



Local Transport Plan Implementation report 2018

Version	1.1
Last Revised	December 2017
Review Date	
Category	Transport Planning
Owner	Gloucestershire County Council
Target Audience	Anyone wanting to find out about the progress of Gloucestershire's Local Transport Plan. This document specifically includes information on: Gloucestershire's Local Transport Plan County Strategies (Connecting Places Strategies) Policy updates Monitoring and review of targets

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

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
0.1	1	Draft	28/02/2019	SW

Contents

1.	Introduction	2
2.	Connecting Places Strategy (CPS) updates	4
3.	Policy Updates	14
4.	Monitoring targets.....	19
5.	Next Steps	37

1. Introduction

1.1. Monitoring report

Local Transport Plan (LTP) policies aim to ensure that transport will be an enabler and driver of the changes Gloucestershire will see during the plan period 2015-2031.

This Implementation Report documents 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

The county has been split into 6 areas, each of which has a place based strategy specific to transport needs in that region. A summary of projects and schemes relevant to each area has been listed below; these have been implemented since the LTP adoption or are planned/underway.

<u>2.1. CPS1 - Central Severn Vale Connecting Places Strategy</u>	7
<u>2.2. CPS2 - Forest of Dean Connecting Places Strategy</u>	10
<u>2.3. CPS3 - North Cotswold Connecting Places Strategy</u>	11
<u>2.4. CPS4 - South Cotswold Connecting Places Strategy</u>	11
<u>2.5. CPS5 - Stroud Connecting Places Strategy</u>	12
<u>2.6. CPS6 - Tewkesbury Connecting Places Strategy</u>	12

1.3. Policy updates

These updates are more specific and detail the success of policies which have been implemented, as well as any proposed amendments that may be required to track and evaluate the Local Transport Plan objectives.

<u>3.1. PD1 – Bus</u>	14
<u>3.2. PD2 – Cycle</u>	15
<u>3.3. PD3 – Freight</u>	16

<u>3.4. PD4 – Highways</u>	16
<u>3.5. PD 5 – Rail</u>	17
<u>3.6. PD 6 - Thinktravel</u>	18

1.4. Monitoring targets

The Local Transport Plan (LTP) monitors voluntary performance indicators and targets across the authority that are related to the implementation and impact of the LTP. These are updated annually to give a picture of how things are changing.

<u>4.1. LTP PI-1 Journey time reliability on strategic important routes during the AM peak</u>	20
<u>4.2. LTP PI-2 Number of peak hour vehicle journeys</u>	22
<u>4.3. LTP PI-3 Reduction in inappropriate freight travel</u>	23
<u>4.4. LTP PI-4 Principal road network condition</u>	24
<u>4.5. LTP PI-5 Non-principal road network condition</u>	25
<u>4.6. LTP PI-6 Unclassified road network condition</u>	26
<u>4.7. LTP PI-7 Increase use of rail</u>	27
<u>4.8. LTP PI-8 Increase use of cycling</u>	28
<u>4.9. LTP PI-9 Increase use of bus</u>	30
<u>4.10. LTP PI-10 Maintain bus passenger access</u>	31
<u>4.11. LTP PI-11 Reduce the number of highway casualties</u>	32
<u>4.12. LTP PI-12 Reduce the number of child highway casualties</u>	33
<u>4.13. LTP PI-13 Reduce levels of traffic derived Nitrogen Dioxide</u>	34
<u>4.14. LTP PI-14 Reduce per capita transport carbon emissions</u>	36

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. This review gives an update of transport schemes, which are listed alphabetically under each of the place based strategies below.

Much of the funding for these schemes was secured through the Single Local Growth Fund. Funding for other schemes is in some cases undetermined, but other possible 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.

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. GFirst LEP, is Gloucestershire's Local Enterprise Partnership.

Gloucestershire was able to secure just under £62 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 is funding for the Elmbridge Roundabout Scheme. The full Growth Deal Transport Portfolio (excluding Elmbridge Roundabout) is listed in Table 1, below.

Sub National Transport Body

The Western Gateway: Sub-national Transport body (STB) includes the councils - Bath and North East Somerset, BCP (Bournemouth, Christchurch & Poole), Bristol City, Dorset, Gloucestershire County, North Somerset, South Gloucestershire, Wiltshire and the West of England Combined Authority. The councils are committed to working together and providing a single voice to Government on strategic transport investment and prioritisation.

By working together the authorities aim to maximise Government funding for strategic transport projects to assist in strengthening travel connections to local, national and international markets which will in turn help the area to drive innovation, maximise economic growth and improve industrial productivity. Ultimately this investment will support the national economy and enable inclusive growth.



The Gateway area is home to over three million people and is set for a step change in prosperity and productivity through an ambitious growth agenda over the next 20 years. The growth agenda aims to deliver 300,000 new homes and over 190,000 new jobs. It is both a highly desirable destination as well as a facilitator of movement through nationally significant travel corridors.

The aim of the STB is to produce a long-term Strategic Transport Plan which will identify and prioritise transport infrastructure, which will improve strategic connectivity between major centres and ports in the region.

Table 1 – Growth Deal Transport Portfolio

Scheme & Promoter	Growth Deal allocation £'000	Indicative LEP Board decision date on final funding approval	CPS Area	Stage
A419 corridor Gloucestershire County Council	4,360	10/10/2017 - approved	Stroud	Underway
Lydney strategy Gloucestershire County Council	1,000	04/12/2018 - approved	FoD	
Berkeley bridges Gloucestershire County Council	1,990	15/12/2015 - approved	Stroud	Completed
Cinderford Northern Qtr Gloucestershire County Council	3,800	15/12/2015 - approved	FoD	Completed
Glos South West Bypass Gloucestershire County Council	2,000	20/02/2018 - approved	CSV	
St Barnabas Roundabout Gloucestershire County Council	1,000	Q4 2019/20	CSV	
B4063 Junction (Staverton Bridge Junction) Gloucestershire County Council	1,600	Q2/Q3 2019/20	CSV	
A40 Over Rnd & Highnam Gloucestershire County Council	2,230	13/12/2016 - approved	FoD	Completed
Abbeymead / Metz Way Gloucestershire County Council	500	04/10/2016 - approved	CSV	Underway
Gloucester Transport Hub Gloucester City Council	6,400	16/02/2016 - approved	CSV	Completed
Cheltenham Spa Railway Great Western Railway	1,497	12/12/2017 approved	CSV	Underway
Longford Housing Tewkesbury Borough Council	4,530	02/07/2019	CSV	
West Cheltenham Transport Improvement Schemes - UK Cyber Business Park Gloucestershire County Council	22,000	04/12/18 - approved release of £3.3m for Business Case	CSV	Q2/Q3 2019/20 - Business Case for first phase
Total Growth Deal Transport Portfolio:	52,907			

2.1. CPS1 - Central Severn Vale Connecting Places Strategy	7
2.1.1. A417 Missing Link	7
2.1.2. Abbeymead/ Metz Way	7
2.1.3. Cheltenham Spa Rail Station.....	7
2.1.4. Cheltenham Transport Plan	8
2.1.5. B4063 Cycle Route Improvements.....	8
2.1.6. Elmbridge Transport Scheme.....	8
2.1.7. Gloucester Railway Station	8
2.1.8. Gloucester Transport Hub	9
2.1.9. Joint Core Strategy Transport Strategy.....	9
2.1.10. M5 Junction 10	9
2.1.11. Metro-west rail extension	9
2.1.12. South West Bypass.....	9
2.1.13. St Barnabas Roundabout	9
2.1.14. West Cheltenham Transport Improvements Scheme – UK Cyber Business Park.....	10
2.1.15. Staverton Bridge Junction.....	10
2.2. CPS2 - Forest of Dean Connecting Places Strategy	10
2.2.1. Cinderford Northern Quarter	10
2.2.2. Lydney transport strategy.....	10
2.2.3. Over roundabout	11
2.3. CPS3 - North Cotswold Connecting Places Strategy	11
2.3.1. Cotswold Local Plan	11
2.4. CPS4 - South Cotswold Connecting Places Strategy	11
2.4.1. A429 Fosse Way corridor study	11
2.4.2. Emerging Cotswold Local Plan	11
2.4.3. Cirencester Parking & pedestrian zones.....	11
2.4.4. Kemble railway station	11
2.5. CPS5 - Stroud Connecting Places Strategy	12
2.5.1. A419 corridor improvements	12
2.6. CPS6 - Tewkesbury Connecting Places Strategy	12
2.6.1. A46 Partnership	12
2.6.2. Joint Core Strategy (JCS) transport strategy	12
2.6.3. Innsworth gateway, formerly known as: Longford development application	13
2.6.4. M5 Junction 9.....	13

2.1. CPS1 - Central Severn Vale Connecting Places Strategy

The Central Severn Vale (CSV) area includes the county's major urban areas, with approximately half the county's population living in this area. Congestion exists 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.

