

Stroud District Local Plan Review

Topic Paper: Transport

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Contents

Introduction

The role of Topic Papers to support the Submission Plan 1

Topic Paper content 2

1. Setting the Scene 3

Background 3

National Policy Context 3

Regional Policy Context 5

Local Policy Context 6

2. Actions to Date 8

Strategy Options Transport Discussion Paper (July 2018) 8

Sustainable Transport Strategy (February 2021) 8

Traffic Forecasting Report (TFR) (March 2021) 10

Infrastructure Delivery Plan (IDP) (May 2021) 12

3. Future Actions and Collaboration 14

Bibliography: list of evidence base documents referenced in this Topic Paper





Introduction

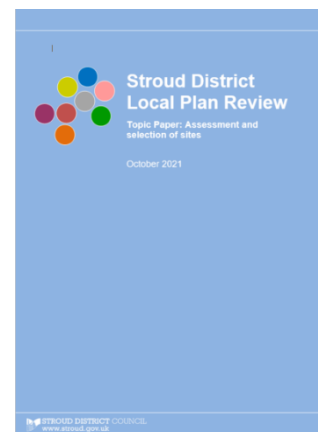
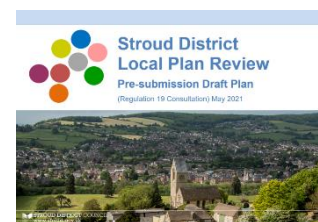
This topic paper is one of a series of papers supporting Stroud District Council’s **Draft Local Plan** (The ‘**Submission Plan**’), which has been submitted to the Secretary of State for examination by the Planning Inspectorate. The topic papers provide a summary of the evidence base and how it has been used to shape the draft plan. They also highlight relevant national and local guidance where necessary, to explain how the various plan-making requirements have been addressed and have impacted on the emerging plan.

The topic papers do not contain any policies, proposals, site allocations or new evidence and they should be seen as explanatory supporting documents.

- **Issues and options consultation Autumn 2017:** An opportunity to discuss emerging issues and identify ways of distributing and managing future development needs.
- **Emerging strategy consultation Winter 2018:** We now know the minimum number of houses that we need to provide for and we have identified a potential strategy for delivery.
- **Final draft plan consultation Autumn 2019:** A chance to check that we have the right draft plan in place.
- **Additional housing options consultation 2020:** A focused consultation on some contingency spatial and site options
- **Pre-submission consultation Summer 2021:** The formal stages of making representations on the plan (Regulation 19). The ‘Publication Plan’.
- **Submission October 2021:**
The Draft Local Plan (plus evidence base and all Reg.19 representations received) is submitted to The Secretary of State (Regulation 22). The ‘Submission Plan’.

An Inspector will be appointed to **Examine** the Local Plan and scrutinise everything submitted, to ensure the plan is sound.

- **Modifications:** There will be further consultation on any proposed modifications to the plan, arising out of the Examination process.
- **Adoption:** It is anticipated that the new Local Plan will be adopted by Winter 22



◀ The Local Plan Review:

Topic Papers have been produced to support the Draft Local Plan through submission and examination: to summarise and direct the Inspector to relevant parts of the existing evidence base, and to explain the plan-making process in relation to a small number of topics.



Topic Paper: Transport

This topic paper focusses on the transport evidence which supports the Local Plan. During the preparation of the Stroud District Local Plan (SDLP), there has been extensive engagement with National Highways (formerly Highways England) and the Highways Authority (Gloucestershire County Council), including regular meetings to discuss transport evidence gathering and inputs into the SDLP. There have also been meetings with the neighbouring Highways Authority (South Gloucestershire Council) to discuss cross-boundary transport issues and inputs into the SDLP. There is a range of transport evidence documents to consider the combined effect of development across the District. The SDLP sets the framework for growth and demonstrates the high level issues and strategic mitigation which is likely to be required. Each site allocation will be required to submit a planning application, which will determine the detailed mitigation proposals for that site, in line with the SDLP. By undertaking such work, the Council's evidence has influenced the Plan and ensured that it is the most effective and appropriate strategy in transport terms.



