Local Transport Plan Implementation report 2017

Gloucestershire's
Local Transport Plan
2015-31

A resilient transport network that enables sustainable economic growth by providing door to door travel choices

Gloucestershire
COUNTY COUNCIL

Local Transport Plan

Implementation report 2017

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This report informs on the progress of the Gloucestershire Local Transport Plan.

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1. Introduction

1.1. Monitoring report

During the plan period from 2015-2031, Gloucestershire will see unprecedented change in terms of population growth, housing development, its economy and technological advancement. Local Transport Plan (LTP) policies aim to ensure that transport will be an enabler and driver of these changes.

This is the first monitoring report for Gloucestershire's Local Transport Plan (LTP) 2015-2031. LTP Implementation Reports are produced annually to document performance against; monitoring indicators; scheme delivery and any changes in policies. A mix of quantitative and qualitative data has been used in measuring performance and is set alongside text, giving context to the progress of the LTP.

The report is broken down into chapters, based on the LTP strategy and policy documents. Each chapter looks at the progress that has taken place over the previous year, concluding the report with a review of what the authority's next steps will be:

1.2. Connecting Places Strategy updates

Each strategy area is listed with a summary of schemes that have been implemented since the LTP adoption or are planned/underway.

1.3. Policy updates

The updates detail the success of those policies which have been implemented and proposed any amendments that may be required to track and evaluate Local Transport Plan objectives.

1.4. Monitoring targets

This is a review of the 14 voluntary performance indicators and targets, identified in the Local Transport Plan Monitoring Report 2016. The indicators are used to assess the impact of the LTP.

1.5. Next steps

Concluding the report, this chapter outlines how the LTP will continue to meet or refine targets and will set timescales for the continued implementation of those policies within the Plan.

2. Connecting Places Strategy (CPS) updates

Each CPS identifies key places and how they link across the county. Within each area strategy is a list of priorities; this review gives an update of transport schemes across the county, which are listed alphabetically under each of the place based strategies below.

Much of the funding towards these schemes was secured through the Single Local Growth Fund[1]. Funding towards other schemes is in some cases undetermined, but other sources include County and District Councils, Rail bodies such as Great Western Railway, other government organisations such as Highways England and developer funding linked to local developments.

[1]Growth Fund

The Single Local Growth Fund is a pot of central Government money bid for by Local Enterprise Partnerships (LEPs -partnerships between local authorities and businesses). Growth Deals provide funds to LEPs for projects that benefit the local area and economy.

Gloucestershire was able to secure £62.6 Million for transport schemes through the Single Local Growth Fund for the financial years 2015/16 to 2020/21. £22 Million of this is an allocation to the Cyber Business Park in Cheltenham and £9.07m major tail-end funding for the Elmbridge Roundabout Scheme. The full Growth Deal Transport Portfolio (excluding the Cheltenham Cyber Business Park and Elmbridge Roundabout) is listed in Table 1, below.

Table 1 – Growth Deal Transport Portfolio

Scheme	Growth Deal allocation £'000	Indicative LEP Board decision date on final funding approval	Promoter	CPS Area
A419 corridor	4,360	10/10/2017 - approved	Gloucestershire County Council	Stroud
Lydney strategy	1,000	11/09/2018	Gloucestershire County Council	Forest of Dean
Berkeley bridges	1,990	15/12/2015 - approved	Gloucestershire County Council	Stroud
Cinderford Northern Qtr.	3,800	15/12/2015 - approved	Gloucestershire County Council	Forest of Dean
Glos South West Bypass	2,000	20/02/2018	Gloucestershire County Council	Central Severn Vale
St Barnabas Roundabout	1,000	Q4 2018/19	Gloucestershire County Council	Central Severn Vale
Cycle Route improvements along the B4063	1,600	Q4 2018/19	Gloucestershire County Council	Central Severn Vale
A40 Over Roundabout & Highnam	2,230	13/12/2016 - approved	Gloucestershire County Council	Forest of Dean
Abbeymead / Metz Way	500	04/10/2016 - approved	Gloucestershire County Council	Central Severn Vale
Gloucester Transport Hub	6,400	16/02/2016 - approved	Gloucester City Council	Central Severn Vale
Cheltenham Spa Railway	1,497	12/12/2017 - approved	Great Western Railway	Central Severn Vale
Longford Housing	4,530	Q3 2018/19	Tewkesbury Borough Council	Tewkesbury
Total Growth Deal Transport Portfolio:	**30,907**			

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2.1. CPS1 - Central Severn Vale Connecting Places Strategy

Central Severn Vale constitutes the county's major urban areas, approximately half the county's population continues to live in this zone. Congestion remains on many roads, particularly around Cheltenham and Gloucester with both flooding issues around Gloucester and Air Quality Management Areas (AQMAs) in Cheltenham and Gloucester and at the A417 Air Balloon Roundabout. The area continues to be a major trip attractor for the county with attractions such as Gloucester Quays, Cheltenham Racecourse and the historic town of Tewkesbury.

Scheme not started	In delivery	Complete	Not a scheme

Priority	*Update*	*RAG*
2.1.1. A417 Missing Link	For more than 20 years, Gloucestershire and surrounding counties have been looking for a solution to the 'Missing Link' on the A417. The 5km stretch of road, near Nettleton Bottom, is the only single carriageway along the strategic 50km route between the M4 and M5 Highways England are now working with local businesses, political, council and environmental representatives to develop route options that will transform journey reliability and unlock the economic potential for businesses and people in the area. Using a detailed process of analysis and comparison, the number of routes will be narrowed down for public consultation. Feedback will result in a preferred route to take forward for more detailed design work. There will then be a second round of public consultation before an application is submitted to the Planning Inspectorate	
2.1.2. Air Quality around schools	A commitment to investigate air quality around schools resulted in engagement with 5 educational facilities across the Central Severn Vale. Each school took part in an air quality project designed to engage pupils through geography and science into understanding air pollution in and around the school environs. The project used air pollution technology to create an air quality map and to monitor a snapshot of air quality outside each site during term time and half term. Reports were then presented in schools by District Council employees to feedback the pattern of air quality found.	
2.1.3. Abbeymeand/Metz	The £1.6m Metz Way to Abbeymead Avenue Improvement scheme has been approved for funding by the Local Enterprise Partnership (LEP). The scheme aims to reduce congestion and traffic queuing by improving journey time reliability, improving the	

Way	route for cyclists and pedestrians and reducing severance issues presented by the corridor for local populations. The improvements also seek to help facilitate the Coopers Edge Development of 1400 dwellings currently under construction at the south eastern edge of Gloucester.	
2.1.4. Cheltenham Spa Rail Station	Work has now started on extending the rail station's platforms in preparation for new Inter City Express Trains, which will run direct hourly services to London from December 2018. Plans are in hand for a single car park deck over the existing car park between the station forecourt and the existing gym. This will provide around 100 extra parking spaces at the station. Part of the existing bund of earth in the car park would be removed to ensure an efficient layout, with some additional planting to maintain screening by trees. The Forecourt area will be partially pedestrianized with a safe, accessible, walking route to Queens Road and the station building. Cycle parking will be provided close to the building for convenience, and a bus interchange with a raised kerb will improve access and create space for buses to manoeuvre safely. A new taxi rank and drop off facility will also be provided. The car park and forecourt proposals, due to commence in early 2018, are part of a larger plan of improvements around the station which include: • A new pedestrian and cycle link between the station forecourt and Lansdown Road, with better access to the station and Arle Court Park & Ride • Network Rail are adding passenger lifts to the platforms as part of their Access for All programme with funding from the Department for Transport The scheme has now received LEP Board approval for £1.497m Local Growth Deal funding.	
2.1.5. Cheltenham Transport Plan	The key objectives of the transport plan are to transform the town center environment by providing improvements for pedestrians, cyclists and people using public transport. Schemes also aim to make it easier for drivers to access car parks. The cornerstone infrastructure change to facilitate the project is the removal of general traffic through a section of the town centre road network known locally as Boots Corner, and to re-connect the severed high street. Two way traffic was reinstated on Albion Street and Imperial Square between 2015 and 2017. This enables the closure of Boots Corner and provides improved access to the Regent Arcade from the west of Cheltenham. Removal of the existing pelican crossing and adjustments to the kerblines to narrow the carriageway of Royal Well Road are now	

	underway, and Boot's Corner will experience a trial closure in June 2018.	
2.1.6. Cycle Route improvements by Highways England between Gloucester and Cheltenham along the B4063	Highways England is managing a £100m budget for improving facilities for cyclists in the vicinities of their Strategic Road Network (SRN). Their top priority for the Gloucestershire area is the link between Gloucester and Cheltenham running parallel to the A40. A package of improvements, worth £3.5m, has been proposed by Highways England for the B4063. A Value Management workshop was chaired by Highways England in Autumn 2016 and representatives discussed the proposal at the following cycle liaison meeting. In 2017 a draft scheme design and delivery programme has been produced with proposed design completion in 2019.	
2.1.7. Elmbridge Transport Scheme	The Elmbridge Court roundabout between Cheltenham and Gloucester is one of the busiest traffic junctions in the county. The improvement scheme completed in 2017 tackles this congestion 'hot spot' on the A40 and aims to reduce journey times and improve reliability. The improvement scheme was completed on time and on budget in September 2017 and included the following measures: • A 'Hamburger' through lane • Widening of approaches • Installation of the latest traffic signal technology Although it will take few months to gather the intelligence needed for the new traffic lights to work to the best ability, the impact on traffic flow is immediately apparent.	
2.1.8. Gloucester Railway Station	Gloucester City Council is bidding to the Department for Transport for £4.8m to improve Gloucester Railway Station. Through physical improvements, the scheme would create an urban environment that will underpin the new transport hub and existing railway station as the strategic and sustainable gateways into the city. Proposed to begin the march 2018, the scheme would take 6 months to complete and would enable a number of housing sites delivering over 500 new homes, link nearly 9,000 jobs at the Gloucestershire Royal Hospital with Gloucester city and contribute towards the unlocking of nearly £80M of investment and 300 new jobs at Kings Quarter. The scheme proposes to deliver significant investment and connectivity improvements through enhancements of the subway and public spaces in front of the station and to the rear. It would also improve circulation space in front of the station for both	

	pedestrians and vehicles and increase connectivity between Great Western Road, across the railway line and on into the new transport hub and Kings Quarter.	
2.1.9. Gloucester Transport Hub	The Gloucester Central Transport Hub project has been approved for £6.4m of Growth Deal funding by the Local Enterprise Partnership. The scheme consists of the replacement of the existing Gloucester bus station with a new high quality facility. The scheme will include improvements to pedestrian, cyclist, taxi and public transport infrastructure to help facilitate the regeneration of the King's Quarter area of Gloucester city centre. Work commenced in May 2017 on the highway improvements necessary to improve access to the new bus station and ensure transport links were provided for all users. Work has been completed at Station Road to open up the junction with Bruton Way and work is currently underway on Bruton Way and Market Parade adjacent to the new bus station. Completion of the highway works is expected in early 2018 with work commencing on the new bus station itself from late 2017 onwards.	
2.1.10. Joint Core Strategy (JCS) Transport Strategy	Over the past few years Gloucestershire County Council in partnership with Highways England, has supported the Joint Core Strategy Authorities (Gloucester City, Cheltenham Borough and Tewkesbury Borough councils) with the production of a transport evidence base and transport strategy, to support the adoption of the Joint Core Strategy (JCS). The JCS states that during the plan period (up to 2031), provision will be made to meet the need for approximately 35,175 new homes and a minimum of 192 hectares of employment land to support approximately 39,500 new jobs. During 2017 the JCS Examination in Public concluded and the Planning Inspector issued her final report in October 2017. Each District authority will now formally consider adopting the JCS late 2017. The transport schemes outlined within the mitigation scenarios have been identified on the basis of compliance with the JCS Transport Strategy and the delivery of the development proposals outlined in the JCS. This ensures the cumulative impacts of the growth proposals could be assessed, understood and mitigated. The JCS Transport Strategy is focussed into a six point plan: **JCS Transport Strategy - Six point plan** 1. Provide an efficient, safe and resilient transport network which enables the delivery of residential and employment growth by minimising its impacts on the transport network. 2. Deliver new, and enhance existing, sections of highway where required across the whole of the JCS area, to improve the	