The following table sets out the schemes that are relevant to the CSV area, with an indication of current progress indicated by the colours below.

Scheme not started	In delivery	Complete	Not a scheme
---------------------------	--------------------	-----------------	---------------------

Priority	Update	RAG
2.1.1. A417 Missing Link	<p>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 announced their preferred route for the project in March 2019.</p> <p>After they have selected their preferred route and carried out some more design work, they will hold a second, statutory consultation to get people's views on more refined proposals. This consultation will inform their application for a Development Consent Order (DCO); a special type of planning application, which is needed for a Nationally Significant Infrastructure Project (NSIP).</p> <p>Following the submission of the application, anticipated in spring 2020, the Planning Inspectorate will hold a public examination before making a recommendation to the Secretary of State for Transport, who will decide whether or not the project should go ahead. If the project achieves planning permission a start on site will take place late in 2021.</p>	
2.1.2. Abbeymead/ Metz Way	<p>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 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.</p> <p>Construction of the project commenced in July 2018 and was completed in February 2019. Works have been staggered across the eight sites along the Metz Way corridor to minimise disruption to residents and users.</p>	
2.1.3. Cheltenham Spa Rail Station	<p>Work has now been completed on extending the rail station's platforms in preparation for new Inter City Express Trains, which will run direct hourly services to London from May 2019.</p> <p>The existing bund of earth in the car park has been removed to ensure an efficient layout and additional car parking. There will be 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</p>	

	<p>create space for buses to manoeuvre safely. A new taxi rank and drop off facility will also be provided.</p> <p>The car park and forecourt proposals, recently commenced, are part of a larger plan of improvements around the station which include:</p> <ul style="list-style-type: none"> • 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 <p>The scheme has now received LEP Board approval for £1.497m Local Growth Deal funding.</p>	
2.1.4. Cheltenham Transport Plan	<p>The key objectives of the transport plan are to transform the town centre 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.</p> <p>Phases 1 – 3 (Reinstatement of two-way traffic on Albion Street and Imperial Square and amendments to Royal Well Road) were delivered between 2016 and early 2018. The initial phases provided the changes to the network to enable the trial restriction of Boots Corner to general traffic, which commenced in late June 2018. The trial is being undertaken using Experimental Traffic Regulation Orders (ETROs) which can run for up to 18 months.</p> <p>A number of different criteria are being monitored through the trial, including traffic volumes on the wider road network around the town, to understand the effect of the restriction. A recommendation on the outcome of the trial will be taken to TRO committee at some point in 2019.</p>	
2.1.5. B4063 Cycle Route Improvements	<p>Highways England is improving facilities for cyclists between Gloucester and Cheltenham. A package of improvements, worth £3.5m, is proposed by Highways England for the B4063 with a mandatory completion deadline of the end of the 2020/21 financial year. In 2017 a draft scheme design and delivery programme were produced. Highways England intend to present the designs to members, MP's and key stakeholders in early 2019.</p>	
2.1.6. Elmbridge Transport Scheme	<p>Following the completion of works at the Elmbridge court roundabout, the next stage of the transport scheme was the introduction of bus priority lane westbound from Cheltenham towards the Arle Court Roundabout. The bus priority lane was completed in September 2018 by Alun Griffiths (Contractors) Ltd.</p>	
2.1.7. Gloucester Railway Station	<p>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 in 2019, 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.</p> <p>The scheme proposes to deliver significant investment and connectivity improvements through enhancements of the subway and public spaces in front</p>	

	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.	
2.1.8. Gloucester Transport Hub	<p>The Gloucester Central Transport Hub project was 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.</p> <p>Highway work was completed in early 2018, with the bus station contractor Kier completing the new bus station in October 2018. Additional Traffic Regulation Orders are in the process of coming into force in early 2019 to restrict unauthorised traffic movements.</p>	
2.1.9. Joint Core Strategy Transport Strategy	<p>The Joint Core Strategy (JCS) is a partnership between Gloucester City Council, Cheltenham Borough Council, and Tewkesbury Borough Council.</p> <p>Following on from adoption, the JCS authorities are now taking forward the review. An Issues and Options consultation took place between 12th November 2018 and 11th January 2019</p>	
2.1.10. M5 Junction 10	<p>M5 Junction 10 only allows movements to and from the north. GCC has lobbied for many years to have the junction made 'all ways'. An Expression of Interest for funding through the Housing Infrastructure Fund (HIF) was successful which has led to the production of a business case. This business case is with Homes England for assessment with a decision being made something in the autumn 2019. If successful the new junction will be completed by March 2024.</p>	
2.1.11. Metro-west rail extension	<p>CH2M consultants completed a high level assessment of extending the proposed Weston Super Mare to Yate rail service through to Gloucester/Cheltenham. 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.</p> <p>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). The study indicated that the new service could potentially stop at one new station. Subsequent work by Network Rail suggested that the existing Bristol to Gloucester service would be unable to stop at Cam and Dursley. Network Rail are carrying out further timetable analysis.</p>	
2.1.12. South West Bypass	<p>The scheme primarily consists of the widening on Llanthony Road between Castlemeads Way and St Anne Way but also incorporates a 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.</p> <p>The Local Enterprise Partnership (LEP) has made a provisional allocation of £2 million with the remaining £5.45m committed from the County Council's Capital Programme.</p>	
2.1.13. St Barnabas Roundabout	<p>The scheme has a provisional allocation of £1m Local Growth Deal funding. Gloucestershire Highways are in the process of developing the scheme further. Subject to the presentation of a successful business case, the LEP Board will</p>	

	make a final decision on funding in 2020.	
2.1.14. West Cheltenham Transport Improvements Scheme – UK Cyber Business Park	<p>In February 2017, Government announced a Growth Deal 3 allocation of £22M for infrastructure to accelerate the release of employment land to house the Cheltenham Cyber Business Park. The Cyber Park proposal includes 45 hectares of much needed employment land, focussed on cyber industries generating new high skilled jobs, together with facilitating the delivery of the GCHQ Cyber Innovation Centre and around 1,100 new homes.</p> <p>Traffic congestion already exists to the west of Cheltenham however, and this needs to be addressed through appropriate, sustainable transport improvement measures. These measures will assist with the delivery of the Cyber Business Park in the future.</p> <p>It is envisaged, that a Business Case for the first phase of the project could be taken to the GFirst LEP Board for approval, as early, as Autumn 2019. All schemes funded through the Growth Deal should be in contract and scheduled for delivery in March 2021.</p>	
2.1.15. Staverton Bridge Junction	This scheme has a provisional allocation of £1.6 million to upgrade the B4063 Staverton Bridge junction. Subject to the presentation of a successful business case, the LEP Board will make a final decision on funding in 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 the 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 since tolls were removed in January 2019.

Priority	Update	RAG
2.2.1. Cinderford Northern Quarter	<p>Phase one of the Cinderford Northern Quarter Spine Road has now been completed. This provides full access to the Gloucestershire College Forest of Dean Campus, which is now open and will be the key driver for education-led regeneration of the Cinderford Northern Quarter site.</p> <p>The scheme included 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).</p>	
2.2.2. Lydney transport strategy	In December 2018, the GFirst LEP board approved an investment of £1m for the Lydney Cycling Improvements project, which forms part of the wider Lydney Transport Strategy. This project will deliver a number of walking and cycling improvements on routes through Lydney. The improvement seeks to promote increased cycle usage and reduce short car journeys whilst maximising the setting of the area to create a pleasant, safe and accessible network of paths connecting key destinations and planned developments in the town. Construction is due to start in Summer 2019.	