1. Setting the Scene

Background

- 1.1 Stroud District Council began work on the SDLP in 2017. Right from the start, the District Council determined that transport should form a key building block in its development – from shaping the spatial development strategy to underpinning the identification and assessment of strategic allocations. Consequently, a Stroud District Local Plan Transport Group was set up in 2017 to progress partnership working on transport matters. A core group of Stroud District, Gloucestershire County Council and National Highways met regularly during the plan making process to develop the above studies and to discuss key issues and potential mitigation measures. South Gloucestershire Council was invited periodically to input into the assessment work and to discuss key issues and potential mitigation measures, especially relating to impacts on and mitigation measures for M5 Junction 14.

National Policy Context

- 1.2 The **NPPF (2021)** in Section 9 states that transport issues should be considered from the earliest stages of plan-making so that potential impacts of development on transport networks can be addressed and the opportunity to promote walking, cycling and public transport is given (amongst other reasons). The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Planning policies should support an appropriate mix of uses across an area and be prepared with the active involvement of local highway authorities, and other transport infrastructure providers. In addition, it should identify sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 1.3 As one of the 2017 Industrial Strategy’s ‘Grand Challenges’, the ‘**Future of Mobility**’ has been the subject of two prominent strategic reports from the Government Office for Science (GOs) and the DfT:
- **Future of Mobility: A time of unprecedented change in the transport system** (GOs)
 - **Future of Mobility: Urban Strategy** (DfT)

The two strategic reports focus upon the expectation that transport technology is expected to change at a rate that is faster than any period since the Victorian era, and aim to guide the development of a “genuinely integrated 21st Century transport system underpinned by digital connectivity and data” up to 2040. The understanding of travel behaviours and how they interact to societal change is emphasised as key to understanding future demand and the role of transport



within the context of societal and environmental challenges, in addition to the traditional focus upon economic growth.

1.4 The Government's **National Infrastructure Strategy (2020)** published in November 2020 sets out its ambitions to deliver an infrastructure revolution: a radical improvement in the quality of the UK's infrastructure to help level up the country, strengthen the Union, and put the UK on the path to net zero emissions by 2050. Infrastructure investment is seen as fundamental to delivering net zero emissions by 2050. The government intends to unlock private sector investment to accelerate the deployment of existing technology, such as retrofitting the UK's building stock and electrification of vehicles, while advancing newer technologies such as carbon capture and low-carbon hydrogen. Key measures include:

- Investing £1.3 billion in charging infrastructure to accelerate the mass adoption of electric vehicles ahead of ending the sale of new petrol and diesel cars by 2030;
- The government will kick-start the delivery of a core rapid charging network across motorway and key A road service stations by 2023;
- The government has committed £90 million to fund local EV charging infrastructure to support the roll out of larger, on-street-charging schemes and rapid hubs in England; and
- The government wants to increase the share of journeys taken by public transport, cycling and walking, and decarbonise buses and trains. Supporting greener buses is another key part of the government's agenda for achieving net zero and tackling air pollution; and
- Setting out new priorities for the National Infrastructure Commission, including commissioning a new study on greenhouse gas removal technologies, and preparing to appoint additional Commissioners.

1.5 Transport is the highest emitting sector of the UK economy, accounting for 28% of domestic emissions in 2019. Reducing emissions from all modes of transport will therefore be key to achieving the UK's net zero target in 2050. The government is committed to going further and faster to tackle climate change, and the Department for Transport has therefore developed a bold and ambitious Transport Decarbonisation Plan "**Decarbonising Transport: A Better, Greener Britain**" (July 2021) to achieve net zero emissions across all modes of transport. The key themes of this plan are:

- Accelerating modal shift to public and active transport
 - Public transport and active travel as natural first choice for daily activities
 - Cohesive, widely available, net zero public transport network, designed for the passenger
 - Use our cars differently and less often, with new technology helping to reduce our carbon footprint.
- Decarbonising Road Transport
 - Phase out new non-zero emissions road vehicles, from motorbikes to HGVs, by 2040
 - World leading regulatory framework and support packages
 - Removing infrastructure as a barrier to zero emission transition.
- Decarbonising how we get our goods
 - Pioneer new zero emissions technology for freight
 - Freight mode shift away from road and air, and efficiency enhancements through technology
 - Decarbonising last mile transport.



