

CHAPTER 9: TRANSPORT

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| | 579 | 9.1 | General Objections to the Transport Chapter Make no modification to the plan in response to these objections | Do not modify the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.1 of his report. |
| | 581 | 9.2 | Paragraph 9.2 Objectives Make no modification to the plan in response to these objections | Do not modify the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.2 of his report. |
| | 582 | 9.3 | Paragraph 9.4.1 South West Regional Guidance Make no modification to the plan in response to this objection | Do not modify the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.3 of his report. |
| M/09/01/T | 583 | 9.4 | Paragraph 9.5 Gloucestershire County Structure Plan Modify paragraph 9.5.1 as indicated in paragraph 9.4.1 (paragraph 9.4.1 is included for clarity: "The Transport Chapter includes those local transport issues which have land use implications in accordance with advice in Planning Policy Guidance Note 12. Only proposals that have a direct involvement of land use should be included. In the revised Deposit draft, paragraph 9.5.1 has been amended to emphasise this: in view of my recommendations when dealing with the Strategy Chapter of the Plan, it would be appropriate to set out in paragraph 9.5.1 a clarification of the relationship between this Local Plan and the Local Transport Plan. Paragraph 9.5.3 has been amended to mention some of the key targets in the Local Transport Plan.") | Modify the text by replacing paragraph 9.5.1 with the following new paragraph and adding an additional paragraph 9.5.1a: 9.5.1 The strategic context is set out in the Adopted Gloucestershire Structure Plan : Third Alteration and the Gloucestershire Local Transport Plan (LTP). The LTP is the County Council's statement of policy and strategy for transport, and the bid document to Government for transport capital funds. The Plan was developed jointly by the County and District Councils. | Agree with the reasoning and conclusions of the Inspector at paragraph 9.4 of his report to modify paragraph 9.5.1 |

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| | | | | 9.5.1a. It includes an implementation programme for the 5 years 2001/2002 – 2005/2006. The 2006/2007 – 2010/2011 version is currently in its consultation draft form. Strategies have been developed for specific elements of transport – walking, cycling, public transport, highway maintenance, highway improvements, social exclusion, road traffic reduction. Also, strategies have been developed for spatial elements. In this respect, of particular relevance to Stroud District are the Central Severn Vale Area, the Stroud Valleys Area and the Market Towns Strategies. | |
| M/09/02/P | 583 | 9.5 | Policy T1; Integrated Transport and Land Use Planning Modify Criterion 1 by adding after “public transport” the words “(except in the case of those uses which are considered appropriate for rural locations in Policy E1A).” | Modify the Policy in accordance with the Inspector's recommendation and further Modify the Policy to delete “Permission will be granted to development that deals” and replace with “Development | Agree with the reasoning and conclusions of the Inspector at paragraph 9.5 of his report to modify Policy T1, However, it is considered that the introductory sentence to the policy is misleading and implies that for a development to be acceptable only the criteria in this policy need be satisfied, rather than meeting the criteria of all relevant policies of the Local Plan. |

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| | | | | proposals must" | |
| | 586 | 9.6 | Paragraph 9.7 Traffic Management In Towns Make no modification to the plan in response to this objection | Do not modify the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.6 of his report. |
| | 586 | 9.7 | Policy T2; Pedestrian Routes and Rights of Way in Relation to Development Make no modification to the plan in response to these objections | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.7 of his report. |
| | 587 | 9.8 | Policy T3: Cyclists Make no modification to the plan in response to these objections | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.8 of his report |
| | 588 | 9.9 | Policy T4: Cyclists Make no modification to the plan in response to these objections | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.9 of his report |
| | 589 | 9.10 | Policy T5: Cycle Parking Make no modification to the plan in response to these objections | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.10 of his report |
| M/09/03/T | 591 | 9.11 | Policy T5A; Home Zones a) Delete Policy T5A and substitute the following: "All proposals for housing will be assessed to establish whether there is a need to provide a Home Zone as an integral part of the development. Such provision will depend on factors including location, form, scale, density and local traffic conditions." b) Add after the words "a low speed" in the last sentence of paragraph 9.9.1A, the phrase "between 10 and 20 m.p.h" c) Modify paragraph 9.9.1a in accordance with Proposed Change PRO212. | Modify the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.11 of his report to modify paragraph 9.9.1a of the reasoned justification. |
| M/09/03/P | 591 | 9.11 | Policy T5A; Home Zones | Modify the Policy | Agree with the reasoning and conclusions of the |

