focus on any changes in the landscape quality due to transport effects)	Mitigated, neutral or positive impact			As and when CQC results are published	GCC utilising information from Natural England
	4.3	Area covered by transport schemes within or in close proximity to AONB designated areas	Mitigated, neutral or positive impact			Annually	GCC utilising information from Natural England and AONBs.
Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	5.1	Area of historic sites impacted by transport schemes <i>However, this is sometimes beyond GCC control.</i>	Mitigated, neutral or positive impact	Internal	Assess the impact on <b>heritage</b> and <b>townscape</b> of business cases on the GCC Major Projects Website. (see Note)	Annually	GCC. Additional information provided by Historic England as required.
	5.2	Number of heritage assets and landscapes negatively impacted by schemes after all possible design solutions have been identified.	Mitigated, neutral or positive impact				
Protect and enhance the water environment	6.1	Proportion of drainage provision for transport schemes (new or improvements) incorporating best practice SuDS and upstream storage NFM <i>This is sometimes beyond GCC control as many of our highway sites are heavily constrained and whilst we always aim to incorporate SuDS drainage it may not be practicable because of the limited space.</i>	Increase	Internal	Local Authorities; Transport Authorities / Agencies - GCC promoted schemes only Assess the impact on <b>heritage</b> and <b>townscape</b> of business cases on the GCC Major Projects Website. (see Note)	Annually	GCC
Conserve soil and agricultural resources and seek to remediate / avoid land contamination	7.1	Area (in hectares) of previously contaminated land included within or impacted by transport schemes For SRN work and work requiring significant third party land take, necessary testing of land would be	100% of previously contaminated land covered by transport schemes	Internal	Local Planning Authorities; Transport Authorities / Agencies - GCC promoted schemes only Assess the impact on <b>water environment</b> of business cases on the GCC Major Projects Website. However, we cannot monitor what developers do in development areas. (see Note)	Annually	GCC

ISA Objective against which a significant effect has been predicted (without mitigation)	No.	Indicators to be used	Targets	Internal use/LTP Annual Progress Report (APR)	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
		required and the impact be considered as part of any early options appraisal.	subject to decontamination measures				
Reduce risk of flooding and increase resilience of the transport network to the effects of a changing climate Also see 6.1 & 8.1	8.1	Proportion of drainage provision for transport schemes (new or improvements) incorporating best practice SuDS or upstream storage NFM	Improve existing infrastructure capacity by 40%	Internal	Local Authorities; Transport Authorities / Agencies - GCC promoted schemes only Assess the percentage of schemes that comply with the 40% capacity target to meet Climate Change resilience. <i>This would be for internal monitoring purposes only and would not be included in the APR.</i>	Annually	GCC
	As 6.1	Area of high flood risk/floodplain constructed upon by transport schemes	Minimise	Internal			
	As 8.1	Number of schemes designed for successful adaptation to a changing climate	All	Internal			
Reduce the need to travel, particularly by car or move goods by road, and promote sustainable modes of transport and patterns of movement Also see 1.5, 1.6 & 1.7	9.1	Number of peak hour vehicle journeys	Decrease	APR	As per existing GCC monitoring plan PI-2	Annually	GCC
	9.2	Journey time reliability on strategic important routes during the AM peak	Increase		As per existing GCC monitoring plan PI-1		
	9.3	Reduction in inappropriate freight travel	Reduce		As per existing GCC monitoring plan PI-3		
	As 1.5	Proportion of rail station usage for the county)	Increase	APR	As per existing GCC monitoring plan PI-7	Annually	GCC
	As 1.6	Proportion of bus passenger usage for the county	Increase		As per existing GCC monitoring plan PI-9		
	As 1.7	Annualised index of cycling trips	Increase		As per existing GCC monitoring plan PI-8		
Promote economic growth and job creation, and improve access to jobs for all	10.1	Maintain level of Access to GP services and facilities by public transport	Maintain	APR	As per existing GCC monitoring plan PI-10	Annually	GCC
Coordinate land use and transport planning across Gloucestershire	11.1	Number of new compact, higher density mixed use developments supported by sustainable transport modes	Increase	APR	Local Authorities Transport Authorities / Agencies - GCC promoted schemes only Link sustainable transport strategies for all adopted local plans in Gloucestershire	Annually	GCC

ISA Objective against which a significant effect has been predicted (without mitigation)	No.	Indicators to be used	Targets	Internal use/LTP Annual Progress Report (APR)	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
		Local plans adopted with sustainable transport strategies e.g. Stroud Local Plan, JCS etc.					
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective) <a href="https://www.nao.org.uk/other/transport-accessibility-to-local-services-a-journey-time-tool/">https://www.nao.org.uk/other/transport-accessibility-to-local-services-a-journey-time-tool/</a>  Also see 10.1	As 10.1	Maintain level of Access to GP services and facilities by public transport	Maintain	APR	As per existing GCC monitoring plan PI-10	Annually	GCC
	As 10.1	Accessibility and public realm improvements in most deprived areas	Maintain	APR	As per existing GCC monitoring plan PI-10	Annually	GCC
	12.1	Affordability of public transport	Increase	APR	GCC will report on bus subsidies	Annually	GCC
Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	As 1.1	Levels of traffic derived Nitrogen Dioxide	Reduce	APR	As per existing GCC monitoring plan PI-13 Data will be reported in total as well as per capita		
Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	14.1	Number of highway casualties PI-11	Reduce	APR	As per existing GCC monitoring plan PI11 7 PI-12	As per existing GCC monitoring plan	GCC
	14.2	Number of child highways casualties PI-12					
<b>Note: Where business cases were produced and published on the GCC Website. This would be for internal monitoring purposes only and would not be included in the APR.</b>							

## 5. Summary and Conclusions

Gloucestershire County Council's (GCC) Local Transport Plan (LTP) 2015-2041 has been the subject of an Integrated Sustainability Appraisal (ISA) incorporating Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). Habitats Regulations Assessment (HRA) was undertaken as a parallel process and is report separately.

This Post Adoption Statement for the LTP should be read together with the final ISA Report published on adoption and it is the purpose of this Post Adoption Statement to detail the following:

**Table 5-1 - How the Post Adoption Statement meets legislative requirements**

Purpose of the Post Adoption Statement	Where is this demonstrated in the Post Adoption Statement?
How environmental considerations have been integrated into the LTP	Section 3 provides an overview of the assessment of the final Reviewed LTP
How the opinions expressed in consultation have been taken into account	Section 2 details the consultation process undertaken, with specific reference to the Scoping Report in Section 2.1 and the ISA Report in Section 2.2. Section 3.4.1 notes that there is now a Revised Structure to the LTP, as a result of consultation comments received. Section 2.2.1 addresses comments received on the ISA Report, while Section 2.2.2 addresses comments received on the LTP and discusses the amendments made to the LTP structure in light of these comments. This section also signposts Policy Amendments made as a result of consultation comments received and these are addressed in detail as Appendix B.
How the ISA Report has been taken into account in preparation of the LTP	Section 3 provides an overview of the ISA process and notes the role of SEA
The reasons for choosing the Final LTP as adopted, in the light of other reasonable alternatives considered	Section 3.3 details consideration of Strategic Alternatives, while Section 3.4 discusses assessment of the final LTP.
The measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP	Section 4 provides detail on the Monitoring Requirements, with the final monitoring programme detailed as Table 4-1.