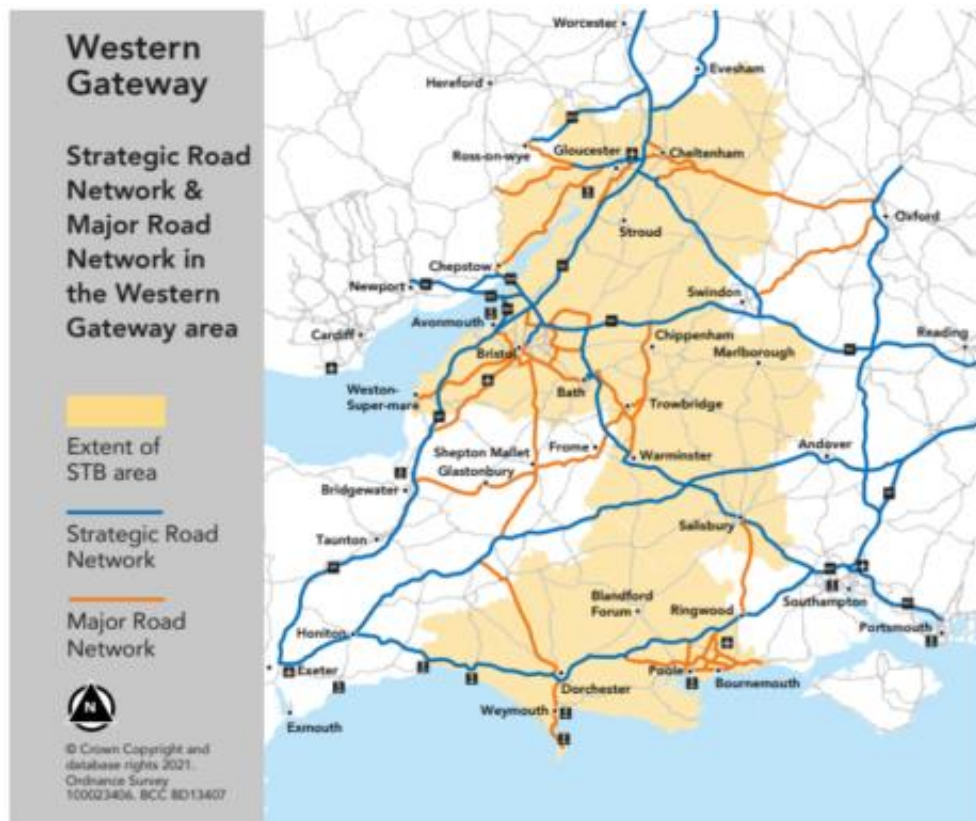
Regional Policy Context

- 1.6 The development of Sub-National Transport Bodies (STB), where they did not already exist, is outlined as one of the key elements of the **Transport Investment Strategy – Moving Britain Ahead (DfT, 2017)**. The STBs are expected to develop a Regional Evidence Base and enable regions to speak with one voice on strategic transport planning, particularly in relation to the Major Roads Network (MRN), to boost economic growth and development. Gloucestershire County Council is part of the recently formed ‘Western Gateway’ STB, consisting of several neighbouring local authorities covering the area outlined in Figure 2. Located in the north of the Western Gateway STB, the study area is bordered by the Economic Heartland and Midlands Connect STBs and needs to consider the objective and scheme proposals presented within these areas.
- 1.7 The Western Gateway STB 2020-25 is targeting an additional 300,000 homes and over 190,000 new jobs by 2036, of which Gloucestershire aims to deliver 60,000 new homes and 35,000 new jobs. The Western Gateway area is a crossroads for national connectivity. A lack of resilience within a transport network results in its failure with poor journey times and commensurate harmful impacts on productivity, economic growth and local business activity. The Western Gateway recognises the Gloucestershire County area is home to some of the UK’s most dynamic businesses and economies with strong and growing expertise in world-leading industries including advanced engineering, high-value manufacturing, aerospace, military, financial and professional services, digital information and communications technology, cyber security and defence. These sectors are likely to benefit greatly from Multi-modal investment that both provides better links between economic hubs, and results in improvement of the Strategic Road Network and Major Road Network. Within the County generally growth is focused around unlocking employment and housing land within a M5 Growth Zone.