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| | | | <p>d) Delete Policy T5A and substitute the following: "All proposals for housing will be assessed to establish whether there is a need to provide a Home Zone as an integral part of the development. Such provision will depend on factors including location, form, scale, density and local traffic conditions."</p> <p>e) Add after the words "a low speed" in the last sentence of paragraph 9.9.1A, the phrase "between 10 and 20 m.p.h"</p> <p>f) Modify paragraph 9.9.1a in accordance with Proposed Change PRO212.</p> | | Inspector at paragraph 9.11 of his report to modify Policy T5A of the reasoned justification. |
| M/09/04/P | 592 | 9.12 | <p>Policy T6; Buses and Taxis Make no further modifications to the Plan in response to these objections but modify in accordance with Proposed Change PRO214.</p> | Modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.12 of his report to modify Policy T6 |
| | 593 | 9.13 | <p>Policy T7; Transport Interchange at Stroud Station Make no modification to the plan in response to these objections</p> | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.13 of his report |
| M/09/05/T | 594 | 9.14 | <p>Policy T8; Re-opening of Stations and Halts Modify by adding to the supporting text at paragraph 9.11.4 an explanation on how the opening of Charfield station will reflect on Stroud District.</p> | Modify the text in paragraph 9.14 by adding after the word Kingswood) "; this station would provide commuters in the south of the District with easy rail access to both Bristol and Gloucester." then delete the word " and" and Capitalise the first letter of the word "consideration". | Agree with the reasoning and conclusions of the Inspector at paragraph 9.14 of his report to modify paragraph 9.11.4 of the reasoned justification. |

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| | 595 | 9.15 | Policy T9; Re-opening of Stations and Halts Make no modification to the plan in response to these objections | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.15 of his report |
| | 596 | 9.16 | Paragraph 9.12 Waterborne Freight Make no modification to the plan in response to this objection | Do not modify the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.16 of his report |
| M/09/06/T | 597 | 9.17 | Policy T10; Waterborne Freight The Council to consider including in the supporting text at paragraph 9.12.1 reference to the future use of the canals for the transport of freight. Otherwise make no modifications to the Plan in response to these objections. | Modify the text Inert after the words "canal to Gloucester" the following sentence: "The re-establishment of the rail link to Sharpness Port does offer the potential for a trimodal facility, and the increased use of water will therefore be encouraged. The restoration of the Stroudwater and part of the Thames and Severn canals to full navigation through the Stroud area and beyond will also provide the potential for the movement of freight.." | Agree with the reasoning and conclusions of the Inspector at paragraph 9.17 of his report to modify paragraph 9.12.1 of the reasoned justification |
| M/09/07/T | 598 | 9.18 | Policy T11; Parking Standards a) Modify paragraphs 9.13.1 and 9.13.2 in accordance with Proposed Changes PRO215 and PRO216. b) Modify Adopted Parking Standards in accordance with Proposed Change PRO217 and further modify standard C3 Dwelling houses/Flats in Table B of Appendix 8 to | Modify the text and the Parking Standards in Appendix 8 (and also in accordance with the further amendments described in the Officer Reasons column) | Agree in part with the reasoning and conclusions of the Inspector at paragraph 9.18 of his report to modify paragraph 9.13.1. of the reasoned justification and to modify the Adopted Parking Standards including the reduction of the standard for dwelling houses from 2 spaces maximum to an average of 1.5 per dwelling. In his reasoning the Inspector acknowledges that because of the particular character of some |