Through consultation on the LTP during January to March 2020, it was recognised by a number of consultees and other stakeholders that the LTP was very lengthy and difficult to navigate clearly, with a corresponding difficulty in clearly understanding how the LTP vision and objectives translated into LTP policy, expected outcomes and investment priorities. In light of these observations, it was decided by GCC to re-structure the LTP, shorten it by removing text that was duplicated in a number of sections and to provide clarity on a number of areas. GCC are also publishing an LTP Summary document to provide an overview of the LTP for those who may not have a full interest in all technical aspects of the Plan. It is intended that this summary will be published on the GCC website [www.gloucestershire.gov.uk/ltp-review](http://www.gloucestershire.gov.uk/ltp-review) following adoption of the LTP in early 2021.

Consideration of the new structure has been made during the development of this Post Adoption Statement and it has been found that the changes strengthen rather than adversely impact the sustainability performance of the LTP, by providing clarity on what is intended in terms of sustainability such as in relation to Electric Vehicle charging points, or linkages to and working with other stakeholders.

While the consultation process resulted in a high volume of responses, there were a very small number directly related to the ISA Report. Examination of these responses has concluded that the points raised were adequately addressed in the ISA Report and no amendments were considered necessary.

While the number of comments received with direct reference to the ISA Report were small, there were of course, a high volume of comments received through consultation which had the potential to change elements of the LTP, in particular the policies within the LTP, or the schemes to be derived from it. As such, these comments have a potential for an indirect effect on the ISA.

From the review of amendments and additions to policy text, policy proposals and expected outcomes, it is noted that additional clarity has been provided as to the intentions of many of the policies and therefore making it easier for all concerned to understand what is expected in sustainability terms. As such, the noted amendments and additions mean that many of the ISA Objectives are now considered to perform better in sustainability terms than when assessed under the ISA process, though it is the case that in many instances these were already considered, through the ISA, to perform well in sustainability terms.

No Schemes have been removed from the LTP and the consideration of these remains as outlined within the ISA Report. However, an additional eight scheme priorities are now to be included in the LTP. In addition, it is to be noted that there will a minor name change to a scheme listed in the draft LTP for consultation – ‘Cheltenham Transport Plan’ will change to ‘Connecting Cheltenham’.

It is to be noted that the above scheme types all fall within the ‘pedestrian / cycleways’ type assessed as part of the ISA and it is considered that this assessment remains appropriate for these additional schemes. As noted in the ISA Report, as would be expected in terms of sustainability, ‘pedestrian / cycleways’ are considered to be for the most part beneficial, though some minor adverse effects were identified e.g. in relation to the use of finite materials, as well as reducing crime and the fear of crime (linked to increases in traffic or an increased presence of people).

It is anticipated that this scheme type will bring beneficial effects in terms of promoting greater equality of opportunity and improving health and wellbeing – particularly through providing new facilities and routes for active travel. All the schemes will provide greater opportunities for people to access the full range of services they need – educational, health, social, recreational and leisure and could promote economic growth.

In order to inform future iterations of the LTP and the further assessment of any schemes derived from it, a comprehensive monitoring programme was proposed in the ISA Report. This monitoring programme remains as proposed.

**Overall it is concluded that the additions and amendments made to the LTP in response to consultation have improved its overall sustainability performance and as such, the LTP’s vision for Gloucestershire of ‘A resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit’ can be achieved in a sustainable and integrated fashion.**

# Appendices





# Appendix A. Mapping of new LTP structure

**Table A-1 - Mapping of new LTP structure to originally assessed structure**

<b>NEW STRUCTURE</b>	<b>OVERVIEW OF CHANGE</b>	<b>ORIGINALLY ASSESSED STRUCTURE</b>
<b>Contents</b>		<b>Contents</b>
<b>INTRODUCTION – CHAPTER 1</b>	Added introduction, from other parts of Document including Foreword text	
<b>OUR VISION TO 2041 – CHAPTER 2</b>	Rename - Chapter	<b>Shaping the Way to 2041</b>
Introduction (previously Future Challenges)	Future Challenges becomes the new introduction to Chapter 2	Introduction
		Future Challenges
Horizon Scanning		Horizon Scanning
	Incorporate Summary into LTP Vision/Objectives	Summary
	Move to Chapter 4 (CPS)	Potential Growth Scenarios beyond 2031
		Potential long-term ambition
LTP Vision/Objectives	Inserted from Overarching Strategy	
<b>LTP POLICY DOCUMENTS – CHAPTER 3</b>		
<b>Overarching Policy Document</b>	Rename - Chapter	<b>Overarching Strategy</b>
Introduction	Create a paragraph as Introduction	
	Move to Chapter 2	Introduction incl. LTP Vision/Objectives, Link&Place
	Annexed	Table A/Fig.C -' Link&Place'
	Move to LTP Evidence Base	Summary of Evidence Base
Environment (policies PD0.1/PD0.2)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	Environment (policies PD0.1/PD0.2)
Gloucestershire is Growing (policies PD0.3/PD0.4)		Gloucestershire is Growing (policies PD0.3/PD0.4)
Community Health and Wellbeing (policy PD0.5)		Community Health and Wellbeing (policy PD0.5)
Influencing Travel Behaviour Change (policy PD0.6)		Influencing Travel Behaviour Change (policy PD0.6)
<b>Public &amp; Community Transport (PD1)</b>		<b>Public &amp; Community Transport (PD1)</b>
Introduction	Table A - goes to LTP Summary Evidence Base document as new format	Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)

<b>NEW STRUCTURE</b>	<b>OVERVIEW OF CHANGE</b>	<b>ORIGINALLY ASSESSED STRUCTURE</b>
	<b>Move to LTP Evidence Base</b>	<i>Summary of Evidence Base</i>
Gloucestershire's Bus Network (policy PD1.1)	<b>Shorten each policy summary supporting text &amp; reference back to LTP Summary Evidence Base document.</b>	<i>Gloucestershire's Bus Network (policy PD1.1)</i>
Improving the quality of road based public transport (PD1.2)		<i>Improving the quality of road based public transport (PD1.2)</i>
Bus Priority (policy PD1.3)		<i>Bus Priority (policy PD1.3)</i>
Coach Travel (policy PD1.4)		<i>Coach Travel (policy PD1.4)</i>
Community Transport (policy PD1.5)		<i>Community Transport (policy PD1.5)</i>
Transport Interchange Hubs (policy PD1.6)		<i>Transport Interchange Hubs (policy PD1.6)</i>
Communicating Travel Information (policy PD1.7)		<i>Communicating Travel Information (policy PD1.7)</i>
<b>Cycle (PD2)</b>		<b><i>Cycle (PD2)</i></b>
<b>Introduction</b>	<b>Table A - goes to LTP Summary Evidence Base document as new format</b>	<i>Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)</i>
	<b>Move to LTP Evidence Base</b>	<i>Summary of Evidence Base</i>
Gloucestershire's Cycle Network (policy PD2.1)	<b>Shorten each policy summary supporting text &amp; reference back to LTP Summary Evidence Base document.</b>	<i>Gloucestershire's Cycle Network (policy PD2.1)</i>
Cycle Asset Management (policy PD2.2)		<i>Cycle Asset Management (policy PD2.2)</i>
Active Travel: Safety, Awareness and Confidence (policy PD2.3)		<i>Active Travel: Safety, Awareness and Confidence (policy PD2.3)</i>
<b>Freight (PD3)</b>		<b><i>Freight (PD3)</i></b>
<b>Introduction</b>	<b>Table A - goes to LTP Summary Evidence Base document as new format</b>	<i>Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)</i>
	<b>Move to LTP Evidence Base</b>	<i>Summary of Evidence Base</i>
Gloucestershire's Freight Network (policy PD3.1)	<b>Shorten each policy summary supporting text &amp; reference back to LTP Summary Evidence Base document.</b>	<i>Gloucestershire's Freight Network (policy PD3.1)</i>
Freight Journey Route Planning Information (policy PD3.2)		<i>Freight Journey Route Planning Information (policy PD3.2)</i>
Driver Facilities (policy PD3.3)		<i>Driver Facilities (policy PD3.3)</i>
Driving Better Practice (policy PD3.4)		<i>Driving Better Practice (policy PD3.4)</i>
Managing Deliveries in Sensitive Areas (policy PD3.5)		<i>Managing Deliveries in Sensitive Areas (policy PD3.5)</i>