	quality of place; reduce community severance; facilitate the principle of orbital vehicle movements by separating local and 'through' traffic; and enable economic growth. 3. Remove pinch points on the local highway network, prioritising those on radial routes served by key bus corridors including the 10, 41/42, 94, 97/98 bus services. 4. Encourage public transport providers (bus and rail) to increase service frequencies along strategic corridors and review service coverage where there are gaps serving development sites 5. Provide coherent cycle and pedestrian linkages which connect development sites to adjacent land uses through permeable site layouts and the provision of new infrastructure; 6. Optimise the smart operation and management of the transport network through increased use of technology and travel information to provide multi-modal travel information Following adoption of the JCS, GCC will look to update its adopted LTP to remove any discrepancies between the two policy documents.	
2.1.11. M5 Junction 10	M5 Junction 10 is a limited movements junction only allowing movements to and from the north. This results in rat running through residential areas for traffic, including large numbers of HGVs, wishing to travel from the employments areas in the north west area of Cheltenham to the south. GCC has lobbied for many years to have the junction made all ways. GCC recently submitted an Expression of Interest for funding through the Housing Infrastructure Fund (HIF) for the scheme. The upgrading to an all movements junction is even more critical now that the Joint Core Strategy authorities have completed their assessment of the transport mitigation strategy for the JCS strategic allocations. This JCS Transport Strategy (DS7) includes a significant upgrading of the existing M5 junction 10, along with smart motorways upgrade from Junction 9 to J11a.	
2.1.12. Metrowest rail extension	CH2M completed a high level assessment of extending the proposed Weston Super Mare to Yate Service through to Gloucester/Cheltenham at the end of 2016. The study also looked at the possibility of stopping at new stations between Gloucester and Bristol. Overall, factors demonstrated for extending the services through to Cheltenham and Gloucester were favourable. These were enhanced when new station stops were factored in. Network Rail have carried out analysis to establish if running an additional service is operationally feasible and whether this new and existing service can stop at any new station(s). This research should be available in late 2017.	
2.1.13. South West Bypass	The scheme primarily consists the widening on Llanthony Road between Castlemeads Way and St Anne Way but also incorporates junction improvement at Sudmeadow Road and St Anne Way. The scheme also incorporates improvements to	

	pedestrian crossings and shared pedestrian and cycle facilities. The scheme value is £7.45M. The Local Enterprise Partnership (LEP) has made a provisional allocation of £2 million to upgrade the Gloucester South West bypass.	
2.1.14. St Barnabas Roundabout	The scheme has a provisional allocation of £1m Local Growth Deal funding. A potential scheme has been identified to consider vulnerable road users and Gloucestershire Highways are in the process of developing the scheme further. Subject to the presentation of a successful business case, the ELP Board will make a final decision on funding in early 2019.	

2.2. CPS2 - Forest of Dean Connecting Places Strategy

The Forest of Dean area remains a topographically diverse predominantly rural area. Approximately 15% of county's population continues to live in the area. With limited crossings over the River Severn, pinch points remain on the A40 in Gloucester and the A48 in Chepstow. Traffic is also periodically delayed by flooding issues at A417 at Maisemore and A40 around Gloucester.

The M4 / M48 Bridge Tolls impact freight movements in the area (A48) and the impact of toll elimination remains to be seen when tolls are reduced and then removed in 2018/19.

Priority	***Update***	***RAG***
2.2.1. Cinderford Northern Quarter	Phase one of the Cinderford Northern Quarter Spine Road is coming to an end very soon, providing full access to the Gloucestershire College Forest of Dean Campus from September 2017 and significantly contributing to theregeneration of the Northern Quarter in Cinderford. The scheme includes improvement to the existing Newtown Road junction with Broadmoor Road, a new road and associated bridge to allow access to the new college campus and provision of utility services for Gloucestershire College and further phases of the wider development. The scheme received £3.8M funding from the Local Enterprise Partnership (LEP) and was developed in partnership with Forest Of Dean District Council and the Homes and Communities Agency (HCA).	
2.2.2. Lydney transport	Subject to business cases and detailed discussions, £1m has been allocated through the Growth Deal, towards Lydney Transport Strategy. The scheme content is currently being reviewed to identify which aspect of the strategy could be brought forward. A final	

strategy	decision on funding is expected in September 2018.	
2.2.3. Over roundabout	The Local Enterprise Partnership's provisional allocation of £2.23m has been confirmed and Cabinet have approved the authority to tender for a contractor to carry out construction works in accordance with the detailed design of the A40 Roundabout Improvement Scheme, which aims to ease congestion. The scheme is due to commence in March 2018, completing in August of the same year.	

2.3. CPS3 - North Cotswold Connecting Places Strategy

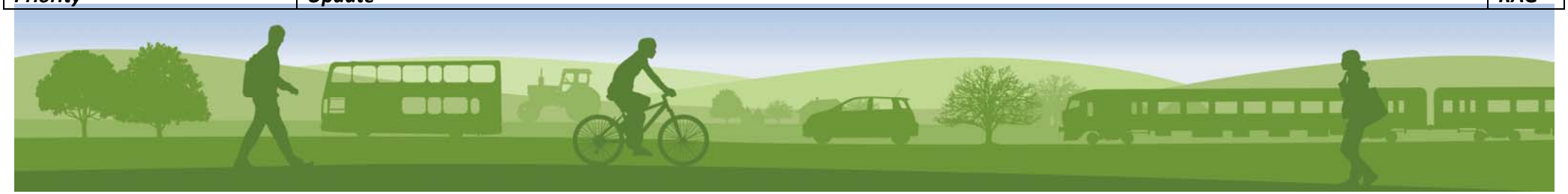
Population density remains low at 5% of the county's residents, with a greater proportion of over 65s compared to the county average. Many residents continue to work in locations outside Gloucestershire, including Stratford-upon-Avon, Oxford and London.

Priority	***Update***	***RAG***
2.3.1. A429 Fosse Way corridor study	To address concerns raised by GCC Environmental Scrutiny group regarding the operation of the A429 Fosse Way, a corridor study was commissioned to assess the highway operation of the corridor. This study is due to conclude its findings early 2018 and include a range of recommendations on road safety, HGV movements as well as walking and cycling provision.	
2.3.2. Emerging Cotswold Local Plan	The Local Plan is a strategy for delivering growth for Cotswold District up to 2031. Consultation on the Cotswold Local Plan 2011-2013 took place between 27th June and 8th August 2016. The Local Plan was submitted to the Secretary of State for Communities and Local Government and is now subject to hearings, the outcome of which is expected in early 2018.	

2.4. CPS4 - South Cotswold Connecting Places Strategy

The South Cotswold area is semi-rural, dominated by Cirencester, much of the area falls within the Cotswolds AONB. Approximately 10% of county's population live in the area with many people who live in the area working in locations outside the county, including Swindon, London and Bristol. Swindon has a significant impact on the area

Priority	***Update***	***RAG***



2.4.1. A429 Fosse Way corridor study	Please see Chapter 2.1 *Central Severn Vale*, paragraph 2.1.1 *A417 Missing Link*	
2.4.2. Emerging Cotswold Local Plan	Please see Chapter 2.1 *Central Severn Vale*, paragraph 2.1.2 *A429 Fosse Way Corridor Study.*	
2.4.3. Cirencester Market Place	In 2016 Cirencester Town Council began undertaking urban realm works to change the road layout in the town centre. This involved significant changes to the way in which the road network operates in the area through the introduction of a one way on Castle Street, priority narrowing on West Market Place and Market Place and the realignment of the carriageway in the Market Place. Following completion of the Town Centre Improvements Scheme, the Town Council has formally requested Gloucestershire County Council (GCC) to progress an improvement scheme to include alterations to parking and pedestrian zones on Cricklade Street and Blackjack Street. It is envisaged work will be undertaken to consult with stakeholders in summer 2018.	
2.4.4. Kemble railway station	A £1.4m car park extension, doubling car park capacity at the railway station to 665 spaces is now open. More people are turning to rail for their local and long distance journeys; to meet this demand new Intercity Express Trains will be introduced on the GWR network, offering more seats and more frequent services.	

2.5. CPS5 - Stroud Connecting Places Strategy

The Stroud area is a topographically diverse, predominantly semi-rural area. Much of the area falls within the Cotswolds AONB with approximately 20% of county's population living here. Many people who live in the area work in locations outside the county, including Bristol.

Priority	***Update***	***RAG***
2.5.1. A419 corridor improvements	Through the Strategic Economic Plan, the Local Enterprise Partnership allocated £4.36 million to improve the A419 corridor between Stonehouse and the M5. A full business case submitted by GCC and approved by LEP Board (Oct 10th 2017) and detailed design works are due to begin in	

	November 2017. A planning application for the west of Stonehouse development was granted on the 12th January 2016 and the highway improvement scheme is expected to complete in 2018/19	
2.5.2. Berkeley bridges	Replacement of the deck of the north (Gloucester) bound section of the A38 'road over rail' bridge near Berkeley, was undertaken due to the structure having reached the end of its life. £1.99m of the scheme was funded by the Local Enterprise partnership (LEP), to ensure the long term stability of the A38 as a key economic route through the county.	

2.6. CPS6 - Tewkesbury Connecting Places Strategy

The Tewkesbury strategy area is principally focused on the urban A46 / A438 corridor between Tewkesbury and Ashchurch, with limited rail connectivity. The rest of the area is predominantly rural in character, with approximately 5% of the county's population living here. Many people who live in the area work in locations outside the county, including the Midlands.

Tewkesbury has flooding issues in both the town centre and on the A38

Priority	***Update***	***RAG***
2.6.1. A46 working group	The A46 Partnership has been established to produce a strategy to deliver planned infrastructure improvements to the A46 between M5 Junction 9 and M6/M69 at Coventry. The route provides a strategic link between the East Midlands, Bristol and the South West, offering an important alternative to the A42/M42 for traffic travelling between the M1 and the M5. The route consists of a mixture of single, wide single and dual carriageway sections. This current inconsistency in standard leads to a poor end to end journey experience for users, and limits the strategic value of the route. Given the continued pressures of growth within areas such as Coventry, Warwick/Leamington Spa, Stratford-upon-Avon, Redditch, Bromsgrove, Evesham, Worcester and Tewkesbury, it is critical to assess the longevity of this corridor beyond the existing Local Plan Periods.	

2.6.2. Joint Core Strategy (JCS) transport strategy	Please see chapter 2.1 *Central Severn Vale*, paragraph 2.1.5 *Joint Core Strategy*	
2.6.3. Longford development application	This scheme consists of a new junction on the A40 Gloucester Northern Bypass, capacity improvements to the Longford roundabout (A40/A38) and a new link road connecting a new development to the new junction. This scheme is designed to facilitate housing and employment growth at Longford, relieve existing and future congestion and enable economic growth. The scheme has a provisional Growth Deal allocation of £4.53m.	
2.6.4. M5 Junction 9	An A46 Partnership group has been formed, and is chaired by Cllr Smith, to address the problems of congestion, severance and safety on the A46 between the M5 Junction 9 and the M1/M69 in Leicestershire. The overall aim for Gloucestershire being to provide a bypass for Ashchurch and reduced queuing at M5 Junction 9. We are working closely with organisations such as Highways England, Midlands Connect and the LEPs to bring these necessary improvements into the Government's next Road Investment Strategy (RIS). If the Government agrees to prioritise the A46 in the RIS programme Highways England would start the scheme identification process early in 2020. GCC also submitted an Expression of Interest for funding through the Housing Infrastructure Fund (HIF) for the scheme.	