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| | | | comply with guidance in Planning Policy Guidance Note 3. | | parts of the rural area that a standard of 2 spaces per dwelling may be appropriate but he considers to adopt it overall would be contrary to national guidance. Your officers disagree with the Inspectors conclusion in this respect and recommend that in those areas where an overall standard of an average of 1.5 spaces per dwelling will exacerbate an existing parking problem, which can be demonstrated through a supporting parking study, developers are required to provide 2 parking spaces per dwelling. See Modification No M/09/12/T for the corresponding supporting text. Paragraph 9.13.2 remains essentially as the inspector considered but has been reworded for the purposes of clarification. See Modification No M/09/10/T |
| | 600 | 9.19 | Policy T12; Parking Standards (This policy was deleted by the Council in the Revised Deposit Draft Plan) Make no modification to the plan in response to these objections | Do not modify the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.19 of his report that this policy should not be retained |
| M/09/08/P & /M M/06/15/P & /T | 601 | 9.20 | Policy T13; Road Network and Development See my reasoning and conclusions under Policy S7 in the Town Centres and Retailing chapter and Policy T13 in the Dursley chapter of this report. (For clarity, the Inspector's recommendations for Policy S7 and T13 are repeated) Modify the Policy S7 to reflect the decision to delete Policy T13, abandoning the Dursley Relief Road, and substitute a reference to the Link Road and make consequential modifications to the reasoned justification. | Delete the policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.20 of his report to delete Policy T13 |

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| | | | Modify the Plan by deleting Policy T13, implementing the Further Proposed Change to paragraph 9.14.2 set out in the Council's response 'Transport Proposal T13/PG/01', and implementing the 'Agreed Amendments to the Local Plan' set out in Section 3 of Appendix 1 of that response. | | |
| M/09/08/T M/06/15/P & T | 601 | 9.20 | <p>Policy T13; Road Network and Development See my reasoning and conclusions under Policy S7 in the Town Centres and Retailing chapter and Policy T13 in the Dursley chapter of this report.</p> <p>(For clarity, the Inspector's recommendations for Policy S7 and T13 are repeated)</p> <p>Modify the Policy S7 to reflect the decision to delete Policy T13, abandoning the Dursley Relief Road, and substitute a reference to the Link Road and make consequential modifications to the reasoned justification.</p> <p>Modify the Plan by deleting Policy T13, implementing the Further Proposed Change to paragraph 9.14.2 set out in the Council's response 'Transport Proposal T13/PG/01', and implementing the 'Agreed Amendments to the Local Plan' set out in Section 3 of Appendix 1 of that response.</p> | Delete the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.20 of his report to delete paragraph 9.14.2 of the reasoned justification |
| M/09/09/T | 602 | 9.21 | <p>Policy T14; Motorway Service Areas Modify the Plan by deleting Policy T14 and its reasoned justification</p> | Delete the text | Agree with the reasoning and conclusions of the Inspector at paragraph 9.21 of his report that this policy and supporting text should be deleted |
| M/09/09/P | 602 | 9.21 | <p>Policy T14; Motorway Service Areas Modify the Plan by deleting Policy T14 and its reasoned justification</p> | Delete the Policy | Agree with the reasoning and conclusions of the Inspector at paragraph 9.21 of his report that this policy and supporting text should be deleted |
| M/09/10/T | | | | Modify paragraph 9.13.2 by replacing the paragraph | To provide clarification and to identify areas where vehicle parking problems exist which |

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| | | | | <p>with the new re-worded paragraph:</p> <p>9.13.2. The Council wishes to promote the use of under-used buildings, particularly upper floors of shops and offices for residential use in town centres to assist in revitalising them, however, such buildings often do not have the benefit of any parking provision. The Council will consider housing developments without on-site parking provision, in the town centres of Stroud and Dursley (as defined on the Proposals Map). Residential Parking Standards may not be reduced in other town centres, depending on the level of public parking provision and public transport provision. The Council is concerned, however, that lower levels of parking provision for new housing development in town centres could lead to pressure for on-street</p> | would be aggravated by housing developments with a lower level of parking provision. |