<b>NEW STRUCTURE</b>	<b>OVERVIEW OF CHANGE</b>	<b>ORIGINALLY ASSESSED STRUCTURE</b>
Rail and Water Freight (policy PD3.6)		Rail and Water Freight (policy PD3.6)
<b>Highways (PD4)</b>		<b>Highways (PD4)</b>
Introduction	Table A - goes to LTP Summary Evidence Base document as new format	Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)
	Move to LTP Evidence Base	Summary of Evidence Base
Gloucestershire's Highway Network (policy PD4.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	Gloucestershire's Highway Network (policy PD4.1)
Highways Network Resilience (policy PD4.2)		Highways Network Resilience (policy PD4.2)
Highways Maintenance (policy PD4.3)		Highways Maintenance (policy PD4.3)
Road Safety (policy PD4.4)		Road Safety (policy PD4.4)
On-Street car parking (policy PD4.5)		On-Street car parking (policy PD4.5)
<b>Rail (PD5)</b>		<b>Rail (PD5)</b>
Introduction	Table A - goes to LTP Summary Evidence Base document as new format	Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)
	Move to LTP Evidence Base	Summary of Evidence Base
Rail Infrastructure Improvements (policy PD5.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	Rail Infrastructure Improvements (policy PD5.1)
Rail Service Capacity Improvements (policy PD5.2)		Rail Service Capacity Improvements (policy PD5.2)
Rail Station Improvements (policy PD5.3)		Rail Station Improvements (policy PD5.3)
<b>Walk (PD6)</b>		<b>Walk (PD6)</b>
Introduction	Table A - goes to LTP Summary Evidence Base document as new format	Introduction (keep Table A - LTP Objectives against LTP Expected Outcomes)
	Move to LTP Evidence Base	Summary of Evidence Base
Gloucestershire's Pedestrian Network (policy PD6.1)	Shorten each policy summary supporting text & reference back to LTP Summary Evidence Base document.	Gloucestershire's Pedestrian Network (policy PD6.1)
Rights of Way (policy PD6.2)		Rights of Way (policy PD6.2)
Pedestrian Asset Management (policy PD6.3)		Pedestrian Asset Management (policy PD6.3)
Pedestrian Safety (policy PD6.4)		Pedestrian Safety (policy PD6.4)
<b>CONNECTING PLACES STRATEGY – CHAPTER 4</b>		<b>Connecting Places Strategy</b>
Introduction		Introduction

<b>NEW STRUCTURE</b>	<b>OVERVIEW OF CHANGE</b>	<b>ORIGINALLY ASSESSED STRUCTURE</b>
	<b>Move to Deliver Chapter 11</b>	<i>Scheme Priorities</i>
<i>CPS1 Central Severn Vale</i>		<i>CPS1 Central Severn Vale</i>
<i>CPS2 Forest of Dean</i>		<i>CPS2 Forest of Dean</i>
<i>CPS3 North Cotswold</i>		<i>CPS3 North Cotswold</i>
<i>CPS4 South Cotswold</i>		<i>CPS4 South Cotswold</i>
<i>CPS5 Stroud</i>		<i>CPS5 Stroud</i>
<i>CPS6 Tewkesbury</i>		<i>CPS6 Tewkesbury</i>
<b>Transport Scenarios for 2041</b>	<b>Insert as new section in Chapter 4 (CPS)</b>	
<i>Potential Growth Scenarios beyond 2031</i>	<b>Moved to CPS from Chapter 1</b>	
<i>Potential long-term ambition</i>		
<b>DELIVERY – CHAPTER 5</b>		<b>Delivery</b>
<i>Introduction</i>		<i>Introduction</i>
<i>Scheme Priorities</i>	<b>Merge with Scheme Priorities form CPS</b>	<i>Scheme Priorities</i>
<i>LTP Scheme Appraisal</i>		<i>LTP Scheme Appraisal</i>
<i>Funding</i>		<i>Funding</i>
<i>Monitoring, Outcomes and Targets</i>		<i>Monitoring, Outcomes and Targets</i>
<i>Governance &amp; Review</i>		<i>Governance &amp; Review</i>
<i>Supporting documents: LTP Evidence Base, Link and Place Spectrum, Integrated Sustainability Appraisal Report, HRA, Post Adoption Station (including Health Impact Assessment (HIA), Equality Impact Assessment (EqIA), Community Impact Assessment (CIA))</i>		

## Appendix B. Amendments to the LTP

Note that where text has been removed from the policy, this is shown for information with a 'strike-through', while new text is shown in bold.

**Table B-1 - Post Consultation amendments to Policies within LTP 2015-2041**

Policy	Policy Amendments	Rationale for amendment	Implications for ISA
<p><b>PD0.1-Reducing Carbon Emissions and Adapting to Climate Change</b></p>	<p><i>Within this Policy, the following amendments and additional policy proposals were made:</i></p> <p>GCC will work with its partners to reduce transport carbon emissions by <del>2045</del> 2050 and improve air quality in the county by addressing travel demand, promoting the use of sustainable modes of transport and the uptake of ultra low emission vehicles to tackle climate change.</p> <ul style="list-style-type: none"> <li>Support digital connectivity <b>and agile working</b> to reduce travel demand <del>in the peak hours</del></li> <li>Resolve to deliver on the recommendations following the county council's declaration of a climate change emergency, through the <del>introduction</del> <b>development</b> of a '<del>Reducing Emissions</del> <b>Carbon Reduction Pathway</b>', and identifying climate change resilience adaptation in order to develop a mitigation package against the risks.</li> <li><b>Develop and maintain a comprehensive bus network supported by interchange hubs across rural and urban areas, to improve connectivity within and across the county boundary.</b></li> <li><b>Make a positive contribution towards a step change in sustainable land use planning to enable a priority towards sustainable travel choices and reduce travel demand, while supporting digital connectivity to improve agile working.</b></li> <li><b>Developers are required to design and implement their development to deliver sustainable transport, with appropriate connectivity to the existing transport network with good access to public transport, and a high permeability to walk, cycle and be mobility friendly.</b></li> </ul> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <ul style="list-style-type: none"> <li><b>Improved green infrastructure and enhanced natural capital.</b></li> </ul>	<p>Additional policy proposals to strengthen support for a step change in support for sustainable land use planning and support for public transport.</p> <p>Review of Expected Outcomes with additional bullets to reference GI, natural capital, reduced travel demand and agile working.</p> <p>Reflect LTP target PI-14 year (by 2045).</p>	<p>Additional policy proposals have been added to PD 0.1 which note improved connectivity across the county by bus and make a step change in sustainable land use planning to enable a priority towards sustainable travel choices and reduce travel demand, while supporting digital connectivity to improve agile working. Greater obligation is also placed on developers to design and implement their development to deliver sustainable transport, with appropriate connectivity to the existing transport network with good access to public transport, and a high permeability to walk, cycle and be mobility friendly.</p> <p>It is considered that these additional proposals strengthen the Policy, particularly in relation to ISA Objective 13, which previously was assessed as being 'Neutral'.</p>