3. Policy Updates

3.1. PD1 – Bus

The LTP commits GCC to work with partners and communities to provide travel choice by bus and community transport, with the aim of increasing use and reducing operating costs. This is being achieved by providing a programme of ongoing investment, working closely with bus operators, reviewing how public services are delivered and empowering local communities to consider their own community needs through the production of Neighbourhood Development Plans or businesses through the production of Travel Plans.

Our priority schemes included bus priorities improvements for Abbeymead & Metz Way in Gloucester and the Gloucester Transport Hub. Both schemes are approved for funding, as detailed in the Central Severn Vale connecting places strategy update, in Chapter 2.1.

3.1.1. Real Time Passenger Information (RTPI) roll out

Real Time Passenger Information (RTPI) is derived from automatic vehicle location systems. The roll out of RTPI continues in Gloucestershire, where the system is financially and technically viable.

There are currently 79 displays around the County and the authority is in discussions to implement (in parallel to the existing displays) a new cheaper, solar powered 'e-ink' display in appropriate areas. This should see the viability of RTPI extend to areas of the County that are currently without the technology.

In addition, comprehensive mains powered display systems are being developed for the new Gloucester bus station which is due to open in early 2018.

3.1.2. GlosTalk App

The GlosTalk app, an accessible app for retrieving bus information in Gloucestershire, was launched in the summer of 2017. Throughout the autumn 2017 the Integrated Transport team will begin a series of roadshows designed to promote the app, as well as marketing it to various disability groups and forums.

3.1.3. Total Transport

Total Transport is a Department for Transport (DfT) funded project, intended to develop new and innovative ways of delivering joined-up local transport delivery in rural and isolated areas. Through this initiative GCC are looking at public and community transport, home to school transport, social and health care transport across rural areas. A comprehensive review of the role of Community Transport is due for completion early 2018. The authority continues to engage with various stakeholders to ensure the project remains visible.

In Partnership with Somerset County Council GCC is developing a Total Transport Portal. Once the preferred provided is identified this is expected to delivered during 2018/10.

3.2. PD2 – Cycle

The authority aims to deliver a fit for purpose cycle network which will consist of a mixture of dedicated cycle facilities and on-highway routes. GCC will provide this by removing cycle barriers to improve cycle linkages and safeguarding quiet lane connections. A fit for purpose network will encourage higher levels of activity and over time this will formulise cycle desire lines so cyclists can feel safe and drivers respect their presence on the highway.

There are several cycle improvements being delivered across the Central Severn Vale, as detailed in the connecting places strategy updates in chapter 2.1. A study into the A429 Fosse Way is also underway will also make cycling recommendations as detailed in chapter 2.3 North Cotswold CPS.

3.2.1. Local Cycling & Walking Infrastructure Plan (LCWIP)

The Department for Transport launched its Cycle and Walking Investment Strategy (CWIS) in April 2017. The strategy outlines Government's ambition for cycling in England which is 'to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey'. The strategy introduces a set of aims and targets for 2025 including the doubling of cycle activity**.**

GCC was successfully identified as a pioneer authority to be one of the first wave of authorities to produce a LCWIP. GCC officers intend to roll out a countywide LCWIP in phases. Phase 1 will cover the Central Severn Vale area, phase 2 will cover Stroud and Tewkesbury and Phase 3 will cover the Forest of Dean and the Cotswolds. This is based on outputs generated from the Propensity to Cycle modelling tool.

There are 5 deliverables expected from the LCWIP process and include:

1. **Background Report** – This is the outward facing document which links the LCWIP into local policy and explains the local commitment to walking and cycling.
2. **Network Planning Document** – This is a technical document which uses several of the DfT technical modelling tools to build the evidence for investment in the walking and cycling network.
3. **Prioritised list of improvements** – This is the delivery plan prioritising where we will invest, it will be reported in terms of delivery timeframe and expected costs. Essentially this is the pipeline of future schemes.
4. **Summary Report** – This report summarises the Network Planning Document and Prioritised List of Improvements documents.
5. **Impacts of plan** – This is the monitoring report which we need to keep updated to explain what has worked and provide evidence to demonstrate the rate of change in cycling and walking levels in our area.

3.2.2. Strategic Cycle Highway

The Strategic Cycle Highway will complete links between areas along the M5 Growth Zone as opportunities arise and as funding becomes available. It is envisaged that these strategic routes will then link up with existing infrastructure in Tewkesbury, link Bishops Cleeve to Cheltenham, Cheltenham to Gloucester and Gloucester to Stroud.

Improvements for cyclists are currently being considered by Highway's England between Gloucester and Cheltenham, on the B4063 to reduce vehicular traffic on the A40. It is proposed that the design will be completed in 2019, and will form part of the Strategic Cycle Highway.

3.3. PD3 – Freight

Heavy Goods Vehicles (HGVs) have an essential role in the economy, but their impact on communities can be negative and over time this can impact a community's quality of life. How and where HGVs operate needs to be managed to minimise disruption to both freight operators and local communities.

The authority works with its partners to ensure freight operating route planning systems are up to date using GCC's Freight Gateway system and to provide adequate rest facilities for drivers. Part of the Freight Gateway system includes a Lorry Watch function which enables local residents to inform the County Council of any inappropriate HGV route use or inconsiderate behaviour by HGV drivers.

3.3.1. Freight gateway

The freight gateway is a journey planner for freight operators who are encouraged to follow the advisory freight network. The advisory network is in place to get traffic from A to B in the most effective and efficient manner. The system supports freight companies who employ fleet and logistics managers and plan routes. The system has been operating for over 18 months and indications suggest that the system is not being used by smaller operators or foreign drivers who tend to rely on personal satellite navigation systems instead of commercial systems. This is a cause for concern and GCC will needs to understand what the operator of the Freight Gateway System is doing to encourage adoption by smaller operators.

Concerns have been raised by Local Highways Managers regarding the old lorry information boards which are no longer maintained as being a missed opportunity on the network, which could be replaced to advertise the freight gateway

3.3.1. Lorry watch

Lorry watch is a portal through which communities, organisations and other bodies can register any comment or complaints in relation to freight. All complaints received in 2016/17 were either passed on to the Police (when vehicle registrations were made available) or on to respective Local Highway Managers at Gloucestershire County Council, to ensure a balanced picture of the impact of freight is understood and managed effectively.

Feedback regarding the accuracy of the geographical information contained within the Freight Gateway system is all forwarded to system operator to rectify or update the map accordingly.

During 2016/17 11 comments received regarding mapping updates and 8 complaints regarding inappropriate HGV routing.

3.4. PD4 – Highways

Gloucestershire has approximately 80 miles of motorway/ trunk road and 3,300 miles of local authority managed highway. There is a culture of high car dependency and usage in Gloucestershire. Private vehicles remain the predominant choice of travel to work.

The highway is maintained and improved through a variety of funding, including local budget allocation, central pots of money that can be bid for and lobbying central government for funds.

3.4.1. Road Investment Strategy 2 (RIS2) will span from 2020-2025

The first Road investment strategy (RIS 1) covered investment in England's motorways and major roads (the 'strategic road network') during the 2015 to 2020 road period. This was the initial step in a long-term programme to improve England's motorways and major roads. Work is now underway to develop the second RIS, known as RIS 2, which will span from 2020-2025.

- A strategic Road Network Interim Report (SRNIR) will be published by Dft in winter 2017.
- The SRNIR will take into account the Highways England Route Strategies and other reports and lobbying documents.
- The Department for Transport (DfT) are currently running some engagement events with MPs to understand their priorities

It is thought that the RIS2 programme will be announced between mid and late 2018 when Gloucestershire will find out what level of investment has been committed to the area.

3.4.2. Growth Fund

Gloucestershire was able to secure £62.6 Million for transport schemes through the Single Local Growth Fund for the financial years 2015/16 to 2020/21. £22 Million of this is an allocation to the Cyber Business Park in Cheltenham and £9.07m major tail-end funding for the Elmbridge Transport Scheme (please see 2.1.7 Elmbridge Transport Scheme). The remaining just under £31 Million will enable 12 local transport schemes, securing a total investment of more than £46 Million in transport infrastructure in Gloucestershire. At the end of 2017, 7 of these 12 transport schemes with a total value of just £ 20.8 Million had received full funding approval by Gfirst LEP (Gloucestershire's Local Enterprise Partnership) and are currently being delivered.

As the Local Highway Authority, GCC has successfully bid for £18.5 Million of the transport related Growth Deal funding, as well as the £9.07m major tail-end funding for the Elmbridge Transport Scheme and is responsible for the delivery of 9 of the 12 transport related growth deal schemes with a total scheme value of £ 25.7 Million, as well as the Elmbridge Roundabout Scheme. Gloucestershire County Council also acts as the Accountable Body to Gfirst LEP, supporting the decision making process and funding release.

3.4.3. A46 Partnership

The A46/M69 corridor is 70 miles long, connecting the counties of Gloucestershire, Worcestershire, Warwickshire and Leicestershire. The corridor links the South West to the Midlands and North East England, and supports employment and housing growth as a local route. However, there are constraints which prevent this stretch of the A46 from reaching its potential to handle both

through and local traffic and also to provide a credible alternative to the M5 and M42 for linking the South West with the East Midlands. In recognition of this the A46 Partnership was established in 2015 to ring together councils and Local Enterprise partnerships (LEPs) along the corridor with a common aim to bring forward improvements to the A46.

Midlands Connect (a pan-midlands partnership, that brings together government and local enterprise partnerships) are further developing evidence to identify what role the A46 can play in the context of the regional and national network and its links to economic growth.

3.5. PD 5 – Rail

Gloucestershire works with partners to seek investment into the county's transport network.

3.5.1. Rail infrastructure Improvements:

The County Council continues to work with a range of stakeholders to attract external sources of funding such as through Great Western Railway's (GWR) Customer and Communities Improvement Fund (CCIF) to provide RTPI at Ashchurch for Tewkesbury. GCC has worked with the West of England Combined Authorities to commission studies looking at the economic and operational feasibility of extending proposed additional services beyond Yate to Gloucester as part of an extension to the MetroWest Phase 2 project. This has also considered possible new stations between Gloucester and Bristol. The County Council has joined the North Cotswold Line Task Force (NCLTF) which aims to promote additional services on the north Cotswold line to Oxford and London.

3.5.2. Rail Service Capacity Improvements

GCC continues to respond to a number of franchise consultations that impact on services through the county i.e. Great Western, Cross Country and Wales and Border. All three of these are due for renewal over the next 2/3 years. The County Council continues to lobby Network Rail, West Midlands Rail and Abellio (the new train operator) for new services between Birmingham-Worcester-South Wales calling at Ashchurch for Tewkesbury. Part of the remit of the NCTLF mentioned earlier in the longer term includes looking at the reopening of the Stratford - Honeybourne line which requires infrastructure improvements on the North Cotswold line to be delivered as part of the overall package of service enhancements. We are working with West of England authorities to improve services between Gloucester and Bristol.

3.5.3. Railway Stations

GCC is involved in a number of station improvements including:

- Lydney – extended the existing car park with an additional overflow car park on a two year lease;
- Cheltenham – working with stakeholders on a range of improvements including car park decking, improved cycle and pedestrian access from the A40, forecourt improvements and general enhancements to the fabric of the building;
- Cam and Dursley – investigating options to expand the car park;
- Ashchurch for Tewkesbury – bidding for funding from GWR for RTPI and car park improvements;
- Stroud – working on the emerging station masterplan with partners;
- Moreton in Marsh – contribute funding towards a new waiting room and replacing the bus shelter; and
- Gloucester – access, parking and general improvements.