2.2.3. Over roundabout	<p>The £2.35m improvements project, which aims to ease congestion, commenced construction in May 2018 and was completed by Britannia construction Ltd in September 2018. The scheme consisted of the widening of two of the approaches to the existing Over roundabout to three lanes, as well as the provision of a third circulatory lane to the roundabout itself. These improvements seek to reduce queuing at the junction, improving vehicle journey times along the A40 and A417 and improving journey time reliability. These improvements will build upon the work already undertaken by Gloucestershire County Council in 2009 and Highways England in 2015 to widen the A40 western approach to the roundabout and seek to future proof the junction against future growth in traffic levels.</p> <p>£2.23m of the funding for the project came from the Single Local Growth Fund.</p>	
-------------------------------	---	--

2.3. CPS3 - North Cotswold Connecting Places Strategy

Within the North Cotswold area 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. Cotswold Local Plan	<p>The Local Plan was adopted in August 2018.</p>	

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	<p>This study reviewed background data and assessed the impacts of traffic growth and proposed developments on the A429/A433 corridor.</p> <p>The study makes recommendations on road safety, HGV movements, public transport and walking and cycling provision, proposing mitigation measures for specific junctions on the corridor where there are current or predicted congestion problems and identifying possible funding opportunities.</p>	
2.4.2. Cotswold Local Plan	<p>The Local Plan was adopted in August 2018.</p>	
2.4.3. Cirencester Parking & pedestrian zones	<p>Following completion of the Town Centre Improvements Scheme 'Cirencester Market Place', 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 2019.</p>	
2.4.4. Kemble railway station	<p>A £1.4m car park extension, doubling car park capacity at the railway station to 665 spaces is now open.</p> <p>More people are turning to rail for their local and long distance journeys; to</p>	

	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	<p>Through the Strategic Economic Plan, the Local Enterprise Partnership allocated £4.36 million to improve and 'future proof' the A419 corridor between Stonehouse and the M5.</p> <p>A full business case was submitted by GCC and approved by LEP Board (Oct 10th 2017).The scheme includes improvements to four key junctions along the corridor, including 'Chipmans Platt Roundabout', 'Oldends Roundabout', 'Downton Road Junction' and 'Horsetrough Roundabout' . The tender process for a works contractor began in November 2018, with construction programmed to commence in Spring 2019 for 12 months.</p> <p>A planning application for the west of Stonehouse development was granted on the 12th January 2016.</p>	
2.5.2. Stroud Local Plan Review	The Stroud Local Plan is under review, public consultation on the Emerging Strategy ran from 16th November 2018 until 18th January 2019 and a report summarising responses will be issued in the spring.	

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, surrounding areas and on the A38

Priority	Update	RAG
2.6.1. A46 Partnership	<p>The A46/M69 corridor is 70 miles long and connects the counties of Gloucestershire, Worcestershire, Warwickshire and Leicestershire.</p> <p>The A46 Partnership has been established to produce a strategy to deliver planned infrastructure improvements to the A46 between M5 Junction 9 and the North East.</p> <p>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.</p>	
2.6.2. Joint Core Strategy (JCS) transport	Please see chapter 2.1 <i>Central Severn Vale</i> , paragraph 2.1.5 <i>Joint Core Strategy</i>	

strategy		
<p>2.6.3. Innsworth gateway, formerly known as: Longford development application</p>	<p>To support the proposed development north of Gloucester, funding (£4.53 million) was awarded from GFirst LEP's Growth Deal 3 to help mitigate traffic increases in this area on the A40 as well as access the strategic allocation at Innsworth.</p> <p>The Innsworth Gateway Project will deliver a new roundabout on the A40 Gloucester Northern Bypass between Elmbridge and Longford to facilitate development at Innsworth, and will provide an upgrade to Longford Roundabout increasing its capacity to accommodate predicted future traffic flows and assist in relieving existing congestion.</p> <p>Further information can be found here: www.jointcorestrategy.org/a40-innsworth-gateway</p>	
<p>2.6.4. M5 Junction 9</p>	<p>M5 Junction 9 and the A46 through Ashchurch suffers from congestion on a regular basis. Residents and businesses are affected by large numbers of lorries and through traffic affecting their communities and business viability. The County Council are pressing for a bypass for Ashchurch and an upgraded 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. Unfortunately this was unsuccessful.</p>	

3. Policy Updates

3.1. PD1 – Bus

The County Council work with partners and communities to provide travel choice by bus and community transport, with the aim of increasing use and reducing operating costs. The authority work closely with bus operators, reviewing public services delivery and empowering local communities to develop Neighbourhood Development Plans and businesses to develop Travel Plans.

Our current bus priority schemes include Traffic Light Priority (TLP) improvements installed at the following junctions:

- Abbeymead & Metz Way in Gloucester and the Gloucester Transport Hub.
- Bristol Road and St Anne's Way, Gloucester.
- Bristol Road and London Road, Gloucester.
- Bristol Road and Tuffley Avenue, Gloucester.
- Bruton Road and London Road, Gloucester.
- Cheltenham Road and Nine Elms Road, Gloucester.
- London Road and Wotton Pitch, Gloucester.
- Cheltenham Road and Old Cheltenham Road, Gloucester.
- Kingditch Retail Park – Tewkesbury Road, Cheltenham.
- Tewkesbury Road and Manor Road, Cheltenham.
- Tewkesbury Road and Brook Road, Cheltenham.
- Tewkesbury Road and Elm Road, Cheltenham.
- Tewkesbury Road and Colletts Drive, Cheltenham.
- Tewkesbury Road and Gloucester Road, Cheltenham.
- Poole Way and High Street, Cheltenham.
- Poole Way and Swindon Way, Cheltenham.

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 104 displays around the County. The authority is currently trialling an 'e-paper' display that is solar powered and could potentially reduce the cost of each display making them more viable in rural locations. There will also be a review of all displays in the county to ensure they are placed in optimal locations.

A comprehensive mains powered RTPI display system has been installed within the new Gloucester Transport Hub, which opened on 28th October 2018. There have been 12 information displays installed above each bus bay providing departure information. There have also been 3 x double sided 55" floor mounted information totem displays, with a further 1 x single sided 55" wall mounted information display installed. In the Café, is a single sided information display for customers.

New RTPI display locations are being installed at:

- Bristol Road, Gloucester – Near McDonalds
- Waterwells Park & Ride, Quedgeley
- Morton In Marsh, Railway Station Car Park and High Street
- Cirencester, South Way, opposite the Forum

3.1.2. GlosTalk App

The accessible app for retrieving bus information in Gloucestershire was launched in the summer of 2017. The Integrated Transport team continued a series of roadshows to promote the app through 2018, as well as marketing it to various disability groups and forums. Information regarding GlosTalk is currently being added to timetable information, at bus stops.

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. A comprehensive review of the role of Community Transport was undertaken in 2018.

In Partnership with Somerset County Council, GCC is developing a Total Transport Portal. The contract for development of the portal has been awarded to a web developer Imaginet, with the planned release of phase 1 due for spring 2019.

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 which are safe accessible permeable connections, on-highway cycle routes and quietways to enable more people to choose cycling for more of their daily journeys. This should reflect current desire lines prioritising routes to key travel, educational, workplace, community, utility and leisure hubs and services in accordance with current cycling best practise identified in the national cycling and walking investment plan (also see LCWIP Severn Vale Systra draft Cycle network report.

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf)

GCC will aim to remove cycle barriers by improving and implementing a resilient cycle network and enhancing and enabling quiet lane connections appropriate for all cycle types. A fit for purpose network will encourage higher levels of activity which, over time, will formulate cycle desire lines meaning other users respect their presence on the highway. Acceptance by others as a legitimate road user should then impact the ability of the cyclists to feel safe and comfortable.

There are several cycle improvements being delivered across the Central Severn Vale, as detailed in the connecting places strategy updates in chapter 2.1.

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'.

GCC has developed a plan in the Central Severn Vale (CSV) area, which was consulted upon in early 2019 and will become part of the LTP review in 2019/20. Phase 2 of the LCWIP process will extend these areas of work into networks across Gloucester and Cheltenham with future years looking at Stroud, Tewkesbury, the Forest of Dean and the Cotswolds. This is based on outputs generated from the Propensity to Cycle tool (PCT); the tool was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. The PCT answers the question: 'where is cycling currently common and where does cycling have the greatest potential to grow?'

3.2.2. Strategic Cycle Highway

The County Council has plans for a County Wide Strategic Cycle Highway which will link urban centres 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 has worked with 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. However the system is not functioning as effectively as hoped and is currently under review.

Lorry watch is a portal through which communities, organisations and other bodies could register comments or complaints in relation to freight. This aspect of the Gateway is also under review.

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

Following on from the first Road investment strategy (RIS 1), which covered investment in 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.

3.4.2. Growth Fund

Gloucestershire was able to secure just under **£62 Million** for transport schemes through the Single Local Growth Fund for up to 2020/21. **£22 Million** of this is an allocation to the West Cheltenham Transport Improvement Schemes – UK Cyber Business Park and **£9.07m** funding for the Elmbridge Transport Scheme. At the end of 2018, 9 of the 13 Growth Deal funded transport schemes had received full funding approval by Gfirst LEP (Gloucestershire's Local Enterprise Partnership) and have been or are currently being delivered.