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<b>PD0.2 Local Environmental Protection</b>	<ul style="list-style-type: none"> <li><b>Reduction in travel demand and more agile working.</b></li> </ul> <p><i>Amendment made to policy text as follows:</i></p> <p>GCC will work with district councils and other partners <del>over the lifetime of the LTP</del>, to minimise the impact of transport on landscapes, townscapes, heritage assets and the wider historic environment, to protect and enhance the water environment, <b>air quality</b>, protect soils and agricultural resources, reduce the risk of flooding, <del>improve</del>, and the levels of noise pollution to <b>achieve</b> biodiversity net gain, <del>preserve and enhance</del> <b>conserve</b> geodiversity and the historic environment, from traffic or improvements on the highway network.</p> <p><i>The following amendments and additional text to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>Work with district councils to improve air quality, levels of noise and light pollution, including reducing severance and visual intrusion by adopting the latest good design practice (<b>including, e.g., Building with Nature</b>) and to develop, adopt and deliver Air Quality Action Plans required where Air Quality Management Areas have been declared, in relation to transport emissions. This should include plans for decreasing solo car use and the promotion of walking and cycling active modes of travel.</li> <li><del>Preserve and enhance the geodiversity of the highway asset wherever practicable</del></li> <li><b>Protect and avoid harm to geodiversity and biodiversity associated with transport infrastructure in addition to taking opportunities to enhance the natural environment wherever practicable.</b></li> <li>Maximise the opportunities for transport interventions to contribute towards major new initiative, including Nature Recovery Networks and large scales woodland creation <b>and other similar measures that would help to achieve biodiversity net gain targets.</b></li> <li><b>Commit to following the Habitats Regulations Assessment process for the protection of the Natura 2000 (European) sites and Ramsar sites where a conceivable effect is possible.</b></li> </ul>	<p>Amendments to the Policy have been made to reflect reduced travel demand</p> <p>Amendments to policy proposal to reflect Building with Nature standards and reducing travel demand.</p> <p>Review of Expected Outcomes with additional bullets to reflect Building with Nature standards and a commitment to AONB.</p>	<p>The additional clarity to this Policy is welcome. It is anticipated that the amendments relating to ‘Protect and avoid harm to geodiversity and biodiversity associated with transport infrastructure in addition to taking opportunities to enhance the natural environment wherever practicable’, will be of particular benefit to ISA Objectives 3, 4, 7 and 8.</p> <p>Additional text relating to Biodiversity net gain (including achieving this) along with the commitment to achieving good air quality and of particular benefit to Objectives 1 and 3.</p> <p>Additional text relating to reducing the need to travel is of particular benefit to ISA Objective 11.</p> <p>The additional expected outcomes text is of particular benefit to ISA Objective 3.</p> <p>While each of these additional elements will strengthen this Policy in relation to the identified ISA Objectives, it is not considered necessary to reassess these Objectives as they already had a high sustainability performance.</p>



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	<ul style="list-style-type: none"> <li>Tackle air quality issues in the county; by promoting agile working <b>and reducing the need to travel</b>, and uptake of <b>and by enabling</b> active travel ultra-low emission vehicles and the supporting infrastructure.</li> </ul> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <p><b>The maximisation of ecological connectivity and nature recovery will be achieved for highway schemes through following the Building with Nature approach and wildlife friendly design of structures such as under-passes, green bridges or alternatives appropriate to scheme size.</b></p> <p><b>Compliance with this policy will help conserve and enhance the natural beauty of the AONBs and increase the understanding and enjoyment of the AONBs special qualities.</b></p>		
<p><b>PD0.3-Maximising Investment in a Sustainable Transport Network</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p>GCC will work with partners, <b>including local planning authorities and developers</b>, to ensure the delivery of a financially sustainable transport network, through maximising opportunities for inward investment.</p> <p><i>The following amendments and additions to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li><del>Respect of smaller development proposals outside defined settlement boundaries contributions towards public transport and community transport will be determined using the approach contained in the Manual for Gloucestershire Streets</del></li> <li>Where Community Infrastructure Levy (CIL) or similar approach is introduced by Local Planning Authorities in Gloucestershire. GCC will work with District Councils to ensure strategic transport priorities are identified through a CIL Framework <b>reflected within and paid for by CIL and s106.</b></li> <li><b>Developers are required to contribute financially and/or to the design and implementation of sustainable transport, in order to mitigate against the impacts of proposed new development on the transport network. Through including at the design stage</b></li> </ul>	<p>Replacement and additional policy proposals made to provide clarity on developer contributions.</p> <p>Expected outcomes are to maximise investment in a sustainable transport network</p>	<p>This Policy was already noted as being particularly beneficial in terms of coordination of land use planning (ISA Objective 13) and promotion of sustainable transport (ISA Objective 11) and this additional text relating to local planning authorities and developers strengthens this Policy further. The greater clarity on financial contributions provides a higher level of confidence that the effects of this Policy will remain beneficial and be more widely applied (with clarity provided on a much greater involvement of private developers and the different contexts / development sizes where financial contributions will be made).</p>

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	<p><b>facilities, routes and infrastructure for electric vehicle charging, homeworking, connectivity for walking and cycling, provision of local amenities and access to public transport, so sustainable trips are increased and dependence on motor vehicles reduced.</b></p> <ul style="list-style-type: none"> <li>• <b>New developments are required to contribute financially and/or to design to facilitate and encourage active travel (walk/cycle and mobility use)) through ensuring seamless connectivity to local amenities and public transport.</b></li> <li>• <b>New development in a rural setting, are required to contribute towards community transport or any other form of mass transport provision and/or infrastructure where there is a current or potential demand where a standard bus service is not a viable long term solution.</b></li> <li>• <b>Large/medium scale developments are required to contribute financially and/or to the design for the provision of proposals to ensure bus priority (and bus stops) and for the provision of Strategic Transport Interchange Hub(s) or Local Interchange Hub(s), for the betterment of all public transport users. Bus priority on new development and accessing core bus corridors should be for the efficiency of buses and other appropriate priority users, over car trips.</b></li> <li>• <b>Developers are required to contribute financially and/or in the design of their proposals, to provide high quality interchange facilities (e.g., secure cycle parking, bus priority) and passenger facilities at rail stations, segregated active travel routes (walk/cycle and public transport) for new development to access to the nearest mainline rail station by the most accessible direct route, that serve their development.</b></li> <li>• <b>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of</b></li> </ul>		<p>It is considered that the ISA assessment does not need any further amendment.</p>