3.6. PD 6 - Thinktravel

'Thinktravel' is the brand name for Gloucestershire's smarter choices programme, designed to help people consider their travel choices and encourage use of more sustainable modes of transport.

3.6.1. Local Sustainable Transport Fund

The authority successfully bid for Transition Year funding to continue to deliver behavioural and operational initiatives in 2016/17. The objective of the 2016/17 programme was to increase active travel participation by challenging perceived car use dependency. The programme was delivered through a series of initiatives under three programme elements focussing on improving access for all, jobs and education and skills. The aim was a reduction in vehicle trips during the lifetime of the programme while increasing walking and cycling participation.

Data collected through the programme showed an overall shift away from the use of the private car as a single occupant in the order of 7%, to car sharing, cycling and walking. For work trips, there was a shift away from the use of the private car as a single occupant of 4% predominantly to cycling, walking and other modes of transport

The outcomes of behavioural change has been a reduction in the number of single occupancy car trips, a greater awareness of travel choices and promotion of the 4Rs (*Reduce*, *Retime*, *Reroute*, *Remode*) to journeys to avoid the most congested times and locations on Gloucestershire's transport network.

Since 2012, the Thinktravel programme has provided:

- Improved pedestrian and cycling wayfinding in Gloucester and Cheltenham;
- 28 new public cycle stands
- Public realm improvements on the Promenade in Cheltenham;
- Bus stop improvements along Abbeymead Avenue, Metz Way and Bristol Road within Gloucester;
- 10 electric vehicle charging points;
- Gloucester City Centre Access Control (bollards);
- An extension of the 20mph zone on Southgate Street;
- Barton Street/Painswick Road, Gloucester – Road Safety Scheme;
- Cheltenham Inner Ring Road Safety Part 2 (High Street – East);
- 20x road side RTPI digital displays and upgrade of 62 existing displays; and
- Equipment for 9x Traffic Light Priority (TLP) systems.

3.6.2. Access Fund

A bid to the Access Fund in 2016 to continue delivery of projects to encourage a smarter approach to journey planning was unsuccessful in Gloucestershire.

However, the former project team has been able to engage with local schools, businesses and residents through a wide variety of channels including PTP, work place events, business forums, travel plans and school engagement. GCC will continue the work that has been delivered over the past 5 years and capitalise on the effective 'brand' that has been produced.

4. Monitoring targets

Paragraph	Performance indicator	Exceeding target	On track	Not on track
4.1.	LTP PI-1 Journey time reliability on strategic important routes during the AM peak			✓
4.2.	LTP PI-2 Number of peak hour vehicle journeys			✓
4.3.	LTP PI-3 Reduction in inappropriate freight travel			✓
4.4.	LTP PI-4 Principal road network condition	✓		
4.5.	LTP PI-5 Non-principal road network condition	✓		
4.6.	LTP PI-6 Unclassified road network condition	✓		
4.7.	LTP PI-7 Increase use of rail	✓		
4.8.	LTP PI-8 Increase use of cycling		✓	
4.9.	LTP PI-9 Increase use of bus		✓	
4.10.	LTP PI-10 Maintain bus passenger access		✓	
4.11.	LTP PI-11 Reduce the number of highway casualties			✓
4.12.	LTP PI-12 Reduce the number of child highway casualties			✓
4.13.	LTP PI-13 Reduce levels of traffic derived Nitrogen Dioxide		✓	
4.14.	LTP PI-14 Reduce per capita transport carbon emissions		unknown	

4.1. LTP PI-1 Journey time reliability on strategic important routes during the AM peak

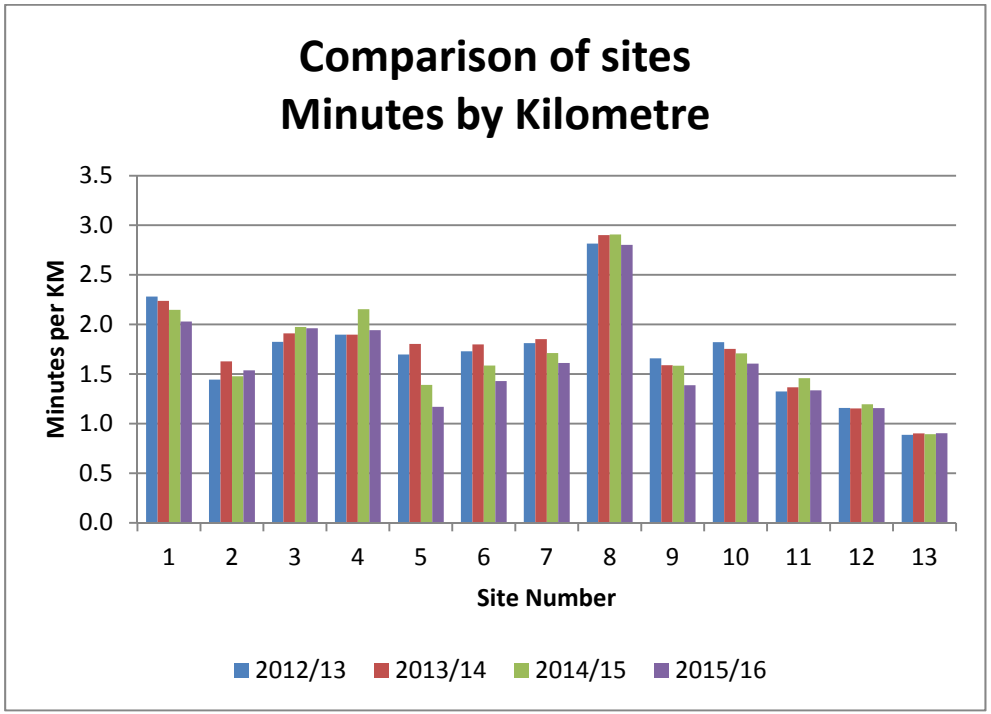
National and primary links have been identified as being strategically critical for the local economy and therefore journey time reliability is an important factor. GCC Strategic trips include:

1. Charlton Kings to M5 junction 11
2. Churchdown to Kings ditch Retail park
3. Coombe Hill to Charlton Kings
4. Bishop's Cleeve to Shurdington
5. Highnam Court roundabout to Barnwood Business Park
6. Highnam Court roundabout to M5 junction 12
7. M5 junction 12 to Barnwood Business Park
8. Gloucester Railway Station to Cheltenham Railway Station
9. Teddington Hands roundabout to M5 junction 9
10. A38 Odessa PH junction to M5 junction 9
11. Brimscombe to M5 junction 13
12. Stratton to South Cerney junction on A417
13. Tetbury to Moreton-Marsh using A433 and A429

Performance Indicator Target: To maintain annual average AM peak hour journey time variance to + or – 1%

Table PI-1 suggests that the strategic corridors are speeding up which is not indicative of an increase in traffic and congestion as verified by LTP PI-2 Number of peak hour vehicle journeys, but may be due to investment on the strategic road network in recent years. For example, routes 5 and 6 have likely improved after improvement work on the Over roundabout.

Table PI-1



4.2. LTP PI-2 Number of peak hour vehicle journeys

Between 2015 and 2031 Gloucestershire will see unprecedented growth. This will result in an increase in travel demand, which will impact the operation of the highway network. Some of this increase will be mitigated through development funding, but not all. Peak travel periods are likely to change as people alter their journey times to avoid journey delays.

The policies outlined in the LTP seek to manage the transport network to maximise its capacity and it is important to understand how these policies may need to alter during the plan period to maintain a functioning transport network during this time of increased demand.

Performance Indicator Target: To restrict annual growth in the number of peak demand vehicle journeys to 1% per annum

In 2015, traffic on UK roads overtook the pre-financial crisis peak of 2007. The number of light goods vehicles has risen sharply, largely attributed to a change in shopping habits, increasing home delivery services.

Figures PI-2.1-2.2 show that in Gloucestershire, journeys are increasing at an average of 1.6% and 1.9% in the AM and PM peaks respectively. Although this exceeds the target set in the LTP, it is less than the national trend of 2.2%.

The impact of the Thinktravel brand and projects delivered through funding secured from the Department for Transport (DfT) between 2012 and 2016 is considered to have influenced local travel patterns. Significant growth will require a continued commitment to providing a range of travel choices that ensure the network remains efficient as journeys continue to increase.

Figure PI-2.1

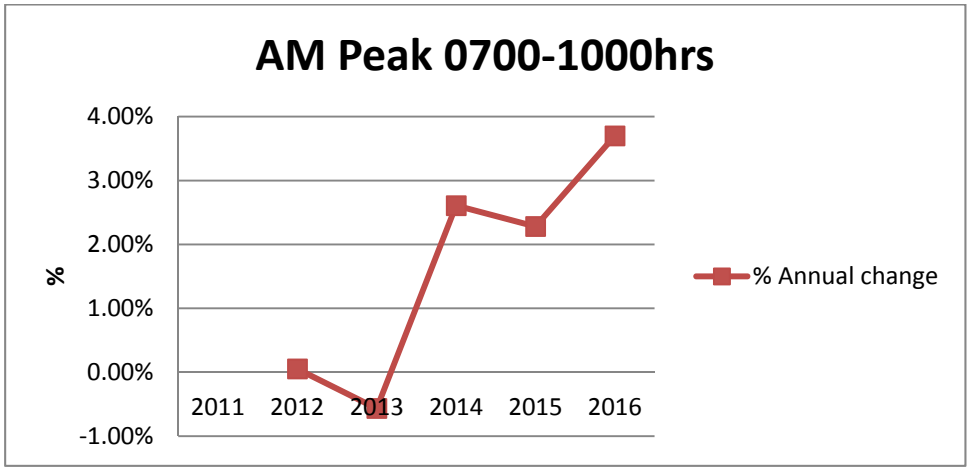
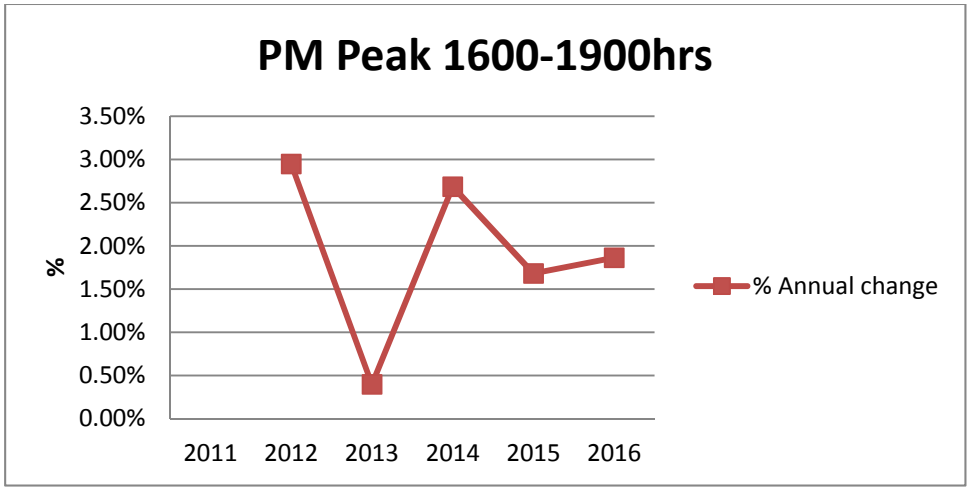


Figure PI-2.2



4.3. LTP PI-3 Reduction in inappropriate freight travel

The movement of highway freight is a key component of a healthy economy, it is also necessary for hauliers to make route choices that avoid unsuitable roads. Automatic Traffic Counters are located across the county, with 7 locations on key corridors, identifying inappropriate use of the road by freight.