Figure 2. Western Gateway Sub-National Transport Body Area. Source: Western Gateway (2019) Sub-national Transport Body Outline Case Report (p. 1)



Figure 2b Western Gateway and the MRN and SRN



Local Policy Context

- 1.8 In terms of county transport policy matters there is the [Gloucestershire Local Transport Plan \(2020-2041\)](#). Gloucestershire’s Local Transport Plan (LTP4), adopted in March 2021, aims to create 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 County and Stroud District Council have both declared a ‘Climate Emergency’ and by doing so recognises the urgency of reducing transport carbon emissions. In December 2018, SDC declared a Climate Emergency and made a commitment to carbon neutrality by 2030. Reducing the environmental impact of transport is critical to achieving this aim, and SDC has a strong ambition for this STS to be a transformative force which drives forward its sustainability agenda. There is both a Housing Crisis and a Climate Emergency, and in order to address both issues the Council is placing accessible, sustainable transport at the heart of planning for growth and recognising it as fundamental to policy-shaping and decision-making. The County has made a further commitment by signing up to the UK100 pledge to be net zero carbon emissions by 2045. The LTP points out that, although car ownership levels generally exceed the national average, almost 20% of households in Gloucestershire do not own a private vehicle, and approximately a third of the population cannot drive. The LTP therefore recognises the role public and community transport services play in enabling communities to function. It also sees public transport at the centre of Gloucestershire’s ambitions to reduce emissions. The ambition is for transformative new public transport

infrastructure that brings different types of transport (e.g. public transport, cycling and cars) together at Transport Interchange Hubs, improving travel connections.

1.9 To complement the LTP work and ambitions the Stroud District Local Plan Submission version contains transport policies as follows:

- Core Policy CP13: Demand management and sustainable travel measures
- Delivery Policy EI12 Promoting transport choice and accessibility
- Delivery Policy DE11 District wide mode specific strategies
- Delivery Policy EI13 Protecting and extending our walking and cycling routes
- Delivery Policy EI14 Provision and protection of rail stations and halts
- Delivery Policy EI15 Protection of freight facilities at Sharpness Docks
- Delivery Policy EI16 Provision of public transport facilities

1.10 The Council has developed its evidence base working with the national, strategic and local Highway Authorities to reflect the willingness of all parties to ensure that transport planning matters are discussed and taken into account at the plan making stages.