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	<p><b>implementation and future maintenance are factored in to the scheme budget.</b></p> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <ul style="list-style-type: none"> <li>• <b>Maximise investment in a sustainable transport network</b></li> </ul>		
<p><b>PD0.4-Integration with Land Use Planning and New Development</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p>GCC will work with local planning authorities <b>and developers to develop a clear spatial strategy for Gloucestershire based on our long term sustainable transport and growth ambitions, which will deliver large scale development, designed and developed in a sustainable manner, ensuring that sustainable transport principles are embedded into the planning, design and future development of these strategic sites as a core fundamental feature from the outset.</b> <del>make a positive contribution towards</del> <b>This will deliver</b> a step change in sustainable land use planning, <b>ensuring that all new development is located in places</b> <del>placing development in locations</del> with high levels of sustainable transport accessibility and services, <b>and reduces car dependency.</b> GCC will support development that enables <del>multi-modal transport opportunities with a clear priority towards</del> and sustainable travel choices <b>and will require that</b> developers, <del>through agreements and securing of planning obligations, to mitigate against any shortcomings of the proposed</del> of new medium/large development <del>on the transport network and transport infrastructure by requiring to</del> <b>sites</b> submit site master plans and <del>making</del> <b>ensure that</b> transport considerations are integral to the design of schemes and contribute to making high quality places, in accordance with <b>Gloucestershire’s emerging Spatial Strategy, emerging Climate Change Strategy, Carbon Reduction Targets, NPPF and MfGS.</b></p> <p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• Development will be resisted where the <del>severe</del> impact on the transport network <b>requires retrofitting</b> <del>cannot be mitigated</del> or where safe and suitable access is not provided. GCC will support new compact, high density mixed use development <del>with priority</del></li> </ul>	<p>Review of this policy considers LTP Consultation responses and reflects the step change forward to a fully sustainable land use planning model, with support from the LPAs</p> <p>Reference to Building with Nature standards added.</p> <p>Review of Expected Outcomes to add additional bullet to reflect Building with Nature standards.</p>	<p>This Policy was already noted as being particularly beneficial in terms of coordination of land use planning (ISA Objective 13) and promotion of sustainable transport (ISA Objective 11) and this additional text clarifies and expands upon these Objectives and thereby strengthens further the sustainability performance of this Policy – for example it is clear from the additional text that sustainable transport principles are to be embedded into the planning, design and future development of strategic sites as a core fundamental feature from the outset.</p> <p>There is also clear intent to expand the EV charging network through their provision on site by Developers, along with promoting measures such as electric car clubs – this would be beneficial to a range of ISA Objectives, but particularly ISA Objectives 1 and 2.</p> <p>In addition there is much clearer intent to ensure Biodiversity Net Gain and Building with Nature</p>

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	<p>given to development of new sites already served by public transport over other more remote and inherently less sustainable locations.</p> <ul style="list-style-type: none"> <li>• <del>Work</del> Collaborate with district and parish councils <del>and transport operators</del> to ensure that new development is appropriately <del>connected</del> <b>located next</b> to the existing transport network and ensure permeability within the development to inclusive public transport with a high propensity to walk, cycle and be mobility friendly. Seek solutions that minimise the impact of proposed developments, (e.g. through Parish and Neighbourhood Development Plans).</li> <li>• Support multi-functional green and blue infrastructure to underpin the overall sustainability of new development to perform a range of functions including flood risk management, accessible green space transport corridors, climate change adaptation and supporting biodiversity <b>net gain</b>.</li> <li>• Where developers produce Health Impact Assessments as part of their application, these <b>should</b> consider the impact of travel and transport – both positive and negative – on the health and wellbeing of residents and communities.</li> <li>• <b>Developers of medium/large scale new development are required to submit to GCC at outline or masterplan stage, full details of highway and access proposals.</b> And, encouraged to consult early with GCC to agree design principles at pre-application.</li> <li>• Developers are required to provide digital connectivity <b>infrastructure suitable for future proofing</b> to promote agile working in order to reduce the need to travel.</li> <li>• <b>Developers are required to provide electric vehicle charge point network or alternative that complies to MfGS and Technical Specifications.</b></li> <li>• <b>Developers are required to</b> assess the needs of all vulnerable road within and associated with their development, users in line with government Road User Hierarchy, to substantially improve; the county’s cycle and pedestrian network and the delivery of LCWIP and where appropriate PRow or multi-tracks, and meet improved design standards and audits; for example MfGS, LCWIP and other</li> </ul>		<p>and these are of particular note to ISA Objective 3. Support for multi-functional green and blue infrastructure is also made and in addition to ISA Objective 3, this would benefit ISA Objective 7.</p>

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	<p>Context Reports and emerging DfT cycle design guidance and best practice, as well as addressing the needs of those with mobility impairments.</p> <ul style="list-style-type: none"> <li>• <del>Ensure developments</del> <b>Developers are required to</b> identify, protect and exploit opportunities for sustainable transport <b>measures ahead of delivering necessary highway capacity deficit, mode use</b> based on <b>both green infrastructure principles</b> and active design principles including ‘invisible infrastructure’, whereby the spatial grain and layout invites slow speeds and direct route priority with natural surveillance and lighting for active travel (walk, cycle, mobility friendly &amp; public transport) over other modes.</li> <li>• <del>Encourage the</del> <b>Developers are required to use</b> of innovative <b>design (including meeting with Building with Nature standards)</b> to enhance the aesthetic appeal and desirability of using <b>high quality multi-modal interchange facilities</b> (e.g., inclusive public transport facilities).</li> <li>• <del>Ensure developments</del> <b>Developers are required to</b> identify and safeguard existing and potential quiet highway routes and connections, within and between settlements, where walking <del>and</del> /cycling <b>and mobility use</b> are to be promoted to support community connectivity and permeability, <b>supporting multi-functional green and blue infrastructure</b>.</li> <li>• Ensure developers promote existing <del>bus</del> public transport infrastructure and realistic opportunities for travel choice are <del>provided and</del> consistently and comprehensively promoted to residents, employers and visitors. Promote Mobility as a Service (MaaS), such as <b>electric vehicle car clubs</b> or car sharing in order to encourage sustainable car use within new housing and employment developments and in association with businesses within Gloucestershire.</li> <li>• <b>Developer will be required to</b> use Personalised Travel Planning (PTP) and travel plans as part of the toolkit of measures for delivering smarter travel choices, where appropriate, in new and existing residential developments, making sure that travel plans are maintained and enforced. Contributions from new development are</li> </ul>		

