



[REDACTED]
Transport Planning Team Manager
Gloucestershire County Council
Shire Hall
Gloucester GL1 2TH
Tel: 01452 425537

Email: [REDACTED]

[REDACTED]
Planning Strategy Manager
Stroud District Council

Via email: [REDACTED]

Date: 6th September 2018

Dear [REDACTED]

STROUD LOCAL PLAN REVIEW – GCC OFFICERS' POSITION STATEMENT STRATEGY OPTIONS TRANSPORT DISCUSSION PAPER (JULY 2018)

Background

Gloucestershire County Council (GCC) officers welcome the opportunity provided by Stroud District Council to be part of the Stroud Local Plan Review Transport Officers Group.

GCC officers have actively engaged in the discussions informing the production of the Strategy Options Transport Discussion Paper.

The Transport Officers Group includes officers from Stroud District Council in their role as the Local Planning Authority, Highways England in their role as Strategic Highway Authority and GCC in their role as Local Highway Authority and in discharging their local transport planning functions.

The Strategy Options Transport Discussion Paper does not constitute the formal views of the Local Highway Authority but does reflect the willingness of all parties to ensure that transport planning matters are discussed and taken into account at the initial plan making stage. Once the preferred development strategy is known, a more detailed assessment will be necessary and GCC reserves the right for further comment at that stage.



Strategy Options Transport Discussion Paper

The paper provides a high level assessment of the likely transport issues arising for the four different development scenarios considered at the Issues and Options stage of the Stroud Local Plan Review.

This assessment has been high level and without the aid of a traffic model to consider the detail of local conditions. However, for the Issues and Options stage of the Local Plan Review, this methodology is acceptable. We will expect the selected option to be tested in significantly more detail, using available traffic models, to refine the trip distribution and better identify the mitigation necessary to accommodate the development allocations.

The TRICS database has been used to assess vehicular trip rates for the assessment. A single rate for each of the two land uses has been assumed. We would expect that as the assessment of site options progresses through the preferred development option stage, trip rates appropriate to the size of development area and its location would be used. However, for the purpose the Transport Discussion Paper, we consider that this simple approach is appropriate.

The commentary on the four development scenarios was discussed and agreed through the Transport Officers Group. GCC officers are happy to accept the assessment as presented as an appropriate reflection of the potential transport implications of each development scenario.

Yours sincerely,



Transport Planning Team Manager