2 Actions to Date

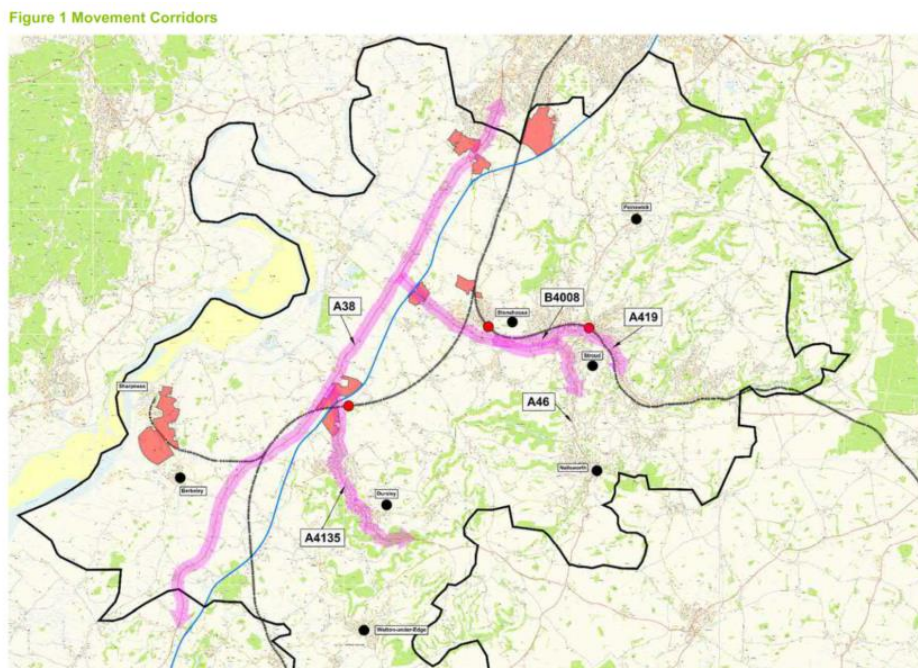
- 2.1 Stroud District Council started the process of reviewing the current Local Plan in 2017 with an **Issues and Options** consultation stage. Arising from this initial consultation, the Transport Group agreed to produce a **Strategy Options Transport Discussion Paper** (published July 2018) to accompany the Stroud Local Plan Review. The purpose of the Paper was to inform the Council's decision making process regarding the selection of a preferred development strategy. The paper provides a high level assessment of the likely transport issues arising for the four different spatial development scenarios set out at the Issues and Options stage - Option 1 Concentrated Development; Option 2 Wider Distribution; Option 3 Dispersal and Option 4 Growth Point. High level Trip Rate Information Computer System (TRICS) assessments were undertaken to inform the discussion paper. This uses a database of trip rates for developments (in the United Kingdom) for transport planning purposes, specifically to quantify the trip generation of new developments. It was found that Options 1 and 2 generate a similar number of new peak hour trips. As options 3 and 4 have an increase quantum of proposed development, the scale of new peak trips increased accordingly. Option 3 records the greatest number of new trips on the network; this is despite not allocating the largest quantum of growth. Likely mitigation packages for each development option were considered. It included an assessment of census data to understand likely trip destinations and the mode of travel during peak travel time; it also included a summary on the availability of existing travel choices before identifying any likely mitigation requirements to maintain a safe and functioning transport network. The evidence was then used to help inform the development of the next stage of the Local Plan – **The Emerging Strategy Paper** in November 2018. The high level transport assessment helped inform the selection of a hybrid strategy which incorporated the most sustainable and deliverable aspects of the four strategy options consulted on in 2017. This hybrid was taken forward in November 2019 in the **Draft Plan for Consultation** and further refined by the time of the **Pre-Submission Draft Plan** in May 2021.
- 2.2 The Council employed consultants AECOM in 2018 to undertake and develop a **Sustainable Transport Strategy (STS)** (Published 2019, updated 2021 to include commentary on Strategic Modelling) to form part of the evidence base for Stroud District Council's Local Plan Review. The STS will play a key role in setting out plans for achieving the connectivity and mobility needed to support growth, in as sustainable a manner as possible and seeks to tackle issues such as congestion, accessibility, air quality, public health and safety whilst supporting the District in delivering mobility for inclusive growth. It is underpinned by extensive research into local and national policy context, cutting edge research and guidance, and the District's transport network and demographics. In December 2018, SDC declared a Climate Emergency and made a commitment to carbon neutrality by 2030. Reducing the environmental impact of transport is critical to achieving this aim, and SDC has a strong ambition for this STS to be a transformative force which drives forward its sustainability agenda. AECOM and SDC engaged with three categories of stakeholders as part of the strategy development:



- Transport-related stakeholders, through a stakeholder workshop;
- Strategic site promotion teams, through site-specific meetings and information exchange; and
- Statutory consultees, i.e. Gloucestershire County Council and National Highways, through steering meetings and content review.

2.3 The STS identified that the topography and settlement pattern of Stroud District results in high levels of travel demand being funnelled along key movement corridors. Three main movement corridors have been identified in the District where integrated packages of initiatives can be delivered, which can showcase multi-modal use with a focus on sustainable travel modes. Measures which improve sustainable access to corridors from nearby areas will also be supported, as well as enhancing the corridor itself. These corridor packages enable movement by all modes, in all directions and, with interchanges, provide connections to other destinations. A map showing the corridors is shown below in Figure 3:

Figure 3 STS Movement Corridors



2.4 The Local Plan is the means by which SDC can embed sustainability into spatial decision making. It forms the basis for determining the acceptability of development proposals and exerts influence on the types of proposals that are brought forward. In that respect, it provides officers of the local planning and transport authorities with the basis to require development proposals to deliver sustainable transport in accordance with Stroud’s ambitious sustainability agenda. In short, the purpose was to examine opportunities to increase modal shift away from the private car by exploring opportunities for the internalisation of trips by co-locating facilities and services with new homes and jobs, before then looking at opportunities for active travel measures and improvement of public transport opportunities. Incorporating active travel into everyday routines is the best way to get people moving and keep communities healthy. Walking and cycling has been shown to reduce the risk of illness and improve mental health. By focusing on the hierarchy of

movement to favour active travel; people, rather than cars, will be put back at the heart of the transport system.