As the Local Highway Authority, GCC has successfully delivered, or-will be responsible for the delivery of 10 of the 13 transport related growth deal schemes, including the West Cheltenham Transport Improvement Schemes – UK Cyber Business Park project, 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 Partnership was established in 2015 to bring 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.

There are 5 priority areas for the A46 Partnership:

- Teddington Hands roundabout to M5 Junction 9 at Ashchurch
- Evesham bypass
- Stratford-upon-Avon (Bishopton) to Alcester
- A46 Binley and Walsgrave roundabout grade separation
- Provision of a new M1 Junction 20A (allowing for future links to extend to the M69 and to the A46 at Syston)

3.5. PD 5 – Rail

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

3.5.1. Rail infrastructure Improvements:

GCC continues to work with the West of England Combined Authority, Network Rail, South Gloucestershire Council, and Great Western Railway to run additional services beyond Yate to Gloucester as part of an extension to the MetroWest Phase 2 project. 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. The County Council is working with Tewkesbury Borough Council to implement the Ashchurch for Tewkesbury Rail Strategy. GCC will work with the emerging Bristol to Birmingham Task Force to bring about service improvements on the route.

3.5.2. Rail Service Capacity Improvements

GCC continues to respond to franchise consultations that impact on services through the county i.e. Great Western, Cross Country and Wales and Border. The Great Western and Cross Country franchises are due for renewal over the next year although there is a degree of uncertainty over the exact timescales. The County Council continues to lobby Network Rail, West Midlands Rail and West Midland Trains for new services between Birmingham-Worcester-South Wales calling at Ashchurch for Tewkesbury. Part of the remit of the North Cotswold Line Task Force (NCLTF) 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 an extended lease;
- Cheltenham – working with stakeholders on a range of improvements including car parking, 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 – working with Tewkesbury Borough Council on delivering the Ashchurch for Tewkesbury Rail Strategy;

- Stroud – working on the emerging station masterplan with partners;
- Moreton in Marsh – seeking enhanced capacity to the station car park
- Gloucester – access, parking and general improvements.

3.6. PD 6 - Thinktravel

- **The Thinktravel brand:**

‘Thinktravel’ is Gloucestershire’s smarter choices programme, designed to help people consider their travel choices and encourage use of more sustainable modes of transport with a particular focus on promoting walking and cycling as a natural choice for everyday journeys and a key part of multi-modal trips.

- **Transport plans and strategic importance:**

The Thinktravel team work collaboratively with internal/external partners and local stakeholders to ensure active and sustainable travel is prioritised and embedded across local and regional transport strategy and plan particularly associated with school, commercial, leisure, or residential schemes and their travel planning.

The team liaise and consult with Highways Development Management, Strategic Infrastructure, Transport Planning and Road Safety and Data teams, consultants and funding bodies such as the LEP to review and contribute to the GCC and local borough Transport Plans, Local Walking and Cycling Investments plans LCWIP, Local Neighbourhood Plans.

Additionally, Thinktravel has taken a lead on contributing and developing the active travel sub group of the county emerging air quality and health and wellbeing strategy developed in partnership with Highways England, the local boroughs and parishes, the Local Nature Partnership, Active Gloucestershire, local road safety and cycling/walking forums/charities/groups, Health and Gloucestershire University.

- **Bikeability and Active Travel:**

Thinktravel deliver educational behaviour change programmes in schools, with the Bikeability programme at its core. The Bikeability Programme enables 4586 primary and secondary school aged children to be equipped with the necessary skills and confidence to be able to cycle more safely on the road.
(<https://bikeability.org.uk/>)

In conjunction with Bikeability, the team work to improve road safety and air quality around the school run by supporting schools to develop their school Travel Plan and co-ordinating the School Crossing Patrol service.

School Travel Plans are dynamic documents which provide a comprehensive approach to delivering behaviour change initiatives and physical infra-structure improvements to enable more children and their families and staff to be able to ‘actively travel’ to school safely. Thinktravel will use the nationally accredited Modeshift travel planning framework to incentivise Gloucestershire schools to structure their travel plans positively to fully engage the staff, parents and children in promoting active travel and bring about modal shift away from the autonomous vehicle. The pilot will look to trial behaviour change initiatives which have shown to be very effective in other areas of the country such as ‘park and stride’ and potentially introducing ‘5 minute walking zones’.

Thinktravel have also extended their support to working on workplace and residential travel planning, on planned, new and established sites. For instance, The Thinktravel team will work with GCHQ on their green travel plan, with the University of Gloucestershire, in alignment with the Highways England funded strategic cycle route between Gloucester and Cheltenham, Cheltenham Spa station improvements and the priorities areas identified in the LCWIP to improve strategic connections between campuses.

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			✓

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

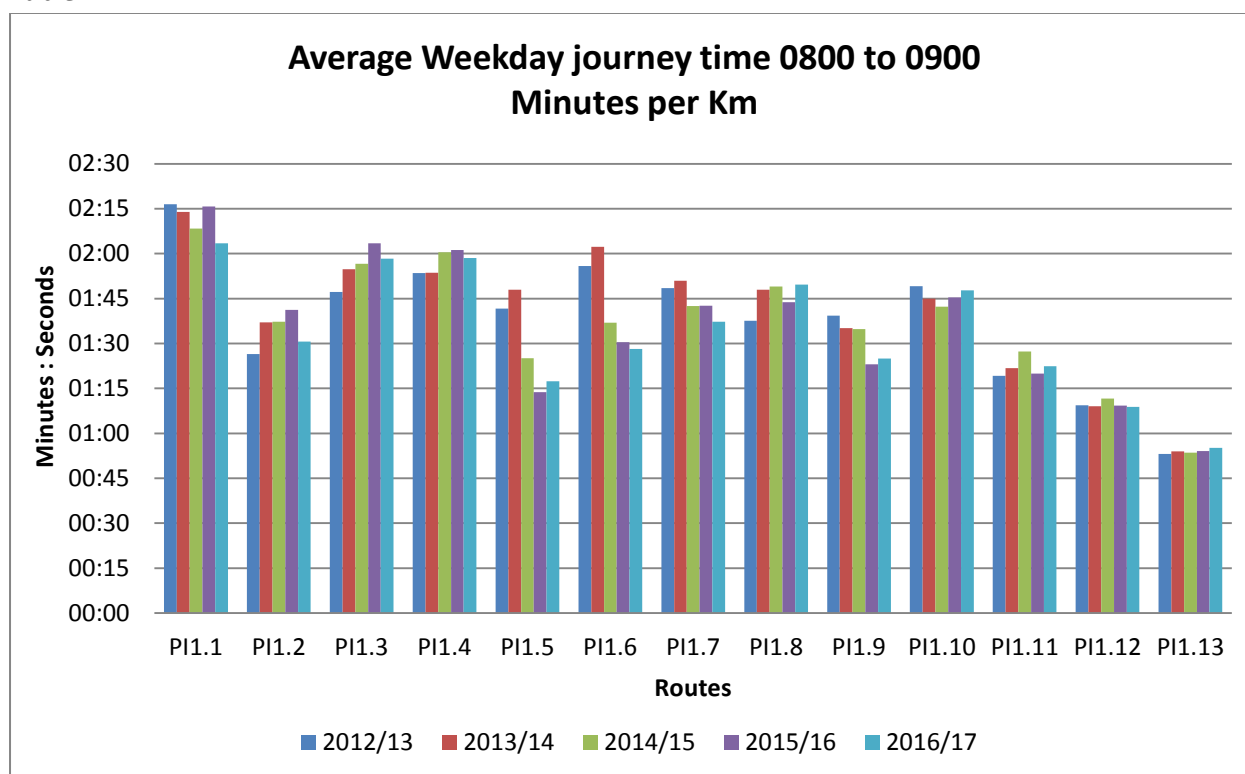
National and primary links have been identified as being strategically critical for the local economy and therefore journey time reliability is an important factor. GCC Strategic trips include:

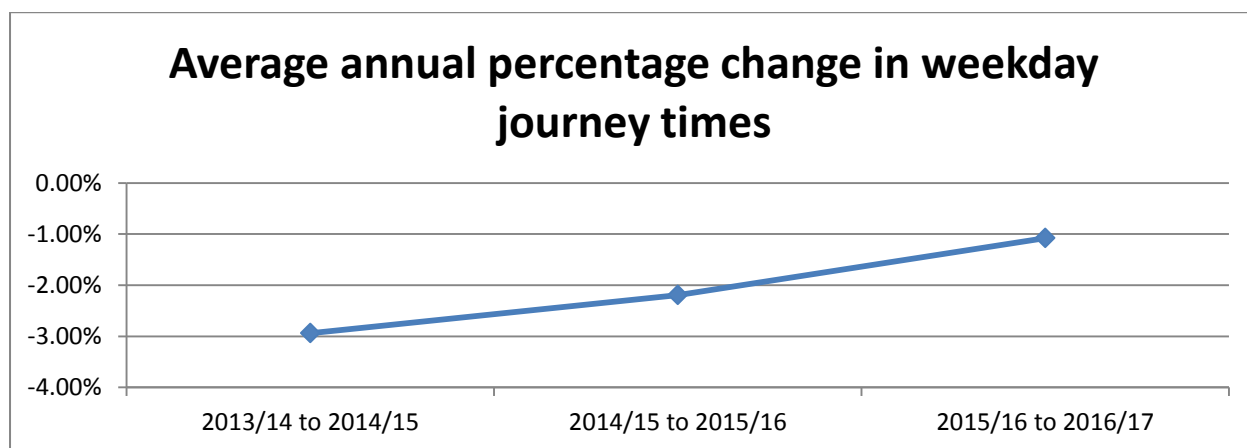
1. PI 1.1 Charlton Kings to M5 junction 11
2. PI 1.1 Churchdown to Kings ditch Retail park
3. PI 1.1 Coombe Hill to Charlton Kings
4. PI 1.1 Bishop's Cleeve to Shurdington
5. PI 1.1 Highnam Court roundabout to Barnwood Business Park
6. PI 1.1 Highnam Court roundabout to M5 junction 12
7. PI 1.1 M5 junction 12 to Barnwood Business Park
8. PI 1.1 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 work on the Over roundabout.

Table PI-1





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

Although growth will result in an increase in travel demand, some of this will be mitigated through development funding and other factors. 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

Figures PI-2.1-2.2 show that in Gloucestershire, journeys are increasing at an average of 1.5% and 1.6% 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% and has reduced in 2017; possibly in light of Brexit uncertainty across markets.

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

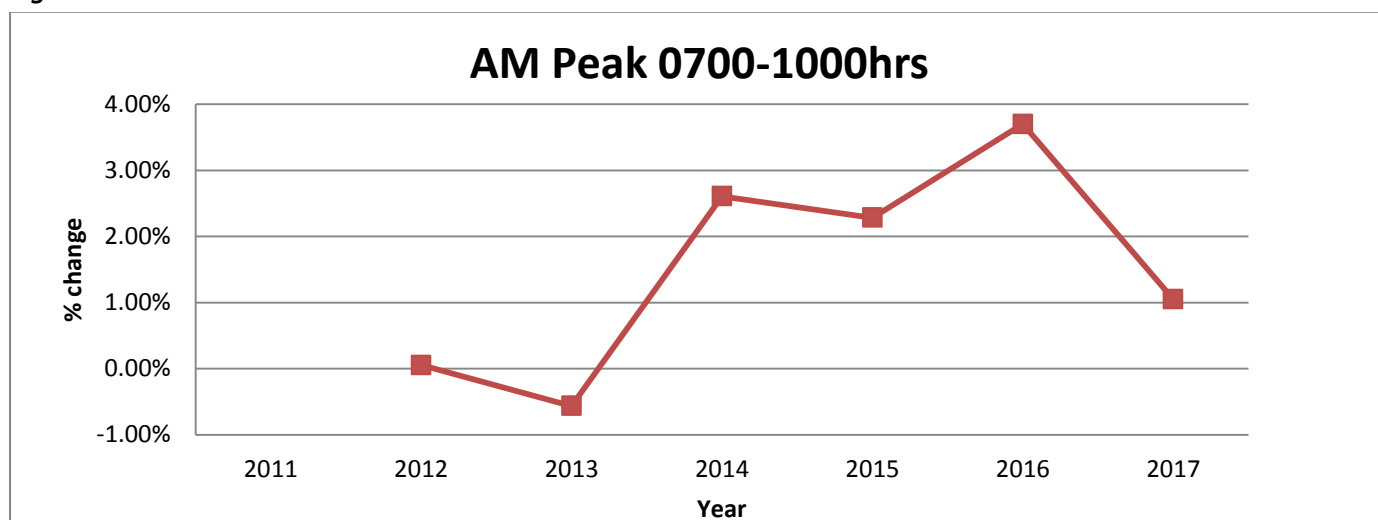
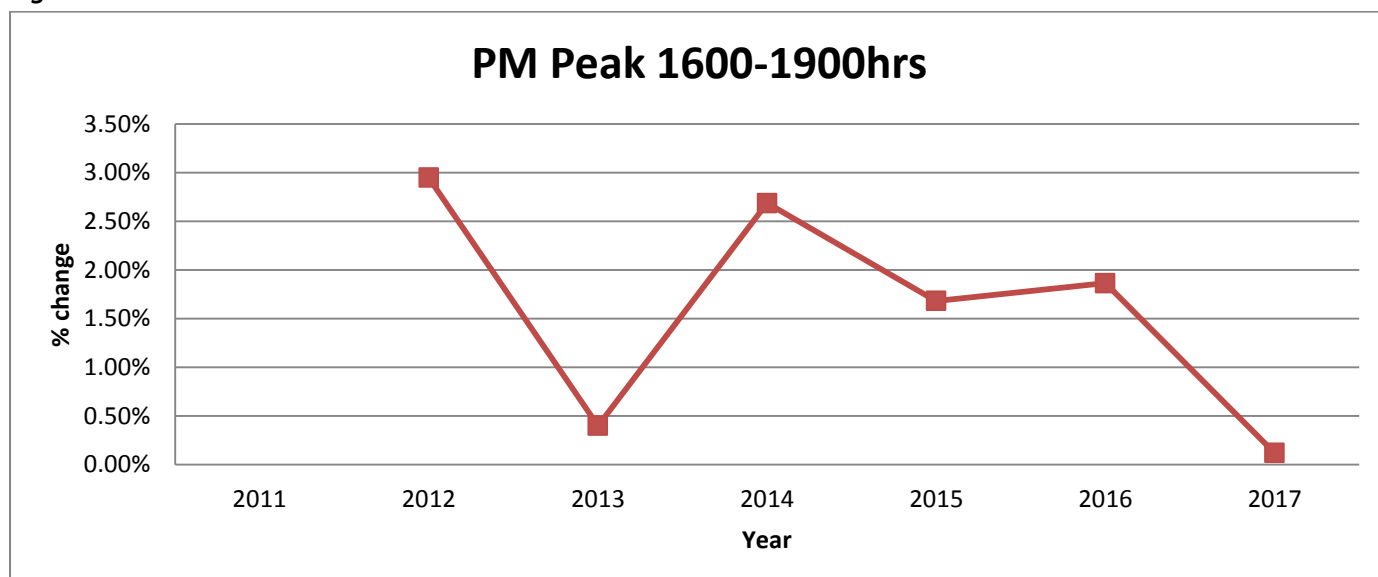


Figure PI-2.2



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.