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| | | | | parking in both commercial and nearby residential areas, and therefore will consider large housing development proposals very carefully in this respect. This is particularly the case in the town of Wotton-Under-Edge, where there is a shortage of public parking provision. Housing proposals in such towns, where parking problems exist, will be expected to meet the parking standards, unless it can be clearly shown that the benefits of the development outweigh the need to meet these standards. | |
| M/09/11/T | | | | Modify paragraph 9.6.6 After the words " legal Agreements" insert (or Their Successor) | To allow for anticipated changes to the Legal Agreement Process. |
| M/09/12/T | | | | Insert paragraph 9.13.3 The vehicle parking standards laid out in Appendix 8, require development proposals involving the construction of C3 dwelling houses to provide an average of 1.5 parking spaces per | See modification No M/09/07/T for the reasoning for the insertion of this text. |

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| | | | | dwelling unit. This provision shall be provided for all developments, unless it can be demonstrated, through a supporting parking study, that a greater parking provision would assist in alleviating an existing, on-street parking problem. | |
| M/09/13/T | | | | Modify paragraph 9.1.3 Delete "1.29 cars" and insert "1.41 cars/vans" | To provide a factual update based on the 2001 census. |
| M/09/14/T | | | | Modify paragraph 9.6.2 Delete "(8531 out of 40,532 households - 1991 Census)" and insert "(7241 out of 44,617 households 2001 Census)" | To provide a factual update based on the 2001 census. |
| M/09/15/T | | | | Modify paragraph 9.1.2 Delete "primarily", "and Badgerline are two of the main bus operators", insert "is the main Bus operator", delete "Wales and West" insert "Wessex Trains" | To provide a factual update |
| M/09/16/T | | | | Modify paragraph 9.7.1 Add to the end of the last sentence of the paragraph "and the 2006/2007 – 2010/2011 version is presently in its consultation draft form" | To provide a factual update |
| M/09/17/T | | | | Modify paragraph 9.9.5 | To provide a factual update and to include |

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| | | | | <p>Insert after Frampton “and Route 45 Salisbury – Chester, linking Nailsworth and parts of the A419 with Stroud”</p> <p>Delete “in the District” at the end of the first sentence. Replace both occurrences of “this route” with “these routes”.</p> | reference to Cycle Route 45 |
| M/09/18/P | | | | <p>Modify Policy T4: include in criterion 3 after the word Stratford) “and Route 45 (Salisbury to Chester)” delete “es” from the word “crosses”</p> | To provide a factual update and to include reference to cycle route 45 |
| M09/19/T | | | | <p>Delete the text in paragraph 9.3.2 and replace with: The 2004 White Paper “The Future of Transport” looks at the factors which will shape travel, and our transport networks, over the next 30 years. It sets out how the Government will respond to those pressures, safeguarding our economic and social well being and our environment.</p> <p>The White Paper identifies the challenge:</p> | To provide a factual update and to include reference to the 2004 White Paper “The Future of Transport” |

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| | | | | <p>Travel offers benefits and is important in building an inclusive society. But mobility comes at a cost, we need to ensure that we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future. As the economy grows so does the need and desire of people to travel. We need to recognise this and plan ahead to get the best out of the transport system without damaging our overall quality of life. The way travel is changing needs to be taken into account. People are used to commuting further due to shortages of affordable housing near their place of work. The transport strategy has to recognise that demand for travel will increase in the future</p> <p>The strategy is built around three key themes:</p> | |

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| | | | | <ul style="list-style-type: none"> • Sustained investment over the long term. In the White Paper the Government confirms its commitment to deliver sustained improvements to transport networks through its spending review. • Improvements in transport management. Reorganisation of the rail industry to improve performance, legislation to be put in place where the Government sets the strategy and control public expenditure. Better traffic management to ease congestion on our road network. • Planning Ahead. The government acknowledges in the White Paper that it cannot build its way out of transport problems, however it intends to lead the debate on road pricing. The White Paper also | |

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| | | | | <p>states that the Government is committed to sharing decision making with regional and local stakeholders to ensure that transport decisions are taken alongside those for housing and economic growth .</p> <p>The paper points out that underlining these themes and important underlying objective of the strategy is to balancing the need to travel with the need to improve quality of life.</p> | |