- 2.5 The STS work has identified a number of interventions to be carried through into planning policy. This includes looking at movement spatially and in relation to strategic sites, but also revisions to transport related policies within the local plan itself, to improve the sustainability of the framework within which all planning decisions are taken within the District. The STS has developed sustainable transport principles for the strategic allocations. It has identified mobility behaviours where small changes in people's travel behaviours can have a big impact on an individual's health and well-being, and can also have a positive impact on the environment they live in. Places with fewer cars and higher numbers of people moving on foot and by bicycle, have been shown to have economic, social and environmental benefits. Improving places for pedestrians can boost footfall and trading by up to 40%. Integrating public transport and providing subsidies and grants to businesses makes travelling by sustainable transport easier and efficient. The proposed interventions focus on providing people with the tools, including knowledge of the opportunities available to them, to make sustainable choices in line with the sustainable transport hierarchy. They will contribute to reducing the need to travel and making sustainable transport modes the easiest and natural transport choice. These interventions as part of corridor packages have the potential to make a real difference to enable more journeys by sustainable modes. The corridor packages will need to integrate with other strategies being recommended, such as the Interchange Strategy. The STS sets the principles for supporting sustainable and targeting investment in each of the corridors.
- 2.6 **The Traffic Forecasting Report** (Mott Macdonald, March 2021) primary purpose was to assess the impact of the proposed Local Plan site allocations on both the local and strategic road networks, and to articulate a long-term transport investment strategy within the County and adjoining areas. The modelling work is intended to provide a cumulative assessment of the traffic impacts associated with the Local Plan site allocations, rather than providing detailed modelling analyses of individual sites. Detailed analysis of individual sites will need to be included with planning applications for those sites. The Gloucestershire countywide traffic model has been used as the basis for assessing the Local Plan proposals. The development of the modelling has been undertaken in discussion with the parties of the Transport Group, ensuring agreement in terms of methodology and conclusions. Traffic impacts of the Local Plan proposals have been assessed through the development of 2040 future year forecast scenarios that consider travel demand associated with the proposed site allocations included in the November 2019 Draft Local Plan. In parallel with the traffic modelling, the Sustainable Transport Strategy (STS) sets out a strategic approach to achieving mode shift, with detailed measures to be developed by sites through the planning application process. A framework has been developed to assess the potential mode shift that could be achieved by the main interventions included in the strategy, and this has been used to inform forecast demand reductions within the traffic modelling work. Thus, the modelling work has incorporated modal shift opportunities identified in the STS. Both pieces of related transport work helped to identify the residual highway impacts which would require mitigation. A transport modelling third party access protocol was also published by Stroud District Council, following agreement with the Transport Group. This will enable promoters of sites within Stroud District to progress site specific Transport Assessments using a common and extensive evidence base.
- 2.7 Traffic forecasts have been produced for a future year of 2040, which aligns with the end of the plan period for the proposed Local Plan. The forecasts have been developed through liaison and agreement. A 2040 Baseline scenario has been developed to understand the performance of the

highway network in and around Stroud District in the absence of the Local Plan proposals. This Baseline scenario allows for the delivery of existing proposed transport schemes and developments, as well as general growth in traffic levels. Traffic impacts of the Local Plan proposals have been assessed through the development of a forecast scenario that includes travel demand associated with the site allocations. The forecast impacts on the highway network have been reviewed and have informed the development of a package of mitigation measures, including both sustainable interventions and highway capacity improvements. Thus, the traffic modelling assessments undertaken to date have culminated in the identification of a preferred set of highway and sustainable transport mitigation interventions. At this stage, the preferred package of mitigation is intended to represent a strategic approach to mitigating the impact of the proposed Local Plan development sites. The strategy identifies the main locations and broad scale of likely interventions required and provides a starting point for the development of detailed schemes as developments come forward through the planning process. The package of indicative highway capacity improvements at key ‘pinch-points’ has been developed in collaboration with Gloucestershire County Council, Stroud District Council and National Highways and assessed using the traffic model. The schemes are categorised by cost-banding to inform the Infrastructure Delivery Plan. Given the early stage of option development, meaning that costs cannot be accurately forecast, it is appropriate to include a range to reflect uncertainty. Based on the modelling and assessments documented, these mitigation measures are considered necessary to suitably alleviate the traffic impacts of the proposed Local Plan. These measures are listed in Table 1 below.