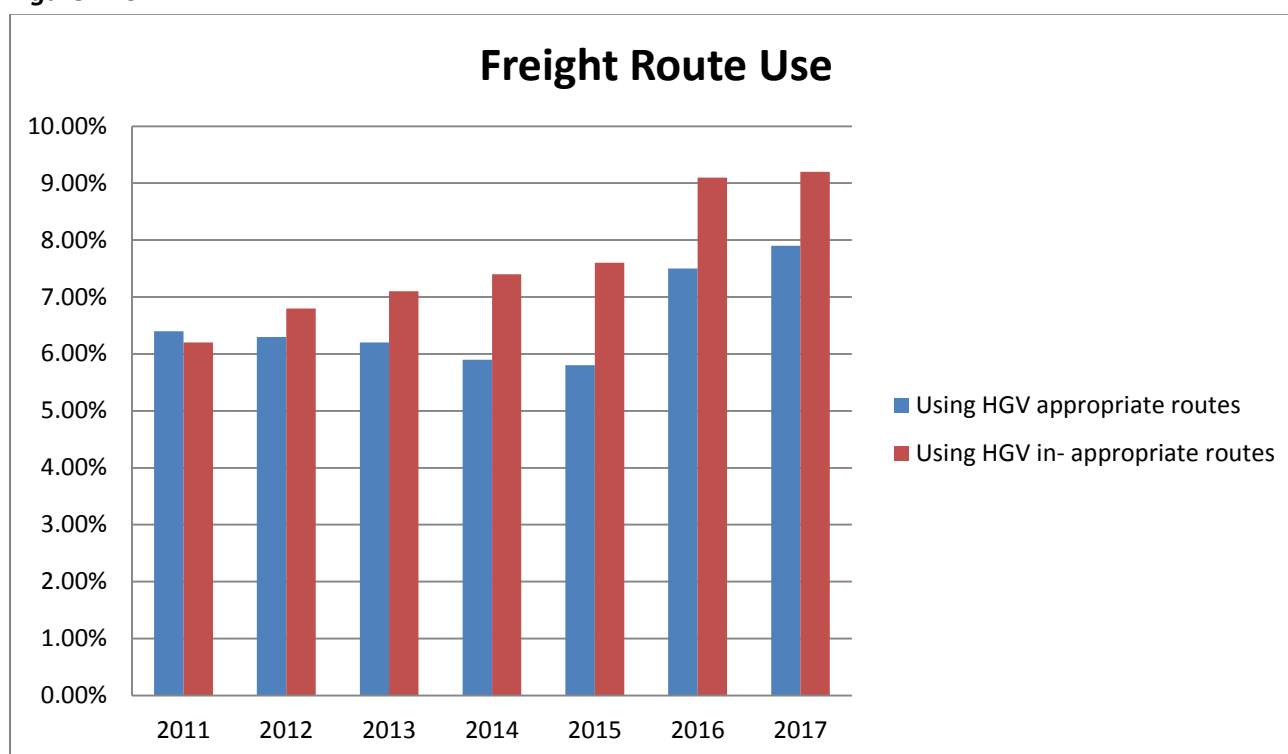
Performance Indicator Target: To maintain the % of HGV traffic on inappropriate roads to less than 5%

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 an overall increase in freight in general.

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. In light of recent figures the authority is reviewing the freight gateway management service and enforcement of restrictions.

The Lorry Watch online portal continues to be used by communities to report inappropriate freight movements.

Figure PI-3



4.4. LTP PI-4 Principal road network condition

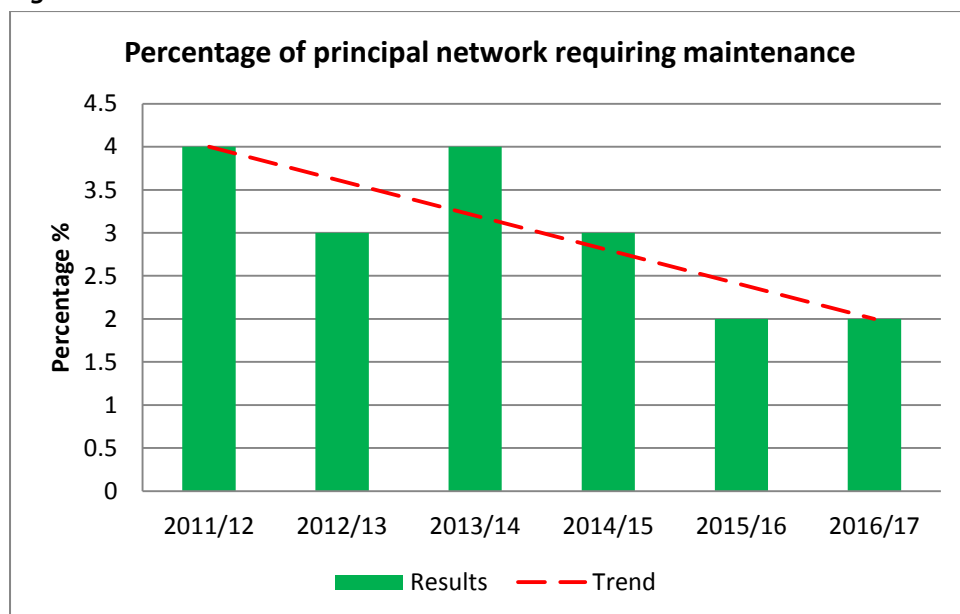
The principal road network (PRN), which includes Gloucestershire's A roads, provides significant regional and district routes. The PRN is very important economically, and its condition impacts on network resilience and safety. 50% of the principal road network is surveyed in both directions, every year.

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



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

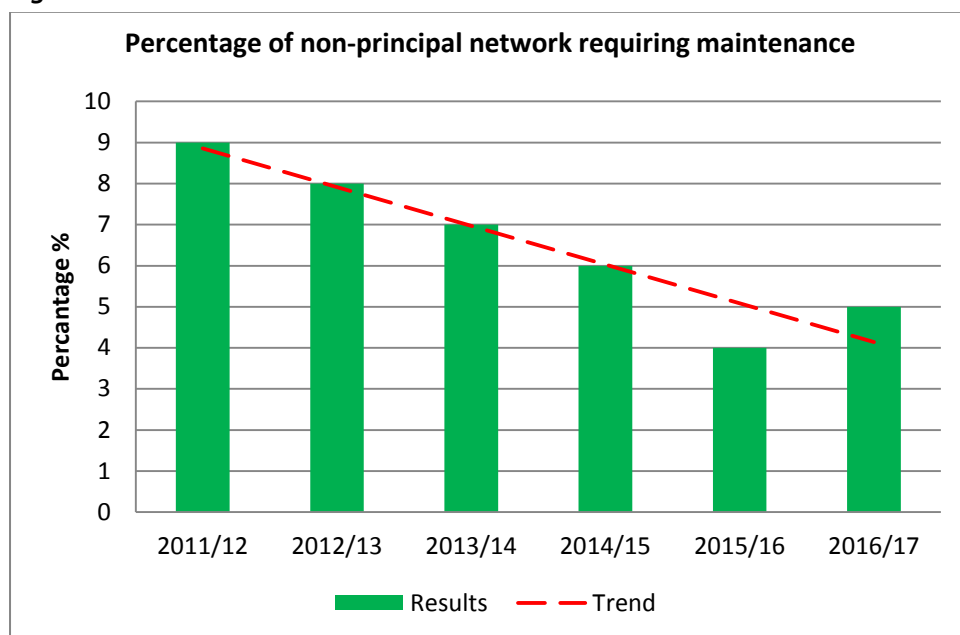
Non-principal roads are designated as B and C roads. In Gloucestershire there are 1966 km of classified non-principal road. These are main and secondary routes, linking urban centres, larger villages and freight to the wider network. Preserving the condition of these routes ensures access and journey 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



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.

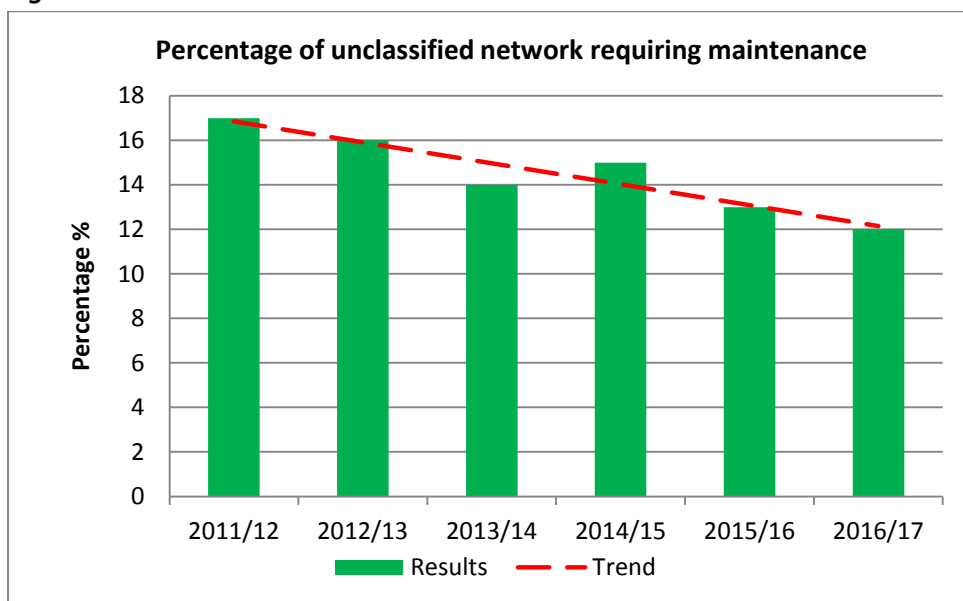
This indicator will monitor the condition of these roads, which in rural areas can link smaller villages to larger roads, serve small settlements and provide access to individual properties and land. In urban areas they are residential or industrial interconnecting roads, residential loop roads or cul-de-sacs.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