Performance Indicator Target: To maintain the % of HGV traffic on inappropriate roads to less than 5%

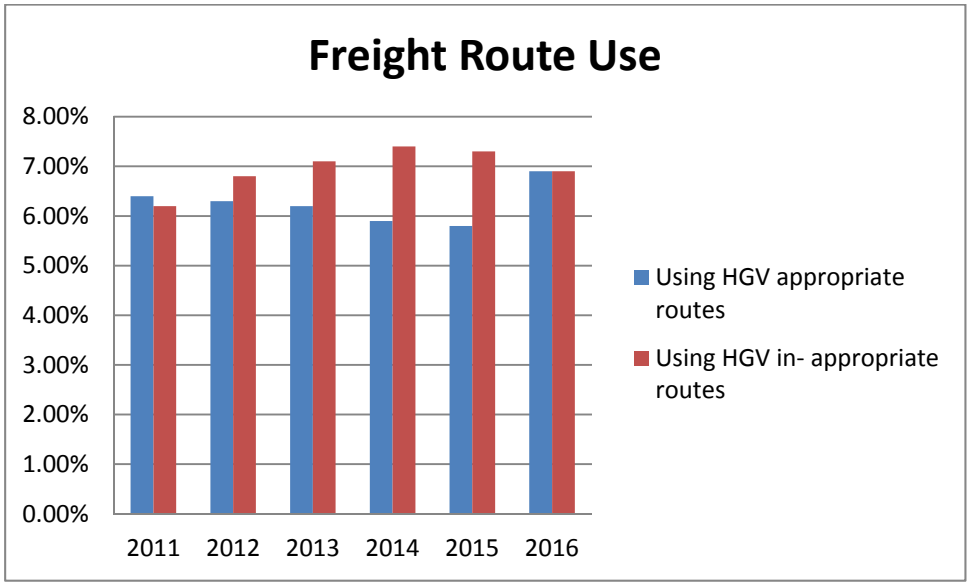
There are a number of freight movements that have historically used lower specification roads, causing concern to local communities. For this reason the Policy LTP PD3.1 outlines an advisory HGV route network whose primary purpose is the movement of high traffic volumes. Monitoring of the advisory routes shows whether the routes are understood and followed by hauliers. Table PI-3 suggests that there has been a slight decline in freight using inappropriate routes and an increase on more appropriate routes.

Gloucestershire's Freight Gateway is an online portal that identifies HGV petrol stations, lorry parks, height, weight and width restrictions and other relevant information for drivers. Monitoring suggests that it may have had an impact on 2016 freight movements. I has been suggested that the freight gateway is a good system but only really helps the larger firms who employ fleet and logistics managers who plan routes

Lorry watch is an online portal through which communities can report in appropriate freight movements. Between 2015 and 2016 seven mapping updates were received through the portal to advise of weight restrictions that were missing and 7 comments regarding blocking traffic or ignoring weight restrictions.

Local Highway Managers reported that some communities report use directly to GCC officers. There are a limited number of parishes who use the portal to report issues through coordinated local action groups, which suggests it is a good option for persistent problem areas where lots of complaints are raised.

Figure PI-3



4.4. LTP PI-4 Principal road network condition

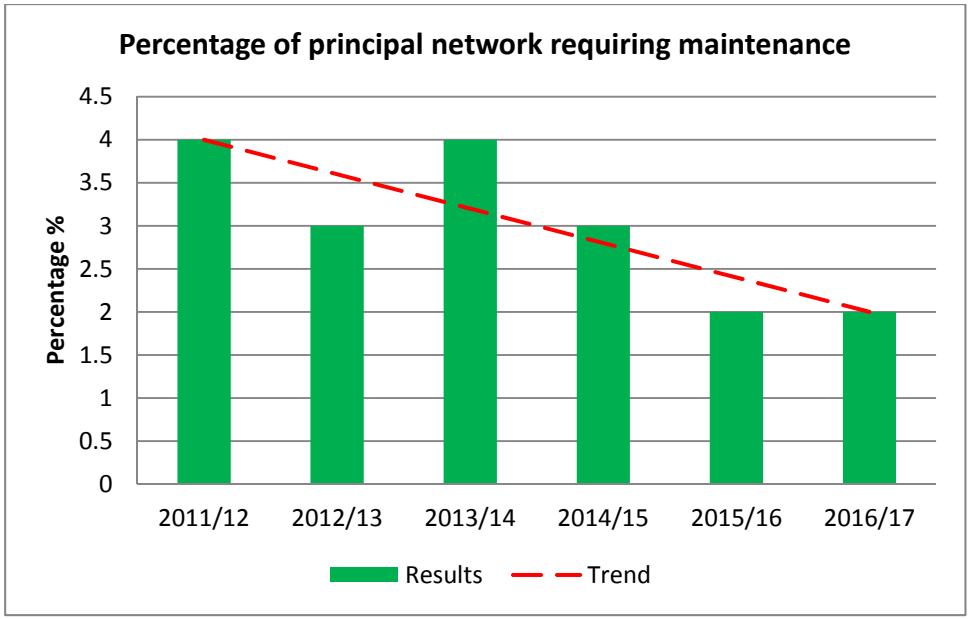
The principal road network (PRN), which includes Gloucestershire's A roads, provides significant regional and district routes. The PRN is very important economically, and its condition impacts on network resilience and safety. 50% of the principal road network is surveyed in both directions, every year.

Performance Indicator Target: Maintain the percentage of principal road network requiring maintenance at or below 4%

Road condition is monitored using SCANNER1 machine surveys. These surveys inform reconstruction and resurfacing works, which are prioritised using a combination of data and engineer assessments to efficiently manage our highway maintenance budgets and to get the best value and customer satisfaction.

Figure PI-4 shows that a good data led maintenance programme is ensuring remedial work is undertaken effectively and exceeding the target of 4%. Asset Management have proposed the target figure for maintenance requirements be reduced to 3% for future years.

Figure PI-4



[1] Surface Condition Assessment for the National Network of Roads

4.5. LTP PI-5 Non-principal road network condition

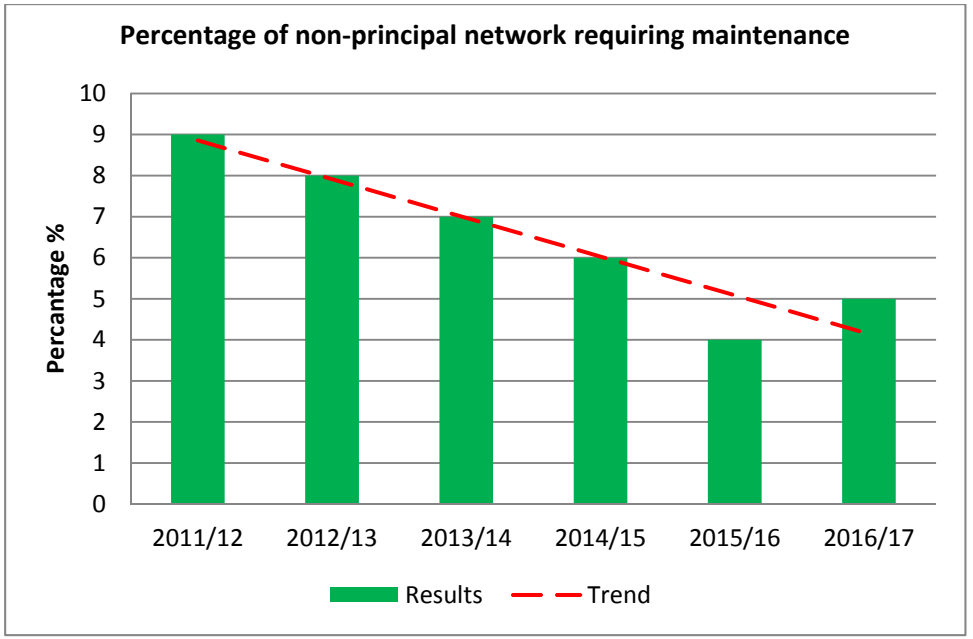
Non-principal roads are designated as B and C roads. In Gloucestershire there are 1966 km of classified non-principal road. These are main and secondary routes, linking urban centres, larger villages and freight to the wider network. Preserving the condition of these routes ensures access and journey times are maintained to into key service areas for health, education, retail and employment. 50% of the principal road network is surveyed in both directions, every year.

Road condition is monitored using SCANNER2 machine surveys. These surveys inform maintenance works in order to allocate sufficient funding to maintain the network.

Performance Indicator Target: Maintain the percentage of non-principal classified road network where maintenance should be considered at or below 9%

Figure PI-5 shows that a good data led maintenance programme and extensive surface dressing is ensuring remedial work is being undertaken efficiently and exceeding the target of 9%. Asset Management have proposed the target figure for maintenance requirements be reduced to 6% for future years.

Figure PI-5



[2] Surface Condition Assessment for the National Network of Roads

4.6. LTP PI-6 Unclassified road network condition

The majority of the highway network is made up of unclassified roads. In Gloucestershire this amounts to 2935 km of network.

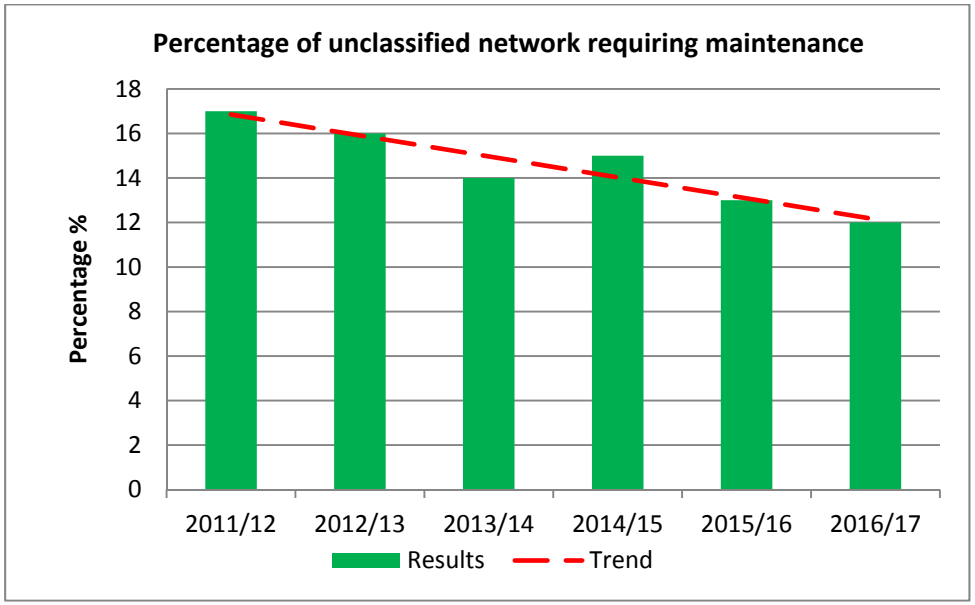
This indicator will monitor the condition of these roads, which in rural areas can link smaller villages to larger roads, serve small settlements and provide access to individual properties and land. In urban areas they are residential or industrial interconnecting roads, residential loop roads or cul-de-sacs. These are fundamental to any business or resident accessing the transport network for any means.

An MRM3 vehicle, is used to monitor the condition of the unclassified network. The County has been split into three geographical areas, and one of these areas will be surveyed every year. Due to the nature of this network some very minor roads will not be able to be surveyed by this method. Roads such as this will have their serviceability and condition monitored by routine highway safety inspections.