Table 1 Preferred Highway Mitigation Strategy

Preferred Highway Mitigation Strategy	
Very High cost schemes (>£10m)	
Location	Mitigation Scheme
M5 Junction 12	Replacement of existing single overbridge dumbbell arrangement with a new grade-separated signalised roundabout
M5 Junction 14	Replacement of existing single overbridge diamond interchange with new grade-separated signalised roundabout. High cost schemes
High cost schemes (£2.5m-£10m)	
A38 Cross Keys Roundabout	Widening and signalisation of both A38 approach arms
St Barnabas Roundabout	Approach widening on three arms and associated circulatory capacity improvements
A38 / A430 / B4008 Cole Avenue	Widening of southbound A430 to three lanes, with nearside flare extension and widening on B4008 and westbound A38 approaches
A419 / Oldends Roundabout	Dualling of A419 between Oldends and Chipman’s Platt roundabouts
A38 / B4509	Replacement of existing signal-controlled junction with large at-grade roundabout

(Table continued over the page)



Medium cost schemes (£250k-£2.5m)	
A38 / Epney Road	Widening of both A38 approaches to two ahead lanes, plus right-turn lanes
A38 / B4071 Perry Way	Conversion of existing give-way junction to signal control, with associated widening on minor arm approach
A38 at Claypits	Widening of both A38 approaches to two ahead lanes at existing signalised junction
M5 Junction 13	Inclusion of traffic signals on all approaches to existing roundabout junction
A46 / Dudbridge Hill	Dudbridge Hill eastbound approach widening to three lanes on entry to junction
A38 / B4066	Conversion to signal control with flare extension on B4066 approach
A38 / B4066 Berkeley Road	Addition of traffic signals, with flaring provided on A38 southbound approach
A38 / Alkington Lane	Signalisation of existing three-arm give-way junction, with widening on Alkington Lane approach
B4066 / Alkington Lane	Introduction of traffic signal control
Low and very low cost schemes	
B4008 / Stonehouse	Simple signalisation scheme, with limited/no widening or kerb realignment
B4008 / A38 northbound off-slip	Signal re-optimisation
A419 Boakes Drive roundabout	minor widening on A419 approach arms
B4066 / Station Road roundabout	Limited widening on B4066 eastbound approach to existing roundabout
A38 / A4135	Removal of existing hatch marking and potentially minor carriageway widening on northbound A38 approach

- 2.8 Overall, the mitigated forecasts demonstrate that the traffic impacts of the proposed Local Plan allocations can be largely addressed, without a severe impact on the operation of the highway network.
- 2.9 Following the publication of the Stroud District Local Plan Review Draft for Consultation in November 2019, an **Infrastructure Delivery Plan (IDP)** by consultants ARUP was published in May 2021 to form part of the evidence base supporting the publication version of the emerging Stroud District Local Plan Review. This IDP draws together baseline information from stakeholders for transport, utilities, community and green infrastructure and services, and reviews the evidence base for the Local Plan Review including aforementioned reports, to understand the current the quality, capacity and any gaps or shortfalls of existing infrastructure provision within Stroud District. The IDP concluded that transport modelling has highlighted various locations on the road network which will need improving to mitigate growth set out in the Local Plan Review. Most notable locations requiring interventions include M5 J12, M5 J14, St Barnabas and Cross Keys roundabouts in Gloucester, the A419 corridor in Stonehouse and junctions in Stroud town centre which repeat the conclusions of the Traffic Forecasting Report shown in Table 1 earlier. Development within the vicinity of these locations will be expected to provide a package of mitigation to address transport and highway impacts. This mitigation should be informed by the Transport Model and the Sustainable Transport Strategy, as well as the Local Plan Review. Projects such as improved rail services to link Cam and Dursley, Sharpness and Stonehouse with Gloucester

and Bristol will be supported, as well as bus corridor improvements, including along the A38 and A419. Sites elsewhere in the district will be required to connect into the surrounding infrastructure and contribute towards new or improved walking, cycling and rail facilities within the District.