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	<p>required towards GCC’s sustainable travel programme, Thinktravel for the development and monitoring of travel plans, and an ongoing commitment to communicating updated travel information in line the Thinktravel programme.</p> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <p><b>The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</b></p>		
<p><b>PD0.5 Community Health &amp; Wellbeing</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p>Identify and exploit opportunities to align active travel objectives with wider stakeholders’ priorities e.g. Gloucestershire Healthy Living and Learning (healthy schools programme), healthy lifestyles service priorities, Gloucestershire Moves and active/connected communities <b>Active Gloucestershire ‘we can move’ social movement, workplace health &amp; wellbeing and productivity.</b></p> <p>Investigate community based vehicle restriction zones that will benefit communities and protect vulnerable highway users from a safety and health perspective, <del>during peak congestion period</del> <b>and introduce speed limits in accordance with the current national guidelines and prioritise them based on available evidence, including 20mph zones.</b></p>	<p>Amended policy proposal to include reference to 20mph zones</p>	<p>The additional text relating to speed limits, including 20mph zones would strengthen this Policy in respect of ISA Objectives 14, 15 and 16 by providing a greater level of protection, particularly to more vulnerable members of society.</p> <p>It is noted that speed zones are also addressed under another Policy (PD2.3 Active Travel, Safety, Awareness and Confidence).</p>
<p><b>PD1.1 Gloucestershire’s Bus Network</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p>GCC will <b>work in a concerted and focused way, across all functions, and in collaboration with commercial bus and coach operators in particular</b>, to develop and maintain a comprehensive bus network <b>across both urban and rural areas</b> in line with our bus standards. GCC will work with partners and communities to provide <b>attractive and relevant</b> opportunities for travel choice by bus and coach for residents, employers, and visitors and, and <b>work collaboratively</b> to promote them as an alternative to the car to encourage increased levels of use.</p>	<p>Strengthened language in this policy to reflect LTP Consultation in support for a step change in support for Gloucestershire’s Bus Network in line with Climate Change Agenda.</p>	<p>This Policy was already considered to be performing well in sustainability terms and the amended Policy text will strengthen this performance as it provides greater clarity on collaboration between GCC and commercial bus operators and it is noted this will apply to urban and rural areas. It is also noted</p>



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	<p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• <b>Collaborate</b> with all transport providers to provide an appropriate level of service throughout the day, evening and at weekends to links communities with employment, education, health services, retail centres and social/leisure opportunities and enable <b>high levels of connectivity</b> between bus and rail services.</li> <li>• Work with neighbouring authorities and bus operators to provide <b>attractive</b> cross-boundary services to key local <b>and longer-distance</b> destinations outside the county, <b>in particular seeking to provide relevant travel choices as an alternative to the car.</b></li> <li>• Support <b>improved</b> linkages between urban centres on key bus corridors, <b>sufficient to offer a relevant choice.</b> For locations not served by these corridors, access should be to the nearest <b>local interchange hub.</b></li> <li>• Support Gloucestershire’s most vulnerable <b>and physically isolated</b> residents and <b>communities</b> by providing the means for them to access the services they need, including <b>leveraging</b> ‘Total Transport’ and <b>wider flexible and demand-responsive service approaches to ensure that the maximum value is achieved relative to known expressed requirements.</b></li> </ul>		<p>that there will be support for improved linkages and providing a relevant choice. These measures will further make bus travel more attractive and would strengthen in particular ISA Objectives 1, 2, 11, 14 and 15.</p>
<p><b>PD1.3 Bus Priority</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p>To manage <b>and develop bus priority</b> to facilitate the <b>free</b> movement of buses along congested routes, ensuring the safe movement of all highway users.</p> <p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• <b>Investigate bus priority on core bus corridors using ‘invisible infrastructure’, giving priority to sustainable travel modes on direct routes over other vehicles.</b></li> </ul>	<p>Additional policy proposals to reflect alternative bus priority infrastructure.</p>	<p>Favourable amendments to the priority of bus and other sustainable modes would make sustainable modes more attractive and would be of particular benefit to ISA Objectives 1, 2, 5, 11, 14 and 15.</p>
<p><b>PD1.4-Coach Travel</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p><del>GCC will work with coach operators to provide a reliable and efficient coach network that supports tourist day trips and connects communities,</del></p>	<p>Review to reflect the emerging importance coach travel has on supporting Gloucestershire’s Bus</p>	<p>This revised Policy text provides clarity on the role of interchange hubs, as well as noting measures to enhance the role of coach</p>

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	<p>employment and services in Gloucestershire with key locations outside the county.</p> <p><b>GCC will work with coach operators to provide a reliable and efficient coach network that supports the county’s bus network, connects interchange hubs in towns and cities, and provides for tourist day trips to key locations in and to Gloucestershire.</b></p> <p><i>The following additions to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• <b>Work with coach operators and partners such as Highways England, to enhance the role of coach travel to service; transport interchange hubs, long and short distance connectivity between key destinations, such as towns, cities and areas of key employment.</b></li> <li>• <b>New large/medium scale development that generates significant coach trips, are required to include sufficient coach parking, to be determined by GCC in agreement with Local Planning Authorities.</b></li> </ul>	<p>Network now and in the future.</p> <p>Replacement and additional policy proposals to provide clarity on developer contributions.</p>	<p>travel and facilitating coach parking. This will make bus / coach travel more attractive and be of particular benefit to ISA Objectives 1, 2, 11, 12 and 14.</p>
<p><b>PD1.6 Transport Interchange Hubs</b></p>	<p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• Local Interchange Hubs are defined as; <b>in key locations in/near rural towns or on urban</b> residential roads (but may not have dedicated parking), situated on dedicated cycle routes or near private car parking where sufficient demand and commercial viability exist.</li> <li>• Transport Interchange Hub facilities should ideally include upgraded passenger waiting facilities, Real Time Passenger Information, electric vehicle and bike charging points, safe and secure parking for cycles and accessible car parking, along with <del>fit for purpose</del> <b>exemplar</b> and safe segregated good quality cycle, walk and mobility user access.</li> </ul>	<p>Revised policy proposals to provide clarity on the role of Interchange hubs importance.</p>	<p>This additional policy proposal will help to make bus travel easier and more attractive and would be of some benefit to ISA Objectives 1, 2, 11, 12 and 14.</p>
<p><b>PD1.7- Communicating Travel Information</b></p>	<p><i>The following additions to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• <b>Real time displays will be prioritised for stops in market towns and interchange Hubs.</b></li> </ul>	<p>Additional policy proposals to ensure consistency with PD1.2.</p>	<p>This additional policy proposal will make bus travel easier and more attractive and would be of some benefit to ISA Objectives 1, 2, 11, 12 and 14.</p>



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<p><b>PD2.1- Gloucestershire's Cycle Network</b></p>	<p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• <del>Ensure developers assess the needs of all pedestrians and cyclists within their development design and any improvements associated with the development.</del></li> <li>• <b>Developers are required to make an assessment needs of all pedestrian/mobility user/cyclist in line government Road User Hierarchy within and associated with their development, to substantially improve the county's cycle network and meet improved design standards and audits; for example MfGS, LCWIP and other Context Reports and emerging DfT cycle design guidance and best practice, as well as addressing the needs of those with mobility impairments.</b></li> <li>• <b>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council's Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget, to limit the long term burden on pedestrian highway asset.</b></li> <li>• Ensure cycle routes are safe and form a continuous accessible network accessing town centres, residential areas, employment areas, and routes to schools <b>and supported with cycle parking/storage.</b></li> <li>• Ensure all schemes on the local highway network will be subject to appropriate context reports and audits (including e.g. the Countywide Cycleway, ROWIP, LCWIPs, green infrastructure pledge, Road Safety, Non-Motorised Users, Walking, cycling and quality audits, <b>Building with Nature standards</b>) before design approval.</li> <li>• Work with delivery partners, other agencies and community stakeholders to identify and <del>remove</del> <b>address</b> barriers (physical and</li> </ul>	<p>Replacement and additional policy proposals to provide clarity on developer contributions.</p> <p>Reference to Building with Nature standards added.</p> <p>Support for cycle parking/storage.</p> <p>Review of Expected Outcomes to reflect Building with Nature standards</p>	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced cycle network etc. will be developed. These developer contributions, along with working with delivery partners and the support for cycle parking / storage would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p> <p>The additional clarity (through Policy text and expected outcomes text) relating to Building with Nature would be particularly beneficial to ISA Objective 3.</p>

