

Shaping the heart of Stroud	
Note of meeting	
Place of meeting Town Council Offices	Date of meeting 11 th May 2015
<p>Present: (List names and roles)</p> <p>Leonora Rozee Chair of NDP Steering Group Hugh Barton Member of NDP Steering Group Dan Tiffney GCC Local Highway Manager Ben Watts GCC Strategic Planning (Transport)</p>	
<p>Brief summary of issues discussed</p> <p>LR outline where we are with the NDP process and noted that the purpose of the meeting was to discuss how to deliver elements of the plan relevant to GCC highways' role.</p> <p>The issues discussed covered:</p> <ul style="list-style-type: none"> LTP process Accessibility improvements Public realm improvements Shared surface proposals Cycle access Traffic information Behavioural change 	
<p>Brief summary of outcomes (to include what was agreed/disagreed)</p> <p>LTP process: BW referred to the new focus of the LTP on Connecting Places and that NDPs can influence future rounds of the LTP process the approval of which will be more responsive to NDPs.</p> <p>Accessibility improvements: Govt has changed the funding of LTPs which is no longer direct but likely to be through the LEP. GCC has not funding for projects – other potential sources of funding which will need to be looked at are CIL and developer contributions.</p> <p>GCC has some funding for safety schemes (eg pedestrian crossings) but these are based on police data. A need and priority assessment process takes place to quantify whether eg. A pedestrian crossing is justified – based on evidence of the number of people crossing or wishes to cross (it was acknowledged that this can give a false picture in places like Stroud where most of the entrances to the town centre are inhibiting to pedestrians so such data is unlikely to give a true picture of demand/need.) Other influential evidence can come from petitions and MP and/or County Councillor support for a scheme. Community severance is also a consideration which in Stroud's case is relevant. Camera surveys are a good way of assessing pedestrian desire to cross in any particular situation. GCC will not normally fund evidence gathering but will supply any relevant data they have. If some funds can be identified for any scheme a bid can be made to GCC to match fund.</p> <p>Public realm improvements: It is not GCC policy to undertake public realm improvements – the work being done in Stroud is based on highway safety.</p> <p>Shared surface proposals: GCC favour the ideas being put forward for shared surface sections outside the Sub Rooms and at the junctions of Russell Street/King Street and King Street/George Street but so far as the junction with Station Road is concerned it would need to be completely reengineered to provide a more accessible junction for pedestrians. A copy of the plan for the current work being done and the costs will be supplied in DT.</p> <p>Cycle access: GCC has the appetite and desire to deliver cycle schemes but they do</p>	

not do them themselves – match funding bids can be made. A barriers to cycling study has been done for Stroud which is likely to be incorporated into the LTP but it is not yet approved. Some money has been made available to deliver schemes such as additional cycle racks in Stroud TC.

Traffic information: Traffic flow and accident data to be supplied by BW.

Behavioural change: BW encouraged the NDP to seek to achieve behavioural change through eg Travel Plans etc – HB noted that this was a matter covered in the LP

Action	By whom	By when
Supply details of work being done in Stroud at present	DT	Done on 11.5.15
Supply traffic flow and accident data	BW	ASAP