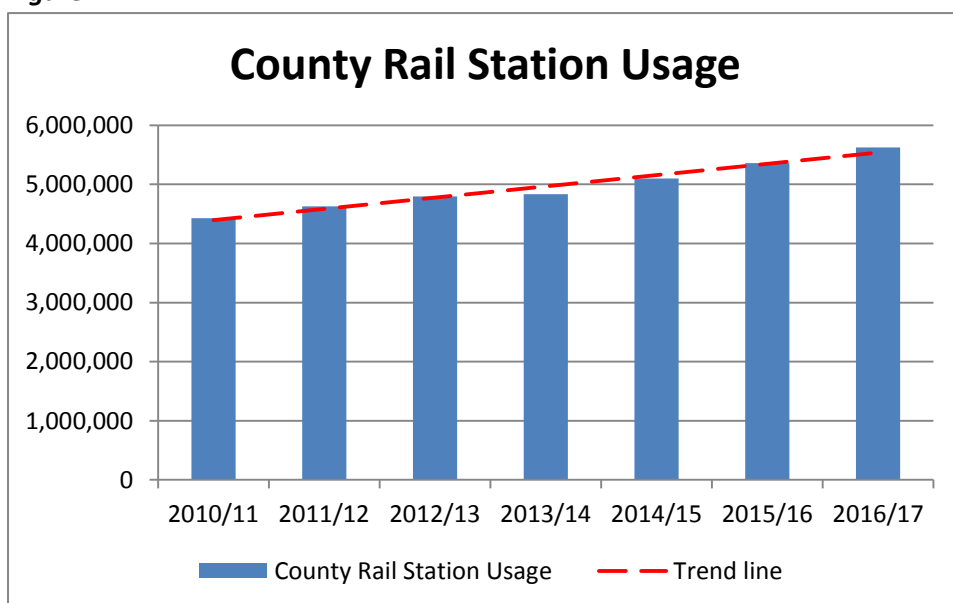
Performance Indicator Target: To increase rail use within the county by 30% from 2015 to 2031.

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

Cycling levels are important indicators of active and sustainable travel which benefit the local environment, health and the economy. This indicator is currently reported in two parts, due to new monitoring infrastructure being installed in May 2018. Figure PI-8.0 has been retained to show the historic trend of loop counters across the county. This shows 24 hour 7 day average daily flow, based on all months of the year across Gloucestershire and will continue to be maintained for some years until the new monitoring sites have a few years of data available in order to make a comparison between the old and new monitoring equipment.

New Piezo sites use piezoelectric in-ground sensors which are more sensitive than a loop counter and can detect lighter framed bicycles. These have been installed on 4 existing routes, replacing the old loop counter and in 8 new locations on key cycle corridors.

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

Figure PI-8.0 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 county's 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.

Figure PI-8.0

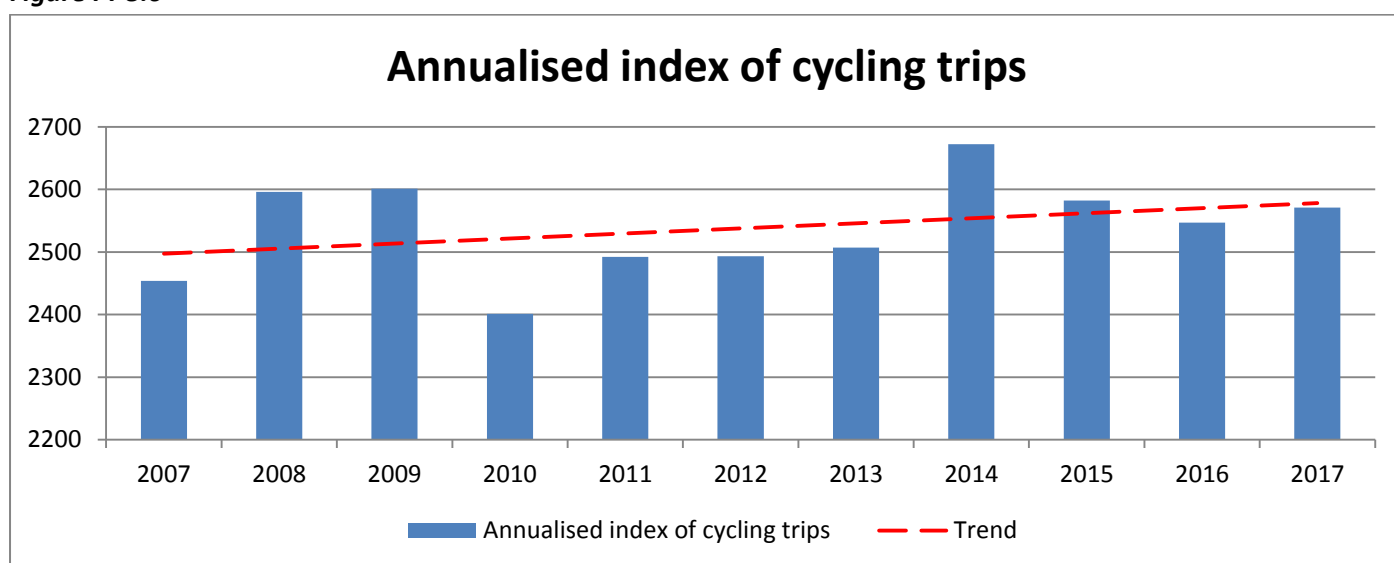


Table PI-8.1 existing inductive loop counters, show steady levels of cycling across sites in the last 10 years.

PI-8.1

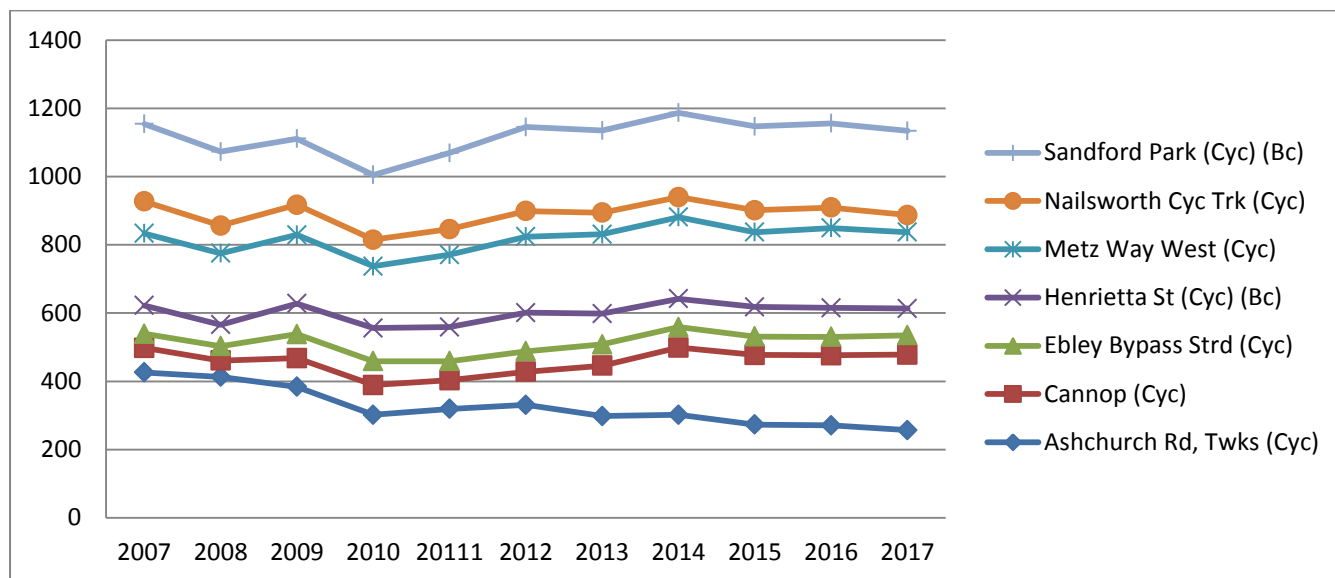
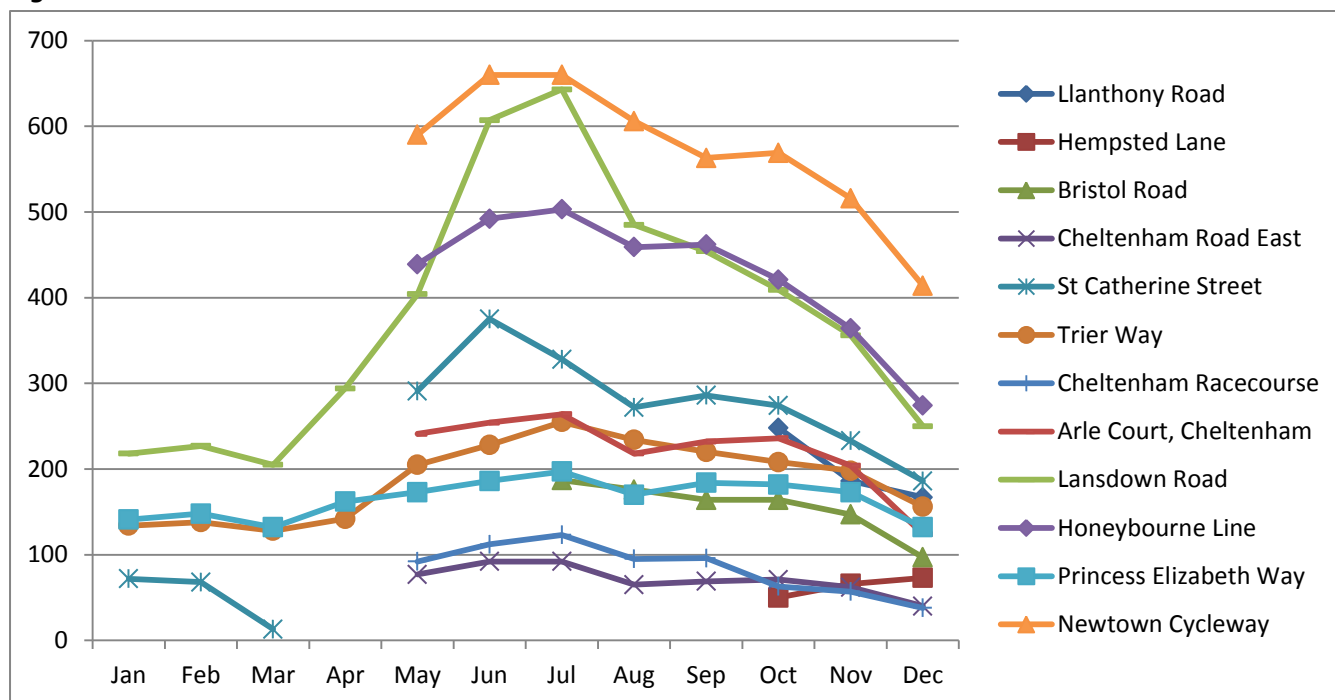