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	<p>psychological) and enhance to cycling <b>and make cycling a more inclusive activity for all</b></p> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <ul style="list-style-type: none"> <li>• <b>The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</b></li> </ul>		
<p><b>PD2.2 – Cycle Asset Management</b></p>	<p><i>The following amendments and additions to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• To continue to deliver the GCC ‘Highways Local Initiative’ <b>and the highways ‘Big Community Offer’</b> <del>where local members (county councillors) can</del> to prioritise the delivery of highway services that deliver cycle improvement measures for the community</li> <li>• To work with partners to maximise investment in the county’s cycle network as funding opportunities arise. This will include working in partnership with the Local Enterprise Partnership, District / <del>Borough</del> Councils, Parish and Town Councils, <b>communities</b>, developers, Sustrans, Gloucestershire Local Nature Partnership, Highways England, Environment Agency, Department for Transport and other agencies and government bodies.</li> <li>• <b>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget, to limit the long term burden on pedestrian highway asset.</b></li> </ul>	<p>Additional policy proposals to provide clarity on developer obligations.</p> <p>Reflect the highway ‘Big Community Offer’.</p>	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced cycle network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p>
<p><b>PD3.1- Gloucestershire’s Freight Network</b></p>	<p><i>Amendment made to policy text as follows:</i></p> <p>GCC in its role as Local Highway Authority will work in partnership with Highways England, neighbouring highway authorities, Network Rail, Parish/Town/District Councils, <b>designated neighbourhood forums</b> and the Police to: maintain a functioning freight network, by ensuring the safe</p>	<p>Revision of policy in line with the Minerals Local Plan wording and policy.</p>	<p>The additions to Policy relating to designated neighbourhood forums and working collaboratively with business and local planning authorities and</p>

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	<p>and expeditious movement of goods vehicles using the highway; and <b>facilitate the decarbonisation of freight by 2045</b> 2050.</p> <p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>• Work with <b>the business community including</b> freight companies and our partners to <b>achieve</b> promote an increase in freight being transported by more sustainable, <b>low-carbon modes of non-road transport wherever possible</b> and <b>support the transition to ultra-low emission freight vehicles</b> encourage the update of ultra low emission vehicles.</li> <li>• <b>Continue to work collaboratively with the county’s local planning authorities and other partners to ensure the effective implementation of adopted transport-related land-use policies with development proposals that could impact on the county’s functional freight network.</b></li> </ul>	<p>Additional policy proposals to provide clarity on developer obligations.</p> <p>Reflect LTP target PI-14 year (by 2045).</p>	<p>other partners will be of particular benefit to ISA Objectives 13.</p> <p>ISA Objective 2 will particularly benefit from the measures to facilitate the decarbonisation of freight and measures derived from working with the business community to increase low carbon modes of non-road transport where possible, as well as supporting the transition to ultra-low emission vehicles.</p>
<p><b>PD3.1- Gloucestershire’s Freight Network &amp; PD3.2 Freight Journey Routing Information</b></p>	<p><i>The following additions and amendments to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li>• <b>Developers are required to submit through planning, Delivery and Servicing Plans and where appropriate, Construction Management Plans to; manage site traffic, and to reduce carbon emissions and other pollutants.</b></li> <li>• Work with national freight mapping companies to inform freight operating route planning systems. Ensure the primary route corridors map is reviewed periodically <b>and that freight transport use the primary route corridors wherever possible and avoid roads not included in the corridors.</b></li> <li>• <del>Continue to work with neighbouring authorities to ensure that weight restrictions proposed by another authority do not adversely affect sensitive routes in Gloucestershire.</del></li> <li>• <b>Continue to work with designated neighbourhood forums communities and neighbouring authorities on cross-boundary weight restrictions that could adversely affect sensitive routes in Gloucestershire.</b></li> </ul>	<p>Review wording of policy proposal regarding freight route planning and agreed consistence of policy proposal with Wiltshire CC regarding cross-boundary weight restrictions.</p>	<p>The additions and amendments to Policy text provide clarity on the role of developers and the need to manage site traffic and reduce carbon emissions and other pollutants are of particular benefit to ISA Objectives 1 and 2. This benefit is to be welcomed, but it should be recognised that elements of this Policy will still have adverse effects on these Objectives. It is considered no further assessment is required in respect of these Objectives.</p> <p>Clarification on working with communities is beneficial to ISA Objective 13.</p>

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<p><b>PD4.1- Gloucestershire’s Highway Network</b></p>	<p><i>The following additions and amendments to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li>Follow green infrastructure principles in the design, maintenance and operation of highway asset as set out in the green infrastructure pledge <b>as well as meeting Building with Nature standards.</b></li> <li><b>Under the Highways Act 1980, any developer or scheme promoters, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</b></li> </ul> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <p><b>The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</b></p>	<p>Reference to Building with Nature standards added.</p> <p>Review of Expected Outcomes to reflect Building with Nature standards.</p> <p>Additional policy proposals to provide clarity on developer obligations.</p> <p>Review of Expected Outcomes to reflect Building with Nature standards</p>	<p>The amended Policy text is of particular benefit to ISA Objective 3 as it highlights the importance of Building with Nature.</p> <p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance regarding future maintenance.</p>
<p><b>PD4.1- Gloucestershire’s Highway Network</b> <b>PD4.2-Highway Network Resilience</b> <b>PD4.3-Highway Maintenance</b></p>	<p><i>The following additions and amendments to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li><del>To ensure promoters of new transport schemes comply with Enhanced Materials &amp; Commuted Sum Policy (MfGS) whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored into the scheme budget</del></li> <li><b>Under the Highways Act 1980, any developer or scheme promoters, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</b></li> </ul>	<p>Additional policy proposals to provide clarity on developer obligations.</p>	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance regarding future maintenance.</p> <p>The additions and amendments to Policy text provide clarity on the role of developers and the need to manage site traffic and reduce carbon emissions and other pollutants are of particular benefit to ISA Objectives 1 and 2. This benefit is to be welcomed, but it should be recognised that elements of this Policy will still</p>