Performance Indicator Target: Maintain the percentage of unclassified road network where maintenance should be considered at or below 18% (BVPI 224B Ref M7)

Figure PI-6 shows that a good data led maintenance programme is being undertaken efficiently and therefore exceeding the target of 18%. Asset Management have proposed the target figure for maintenance requirements be reduced to 14% for future years.

Figure PI-6



[3] Multifunction Road Monitor

4.7. LTP PI-7 Increase use of rail

Rail use is important to economic sustainability by ensuring connectivity and reliable travel times to access employment and services. Rail is also a low emission active travel alternative to car use.

Data collected for the Office of Rail Regulation (orr.gov.uk) is based on ticket sales. Rail station entry and exit data is used to create an estimate of the number of journeys at each rail station in Gloucestershire over 12 month periods.

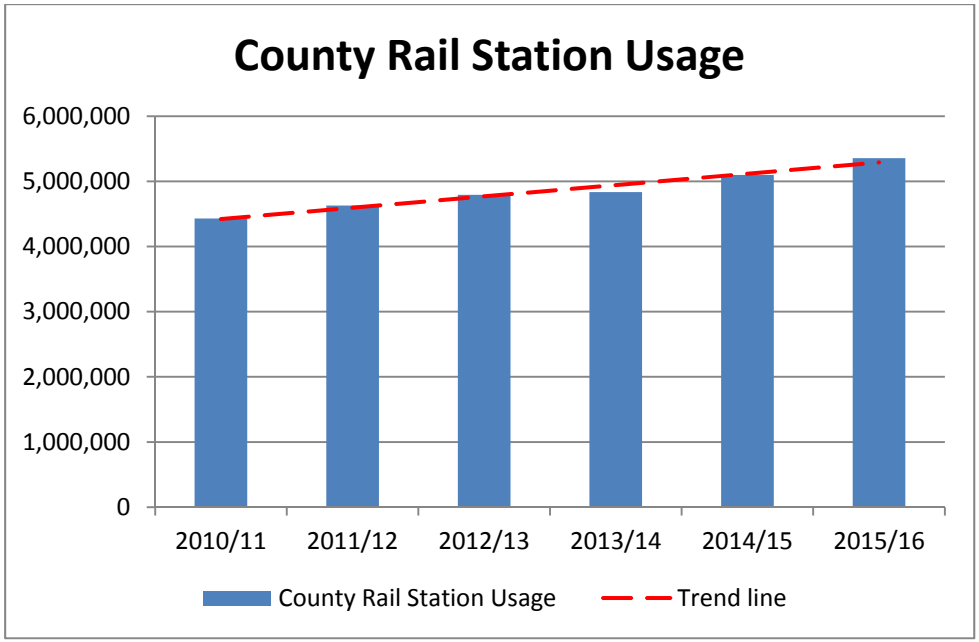
Performance Indicator Target: To increase rail use within the county by 30% from 2015 to 2031.

There are 9 rail stations in Gloucestershire, each of which shows a general trend towards a year on year increase in patronage since 2010/11.Cheltenham Spa Rail Station remains the busiest station in the county with over 2 million annual ticket sales.

Continual increases in patronage have ensured some investment into facilities. Moreton in Marsh and Lydney have both seen recent car park extensions to support continued growth and Cheltenham is undergoing transformational works to extend platforms in preparation for new Inter City Express Trains, with both car and cycle parking being improved as well as the introduction of a bus interchange with taxi rank and drop off facilities.

Rail will continue to be a key mode of travel, in particular with commuters accessing employment outside the county in locations such as Birmingham, London, Bristol and South Wales.

Figure PI-7



4.8. LTP PI-8 Increase use of cycling

This indicator shows 24 hour 7 day average daily flow, based on all months of the year across Gloucestershire. Cycling levels are important indicators of active and sustainable travel which benefit the local environment, health and the economy.

Gloucestershire currently has 15 automatic cycle counters installed on various cycle routes. Investment was made to allow data to be collected continuously since 2010, to allow the calculation of more robust figures.

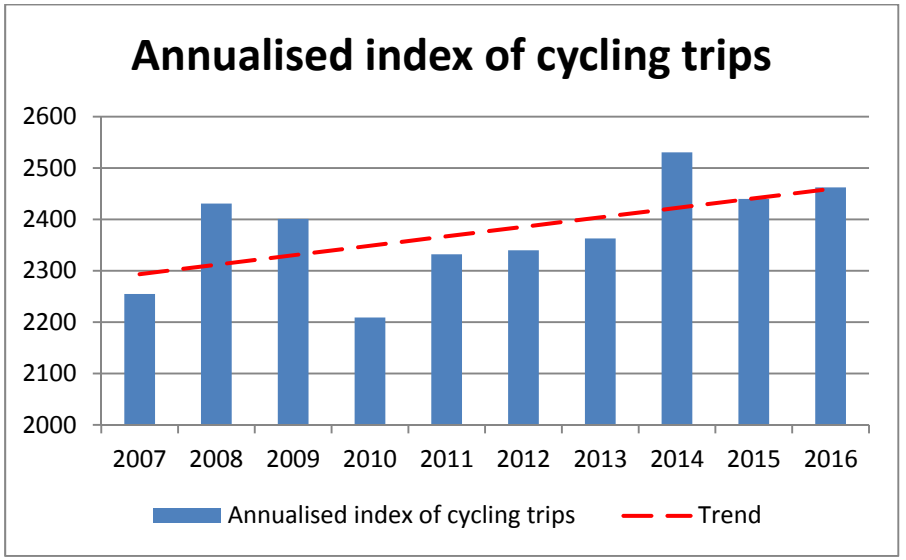
Performance Indicator Target: To increase cycle use within the county by 50% from 2015 to 2031.

Figure PI-8 shows that across the monitored sites there is a general upward trend in cycling, with a sharp peak in 2014. Counters in Cheltenham and Tewkesbury were particularly high during this period which may suggest that the Thinktravel residential travel planning project, delivered in 2013, resulted in increased cycling as a result of cycling promotion.

As detailed in Chapter 2, Connecting Place Strategies, investment in cycling is seeing the counties cycle ways upgraded and connected, with particular plans to improve links between Bishops Cleeve to Cheltenham and Cheltenham to Gloucester. Monitoring of this investment before and after will be important to understand the impact on travel behaviour and the associated benefits.

Investment is now required to begin replacing and increasing monitoring equipment, cycle counters are reaching the end of their useful life span. Investigation is underway to identify both the best locations and technology to continue to monitor cycling across the county as well as funding to achieve this.

Figure PI-8



4.9. LTP PI-9 Increase use of bus

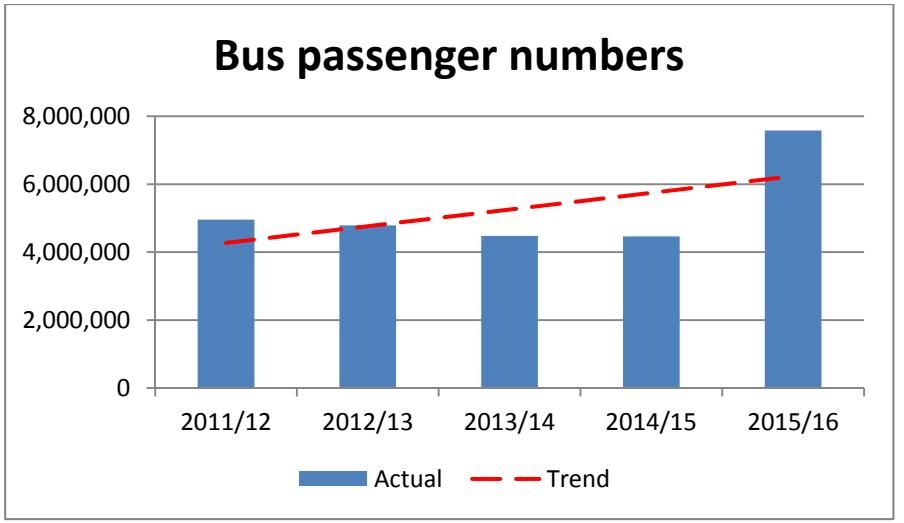
Transport providers collect passenger data recorded predominantly via electronic ticket machines and smart readers which inform this report. In previous years figures were only obtainable from one operator. However, now all bus operators' patronage is collected. The ability to measure patronage across all services will give a more reliable picture of what is happening and what growth can be achieved to ensure a more efficient network with greater travel choices.

Figure PI-9 shows the actual number of journeys made on bus services running throughout the county. It covers both commercial and subsidised bus services.

Performance Indicator Target: Maintain number of bus passenger journeys (PUT 01)

Although Bus travel only constitute 4% of vehicular movements on the road network in Gloucestershire, it contributes towards improved public health (through active travel, improved air quality and reduced noise and pollution levels) and reduces congestion by removing cars from the road. Bus travel not only provides access to services but can also offer better journey time reliability on routes with bus priority measures such as the A40 travelling east between Highnam and Over and west at Elmbridge Court, supporting economic growth by providing travel choice and access to employment.

Figure PI-9



4.10. LTP PI-10 Maintain bus passenger access

Accessibility requirements inform Council policy on whether financial support for transport services is required if bus companies can no longer afford to run them.

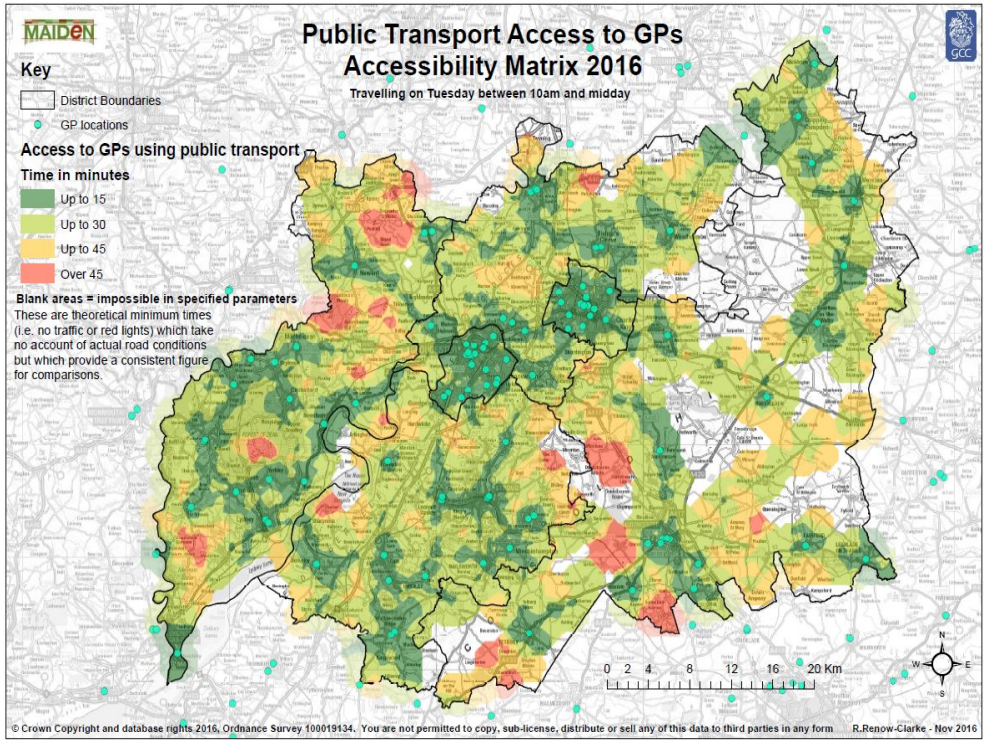
This indicator reports access by public transport within 45 minutes to GP surgeries. This provides a good example of accessibility to all key services coverage as GP surgeries are tend to be located close to other local amenities.

Bus timetables are extracted from Traveline (the national passenger transport information service) and used within the public transport accessibility mapping tool.