- 2.10 The IDP in collating the infrastructure requirements of the Transport Modelling and Sustainable Transport Strategy provided an assessment of the infrastructure that will be required to support the housing and employment growth set out in the emerging Local Plan Review. Policies were drafted and revised to take account of the views of stakeholders and consultant recommendations on transport matters contained in the evidence base. The IDP sought to identify where new or improved infrastructure could both help to unlock and mitigate any adverse impacts arising from development sites. The benchmarks and costs, derived from national, county and local levels, were used to estimate the costs of infrastructure providing infrastructure to meet demands associated with housing and employment growth and additionally the IDP sought to identify potential funding solutions and calculate any shortfalls in funding.



3.0 Future Work and Collaboration

- 3.1 At the Reg.19 stage National Highways confirmed their acceptance of the TFR assessment methodology and findings which, with the IDP, “provide a sound basis for the identification of necessary infrastructure improvements to SRN junctions to accommodate projected growth.” National Highways also confirmed that they will work collaboratively with the District Council and neighbouring authorities to explore funding opportunities and delivery routes. Gloucestershire County Council has confirmed that the TFR report reflects all of their comments and inputs and that the report accurately presents the findings of the modelling assessment. Their Reg.19 representations concentrate on remaining concerns they have with two specific sites rather than with the wider process. South Gloucestershire Council references ongoing cooperation through Local Plan officer meetings, the Sustainable Transport Strategy and Local Transport Group and welcomes the recognition of capacity issues at M5 J14, but seeks fuller investigation of the impacts and detailed proposals for mitigation, through further joint working between Stroud District Council, National Highways, South Gloucestershire Council and WECA.
- 3.2 Stroud District Council acknowledges the need for the Stroud District Local Plan to set out clearly the necessary infrastructure required and provide a policy basis to secure it. Stroud District Council will therefore be working together with National Highways, South Gloucestershire Council, Gloucestershire County Council and developers, to provide more detail on the appropriate infrastructure required at M5 junctions 12, 13 and 14, safeguard land to enable the intervention, detail the triggers and timing for interventions, and devise a funding and delivery strategy for identified improvements. The Statements of Common Ground (SOCG) in relation to transport matters (with South Gloucestershire, the LPAs and County in Gloucestershire) seek to continue to work together to develop further evidence. All agree to engage proactively and positively on ongoing strategic transport matters relating to the Stroud District Local Plan. It is agreed to work together, where possible, to develop any further transport analysis required to provide evidence for the Stroud District Local Plan Examination. Finally, there is agreement to work together to implement the transport policies contained within the Stroud District Local Plan (2020 to 2040) when adopted.
- 3.2 As indicated in the preceding paragraph further transport modelling is to be undertaken by the District Council working with consultants to update the scenarios to reflect the housing numbers included within the Pre-Submission Plan. This will be a Traffic Forecasting Model Refresh and the results will be submitted as soon as possible.

Bibliography: list of evidence base documents referenced

Evidence base documents are included in the Stroud District Local Plan Examination Library, and can be accessed via our Local Plan Review web pages www.stroud.gov.uk/localplanreview

The following documents are referenced in this Topic Paper:

- 1 National Planning Policy Framework (July 2021) (MHCLG)
- 2 National Planning and Policy Guidance (July 2021) MHCLG)
- 3 Transport Investment Strategy – Moving Britain Ahead (DfT, 2017) (Cm9472)
- 4 Decarbonising Transport: A Better, Greener Britain (July 2021) (DfT)
- 5 Strategic Transport Plan 2020-2025 (2020) (Western Gateway Sub-national Transport Body)
- 6 Gloucestershire Local Transport Plan (2020-2041). (Gloucestershire County Council)
- 7 Strategy Options Transport Discussion Paper (July 2018) (Transport Group)
- 8 Sustainable Transport Strategy (Feb 2021) (AECOM)
- 9 Traffic Forecasting Report (March 2021) (Mott MacDonald)
- 10 Infrastructure Development Plan (May 2021) (ARUP)