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	<ul style="list-style-type: none"> <li><b>Developers are required to submit through planning, Delivery and Servicing Plans and where appropriate, Construction Management Plans to; manage site traffic, and to reduce carbon emissions and other pollutants.</b></li> </ul>		<p>have adverse effects on these Objectives. It is considered no further assessment is required in respect of these Objectives.</p>
<p><b>PD4.5-On-Street Car Parking</b></p>	<p><i>Amendment made to policy text as follows:</i> GCC will work in partnership with transport operators, neighbouring traffic authorities, district councils, <b>parish and town councils</b> to ensure that parking policies in each area support the local economy and maintain the safe and expeditious movement of traffic on the road network.</p> <p><i>The following additions to policy proposals were also made:</i></p> <ul style="list-style-type: none"> <li><b>Developers are required to fully comply with Manual for Gloucestershire Streets (MfGS) and the county’s Technical Specifications in respect to provision for car parking, taking account of exemplar design for on-street parking.</b></li> <li><b>Align with the emerging ULEV Strategy and Climate Change Strategy.</b></li> </ul> <p><i>The following additions to the policy supporting text were made:</i> <b>Gloucestershire County Council will seek to clarify policy guidance for on-street car parking, through the revised Manual for Gloucestershire Streets (MfGS). Guidance for new development will set out provision for, electric vehicle charge point and/or alternative infrastructure, ‘EV-Car Clubs’, ‘car-free’ or ‘permit free’ arrangements for new development, appropriate to location. MfGS will provide for exemplar on-street space, designed and allocated for pedestrians, cyclists, mobility users, deliveries, bus stops and bus priority measures before parking of private vehicles.</b></p>	<p>Additional policy proposals to provide clarity on developer obligations and consideration for the county’s ULEV Strategy &amp; Climate Change Strategy.</p> <p>Supporting text sets out GCC’s intention to review Manual for Gloucestershire Streets (MfGS) setting guidance for parking standards for new development supporting EV-charge points, an EV-network or alternative infrastructure, ‘car-free’ or ‘permit free’ arrangements in appropriate locations and best practice in terms of on-street space for all users.</p>	<p>The additional policy proposals are of benefit to ISA Objective 13 in terms of coordinating land use and transport planning. However, these additional policy proposals are particularly important in terms of how it sets out the linkages to the emerging EV Strategy and Climate Change Strategy, which will expand on EV charging network, ‘Car Clubs’ etc. This will be of particular benefit to ISA Objectives 1 and 2.</p>
<p><b>PD5.1 – Rail Infrastructure Improvements</b></p>	<p><i>The following amendments and additions to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li><del>Explore with Great Western Railway and Network Rail the most effective approach to station development and stopping patterns at Cam and Dursley on the Bristol-Gloucester route. Third party</del></li> </ul>	<p>Replacement text to clarify GCC’s position on a proposed new rail station south of Gloucester.</p>	<p>No implications for the ISA have been identified through these amendments and additions.</p>



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	<p>proposals for an additional new station south of Gloucester will need to be accompanied by a robust business case</p> <ul style="list-style-type: none"> <li>• <b>GCC continues to look at the most suitable location for a new station south of Gloucester in conjunction with a range of partners. Given the limited capacity between Gloucester and Bristol location for a new station(s) will need to be able help meet the long term strategic growth over the next thirty years. Third party proposals for an additional new station south of Gloucester will need to be accompanied by a robust business case.</b></li> <li>• Support heritage railway lines (Gloucestershire Warwickshire Railway, Dean Forest Railway <b>and Berkeley Railway</b>) and their contributions to tourism</li> </ul>	<p>Clarification on GCC's support for heritage railway lines.</p>	
<p><b>PD5.2 – Rail Service Capacity Improvements</b></p>	<p><i>The following amendments to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li>• GCC will engage with the rail industry to ensure that Gloucestershire benefits from <b>improved local and longer distance</b> rail services <del>that facilitate local access and longer distance connectivity to London, Bristol, Birmingham, Cardiff, Oxford and Worcester.</del></li> <li>• Work with Great Western Railway and Network Rail to identify the most effective approach to station development and stopping patterns at Cam and Dursley on the Bristol-Gloucester route, including the development of the existing Cam and Dursley station and the potential for <del>a transport hub</del> <b>a new station</b> south of Gloucester.</li> <li>• <b>Work with and support Gloucestershire Community Rail Partnership; to increase passenger numbers, to improve access to stations and improve station facilities.</b></li> </ul>	<p>Replacement text to clarify GCC's position on a proposed new rail station south of Gloucester and work to encourage greater rail use.</p>	<p>No implications for the ISA have been identified through these amendments and additions.</p>
<p><b>PD6.1- Gloucestershire's Pedestrian Network</b></p>	<p><i>The following additions and amendments to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li>• <b>Developers are required to make an assessment needs of all pedestrian/mobility users/cyclists in line with government Road User Hierarchy within and associated with their development.</b></li> </ul>	<p>Replacement and additional policy proposals to provide clarity on developer contributions.</p>	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced pedestrian network etc.</p>

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	<p><b>And to, substantially improve connectivity and permeability of the county’s pedestrian network and meet improved design standards and audits; for example MfGS, LCWIP and other Context Reports and best practice, as well as addressing the needs of those with mobility impairments.</b></p> <ul style="list-style-type: none"> <li><b>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</b></li> <li>All walking infrastructure provided within the county will be designed in accordance with Manual for Gloucestershire Streets (MfGS) and all schemes on the local highway network will be subject to appropriate context reports and audits (including road safety, non-motorised users, walking, cycling and quality audits <b>including Building with Nature standards</b>) before design approval.</li> </ul> <p><i>The following additional text has been added to the expected outcomes of the implementation of this Policy:</i></p> <p><b>The maximisation of interconnectedness of nature recovery by Building with Nature will be achieved for highway schemes through design requirements for wildlife, appropriate to scheme size.</b></p>	<p>Reference to Building with Nature standards added.</p> <p>Expected Outcomes to reflect Building with Nature standards.</p>	<p>will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p> <p>The additional clarity (through Policy text and expected outcomes text) relating to Building with Nature would be particularly beneficial to ISA Objective 3.</p>
<p><b>PD6.2-Rights of Way</b></p>	<p><i>The following additions to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li><b>Ensure developers from the outset assess the needs of all pedestrians, mobility users, cyclists and horse-riders, within their development design and any associated improvements, ensure desire lines, connectivity and permeability across the site and its boundaries to existing and newly created PRow from neighbouring areas are considered and included.</b></li> <li><b>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby</b></li> </ul>	<p>Additional policy proposals to provide clarity on developer contributions.</p>	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that Rights of Way network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p>



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	<p><b>appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget.</b></p>		
<p><b>PD6.3-Pedestrian Asset Management</b></p>	<p><i>The following amendments and additions to policy proposals were made:</i></p> <ul style="list-style-type: none"> <li>• Continue to deliver the GCC ‘Highways Local Initiative’ <b>and the highway ‘Big Community Offer’ to where local members (county councillors) can</b> prioritise the delivery of highway services that deliver pedestrian improvement measures for the community.</li> <li>• Deliver footway maintenance works outlined in the Transport Highways Asset Management Framework.</li> <li>• Regularly review the winter maintenance and vegetation clearance procedures and policies and in line with the Gloucestershire Highways Biodiversity Guidance (or subsequent guidance) <b>and the Green Infrastructure Pledge.</b></li> <li>• Deliver footway maintenance works outlined in the Transport Highways Asset Management Framework.</li> <li>• <del>Ensure promoters of new transport schemes comply with the Enhanced Materials Policy (MFGS) whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored into the scheme budget.</del></li> <li>• <b>Under the Highways Act 1980, any developer or scheme promoter, that delivers highway infrastructure to be adopted by GCC, must fully comply with the Council’s Enhanced Materials Policy (MfGS) and Commuted Sums Policy, whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored in to the scheme budget, to limit the long term burden on pedestrian highway asset.</b></li> </ul>	<p>Replacement of policy proposals to provide clarity on developer contributions.</p> <p>Reflect the Green Infrastructure Pledge and the highway ‘Big Community Offer’.</p>	<p>The additional policy proposals provide more clarity on the role of developer contributions and provide greater reassurance that enhanced pedestrian network etc. will be developed and maintained. These developer contributions, would be beneficial to a range of ISA Objectives such as in particular numbers 1, 2, 11, 13 and 15.</p>

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