Performance Indictor Target: Maintain level of Access to GP services and facilities by public transport within 45 minutes (PUT 08a)

Accessibility supports economic growth by providing travel choice and access to employment, equality benefits, active lifestyles and public realm improvements through reduced traffic volume. Figure PI-10 shows that 95.8% of Gloucestershire residents can access a GP in under 45 minutes

Figure PI-10



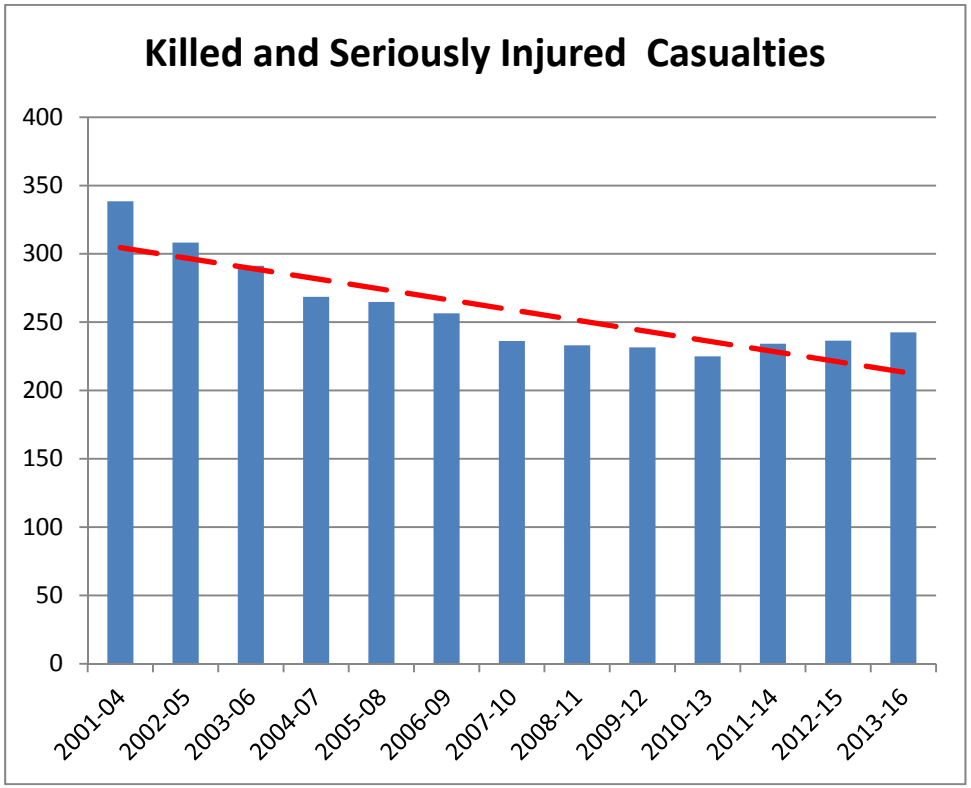
4.11. LTP PI-11 Reduce the number of highway casualties

Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) on the highway by 2020

Gloucestershire has adopted the national aspiration for a 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) in the 10 year period to 2020. This would aim to reduce annual casualties from an average of 259 to 104.

Local reporting remains focussed on the actual numbers of KSI casualties rather than introducing rates. This data is collated by the Road Safety Hub. The Road Safety Hub collaborates with officers from Gloucestershire County Council's Road Safety Team, Fire and Rescue Service, Gloucestershire Constabulary, as well as officers from GCC Highways.

A change in the method of reporting injury collisions has resulted in an increase in the number of serious casualties in Gloucestershire. The Department of Transport is investigating nationally the effect of this change. Until the result of this investigation is known the quarterly reporting of all killed and serious injury (KS) figures should be viewed with caution.



4.12. LTP PI-12 Reduce the number of child highway casualties

Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of children Killed or Serious injuries (KSI) on the highway by 2020

Gloucestershire has adopted the national aspiration for a 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) in the 10 year period to 2020. This would aim to reduce annual casualties from an average of 259 to 104.

Local reporting remains focussed on the actual numbers of KSI casualties rather than introducing rates. This data is collated by the Road Safety Hub. The Road Safety Hub collaborates with officers from Gloucestershire County Council's Road Safety Team, Fire and Rescue Service, Gloucestershire Constabulary, as well as officers from GCC Highways.

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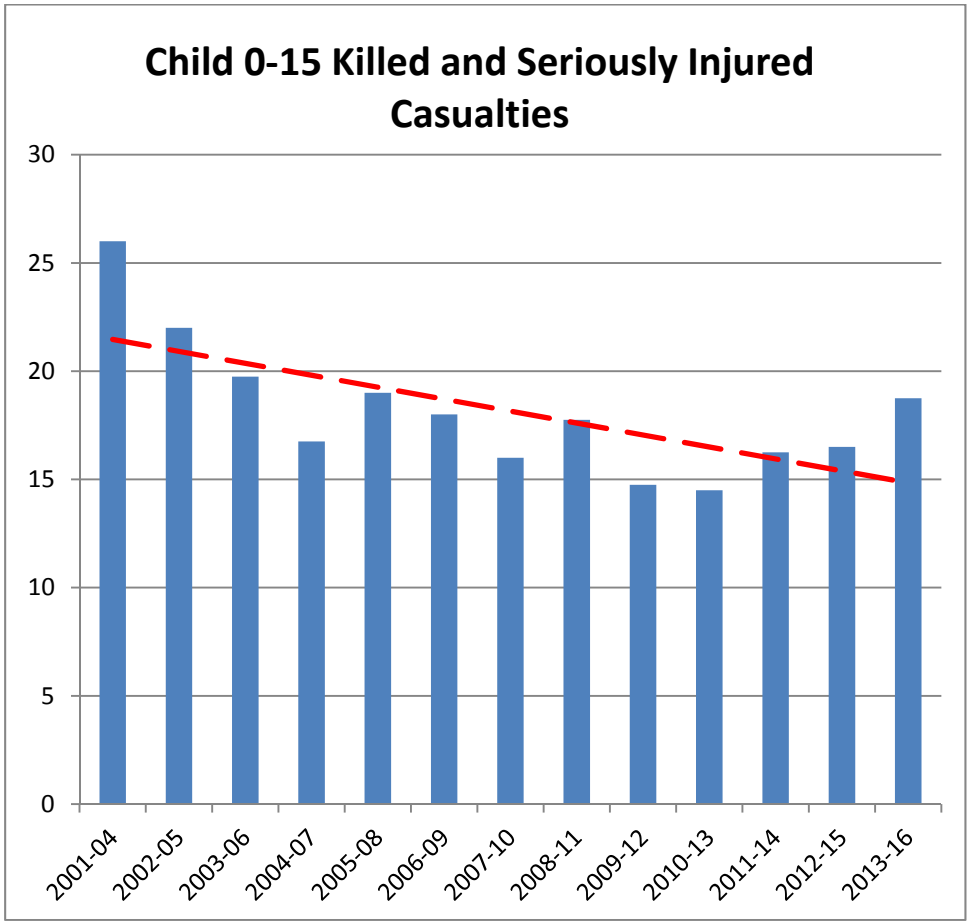
Research shows that young car occupants and vulnerable road users remain key target groups.

Figure PI-12



4.13. LTP PI-13 Reduce levels of traffic derived Nitrogen Dioxide

This indicator shows the number of declared Air Quality Management Areas across the county.

Air quality in Gloucestershire is good. However, currently the county has eight locations that have been declared as Air Quality Management Areas (AQMAs). Historically, these areas have tested above the target levels for nitrogen dioxide (NO^2) and in each case traffic is the main source of air pollution. Data is collected through tubes at monitored test sites and reported annually by District Councils, these reports inform the data presented here.

AQMA	Declared
1. Cheltenham Borough	2011
2. Cotswold, Air Balloon	2008
3. Cotswold, Lechlade	2014
4. Forest, Lydney	2010
5. Gloucester, Priory Road	2005
6. Gloucester, Barton Street	2005
7. Gloucester, Painswick Road	2007
8. Tewkesbury, Town Centre	2010

Performance Indicator Target: To reduce the annual mean concentration level of transport derived NO2 at each of the county's Air Quality Management Areas

Figures PI-13.1 to PI13.6 show that the annual mean levels of NO2 have dipped slightly across the county, but not enough to achieve safe levels.

Figure PI13.1

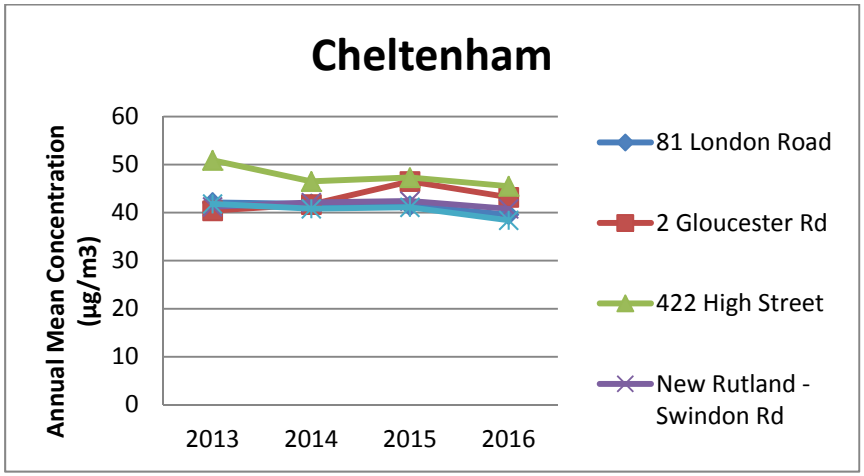


Figure PI13.2

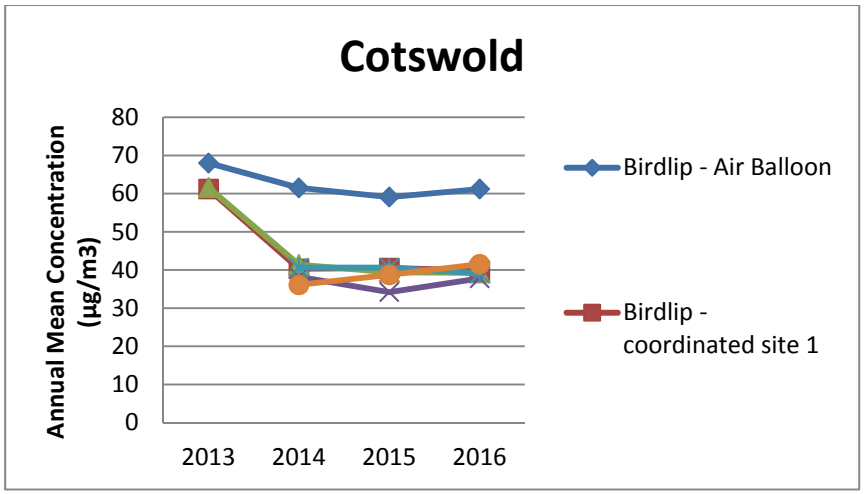


Figure PI13.3

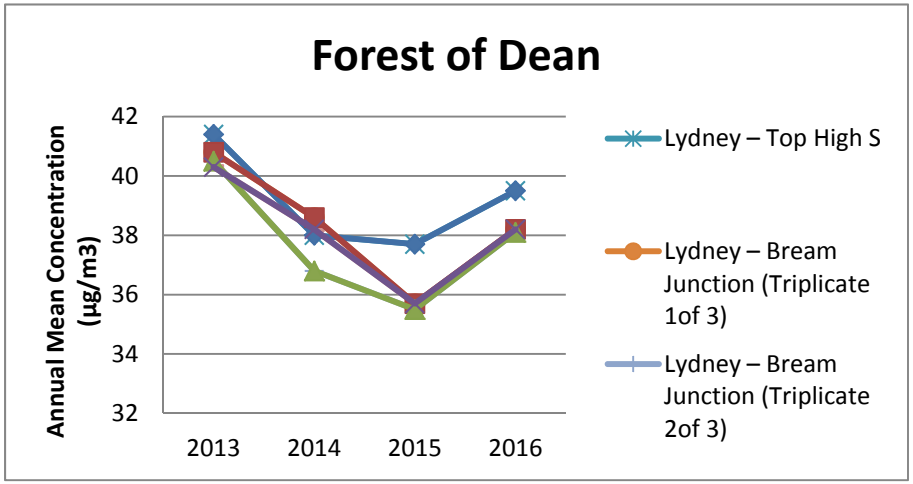


Figure PI13.4

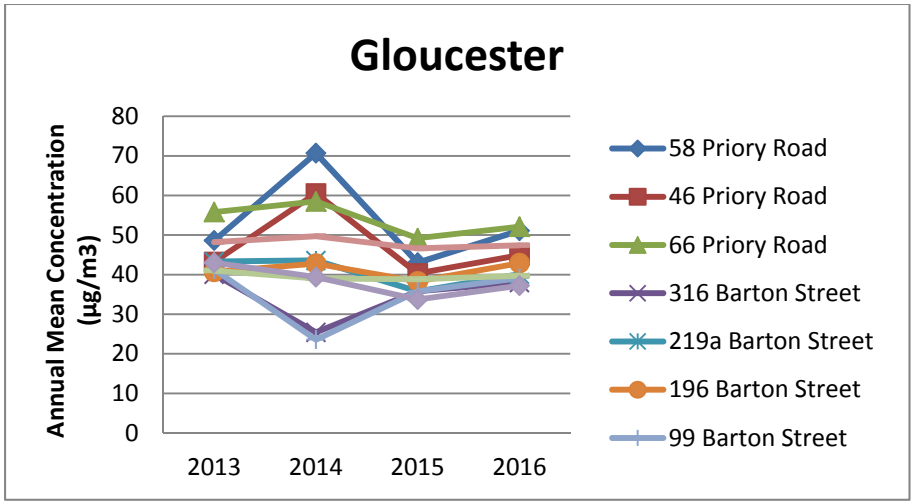


Figure PI13.5

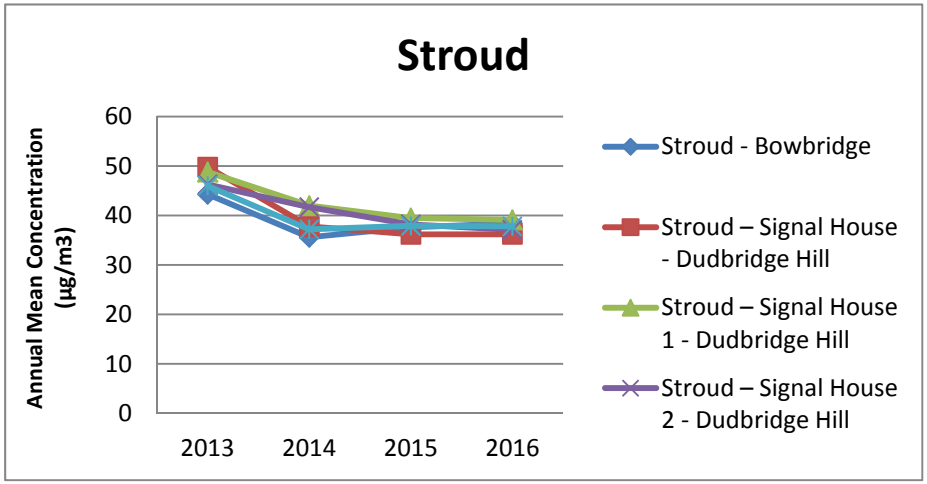
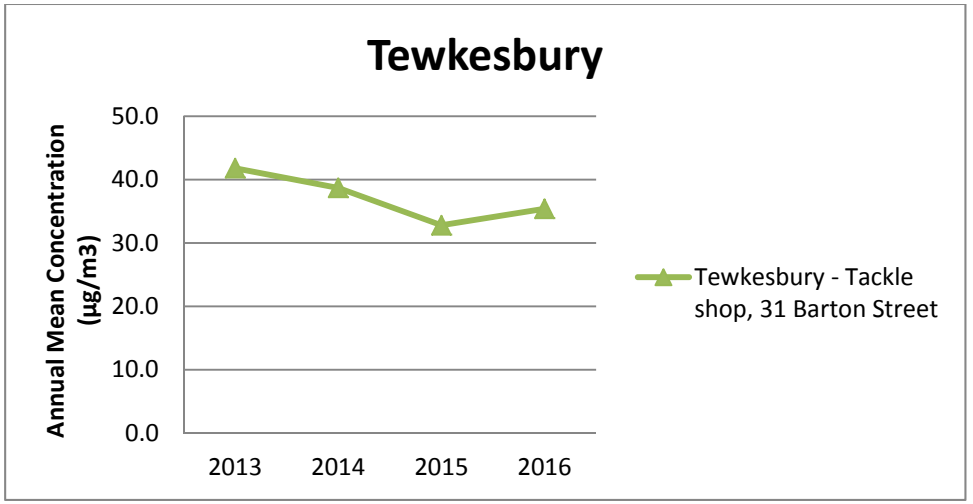


Figure PI 13.6



4.14. LTP PI-14 Reduce per capita transport carbon emissions

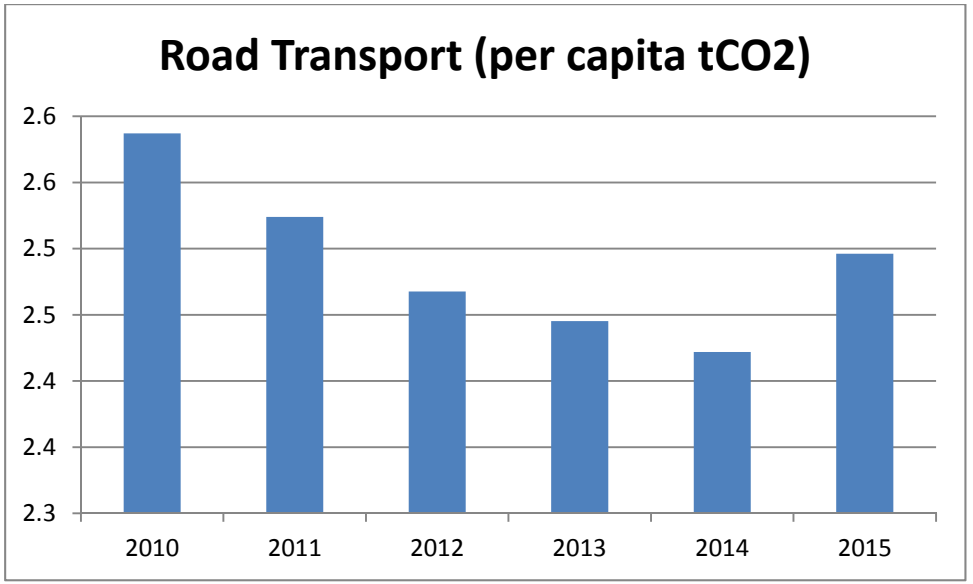
Carbon dioxide (CO2) is the main greenhouse gas, accounting for about 82 percent of the UK greenhouse gas emissions in 2013. The UK compiles an annual inventory of its greenhouse gas (GHG) emissions in order to monitor progress against domestic and international targets.

The UK has pledged to achieve zero emissions by the end of the century; this goal will be independently assessed in 2018 and every five years thereafter. Transport emissions include freight and passenger transport, both private and for business purposes.

Performance Indicator Target: To reduce per capita transport carbon emissions, in order to contribute to achieving the government's climate change commitments (part of COP21)

Figure Pi-14 shows that while there was a sharp increase in tonnes of CO2 per person in the county in 2005, there has been a general decline since 2010. The impact of the financial crisis on the economy may have contributed towards some of the decline in transport emissions across the UK. However, as traffic levels have now exceeded pre recession levels, it encouraging to see that CO2 has not. The success of reduced road transport emissions is most likely attributable to an increased uptake low emission vehicles and a higher percentage of more efficient vehicles on the road network.

Figure PI-14



5. Next Steps

Gloucestershire Local Transport Plan (LTP) (2015-2031) was adopted by the County Council in June 2016. Within the LTP the importance of the plan being a living document was highlighted to enable the document to evolve and remain relevant to the function of the county council during the plan period.

The formal process of updating the document will commence following the adoption of the Joint Core Strategy, expected early 2018. At this stage of the review process, the scale of change from the existing document is not fully understood. Should the scale of change be considered 'significant' a robust consultation process may be required. The aim is for the LTP review to be completed during 2018/19.

Studies and changes which will inform the LTP review include:

Joint Core Strategy Transport Strategy – this document outlines the long-term strategy for transport within the Central Severn Vale area. It also identifies a number of strategic infrastructure investments. GCC has been supportive of this work, but recognises the schemes included in the strategy represent one set of mitigation measures and others may exist.

Gloucestershire Connects 2050 study – this study will consider long-term linkages for the county and future role for road and rail. It is expected to conclude early 2018.

A429/A433 Corridor Study – this study was produced in response to the GCC Scrutiny Committee Task Force to analyse and make recommendations on road safety, HGV movements, as well as walking and cycling provision. It is expected to conclude early 2018.

Local Walking and Cycling Investment Plan – this initiative will engage with hard to reach groups to understand the barriers to cycling and identify a series of improvements to increase participation. There will be multiple plans developed in line with the LTP Connecting Places Strategy areas. GCC was successfully awarded additional consultancy support to aid the production of these, although it should be noted that priority will be given to the production of the Central Severn Vale plan. Phase 1 of this project is expected during 2018/19.

Other issues which will be covered by the review include:

Bus

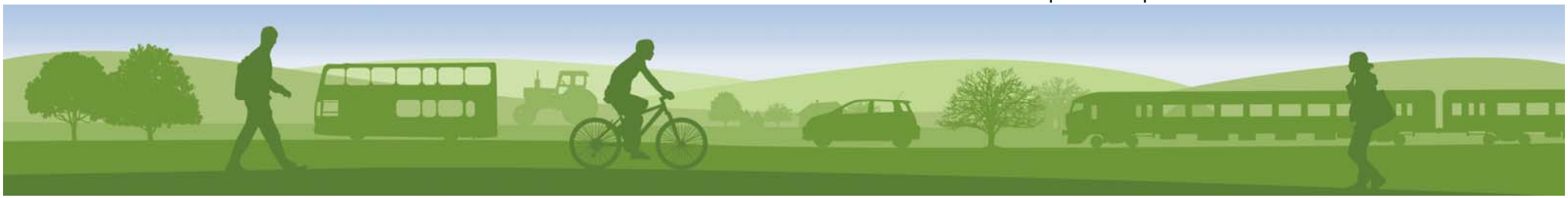
- GCC Bus review – outputs – delivery priorities

Highways

- Highways England updated Road Investment Strategies (RIS2)
- Priorities of the A46 partnership group
- Role out of Electric Vehicles and charging facilities
- Role of Intelligent Transport / Autonomous / connected vehicles / Smart Cities / Internet of Things
- Need for traffic Signal upgrades – prioritisation of investment

Rail

- Rail franchise and network plan changes – updates on electrification, service improvements
- Gloucestershire Station travel plans produced through the Local Sustainable Transport Fund process



Gloucestershire's Local Transport Plan

For more information on local transport within Gloucestershire visit:

www.gloucestershire.gov.uk/ltp3

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Gloucestershire
COUNTY COUNCIL