Figure PI-8.2 shows that across the new piezo sites cycling has been relatively steady over the past 7 months. There is a general upward trend in the summer months, which is likely attributable to the exceptional weather. Piezo figures will begin to be reported annually from 2019.

Figure PI-8.2



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.

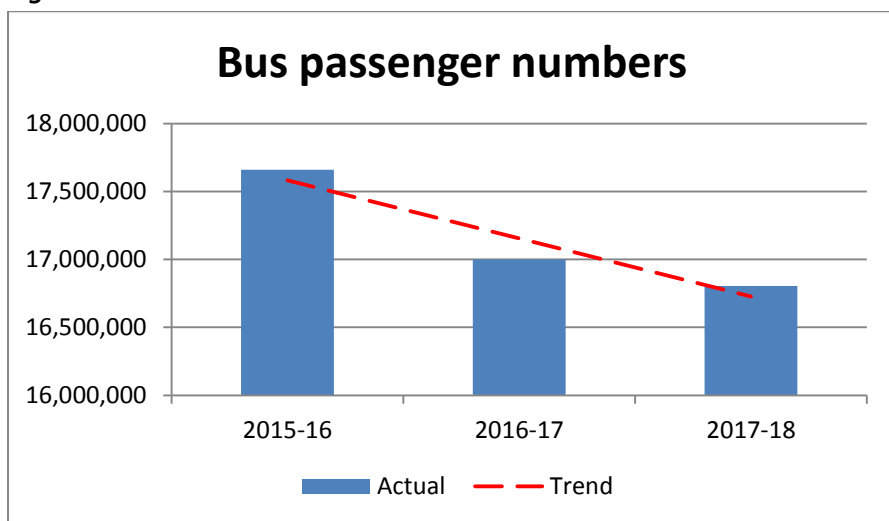
Figure PI-9 shows the actual number of journeys made on bus services running throughout the county. It covers both commercial and subsidised bus services.

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.

The slight drop in figures is likely to be due to a reduction in services.

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.

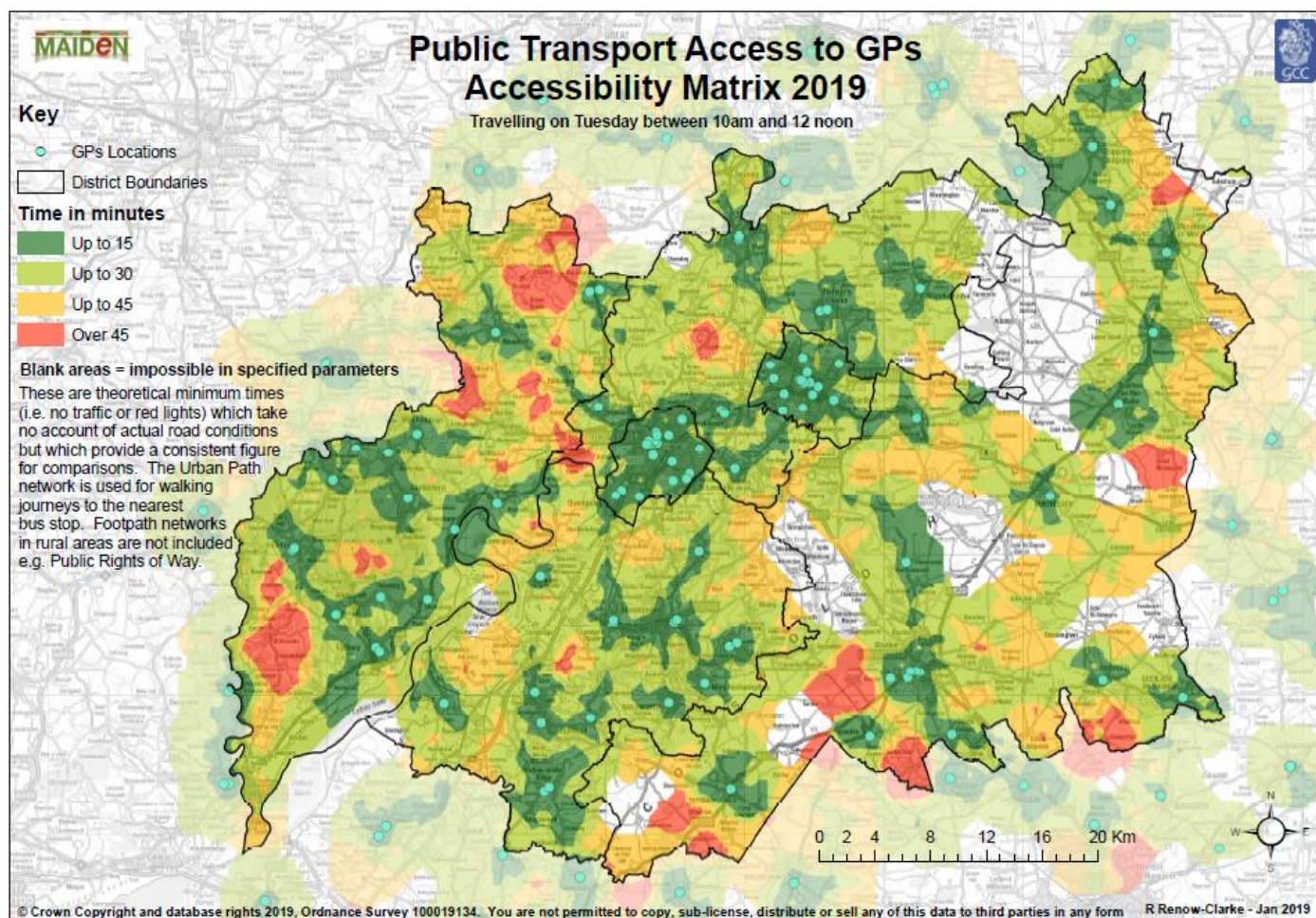
This indicator reports access by public transport within 45 minutes to GP surgeries. This provides a good example of accessibility to all key services coverage as GP surgeries are tend to be located close to other local amenities.

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

Performance Indicator 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 95.4% 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

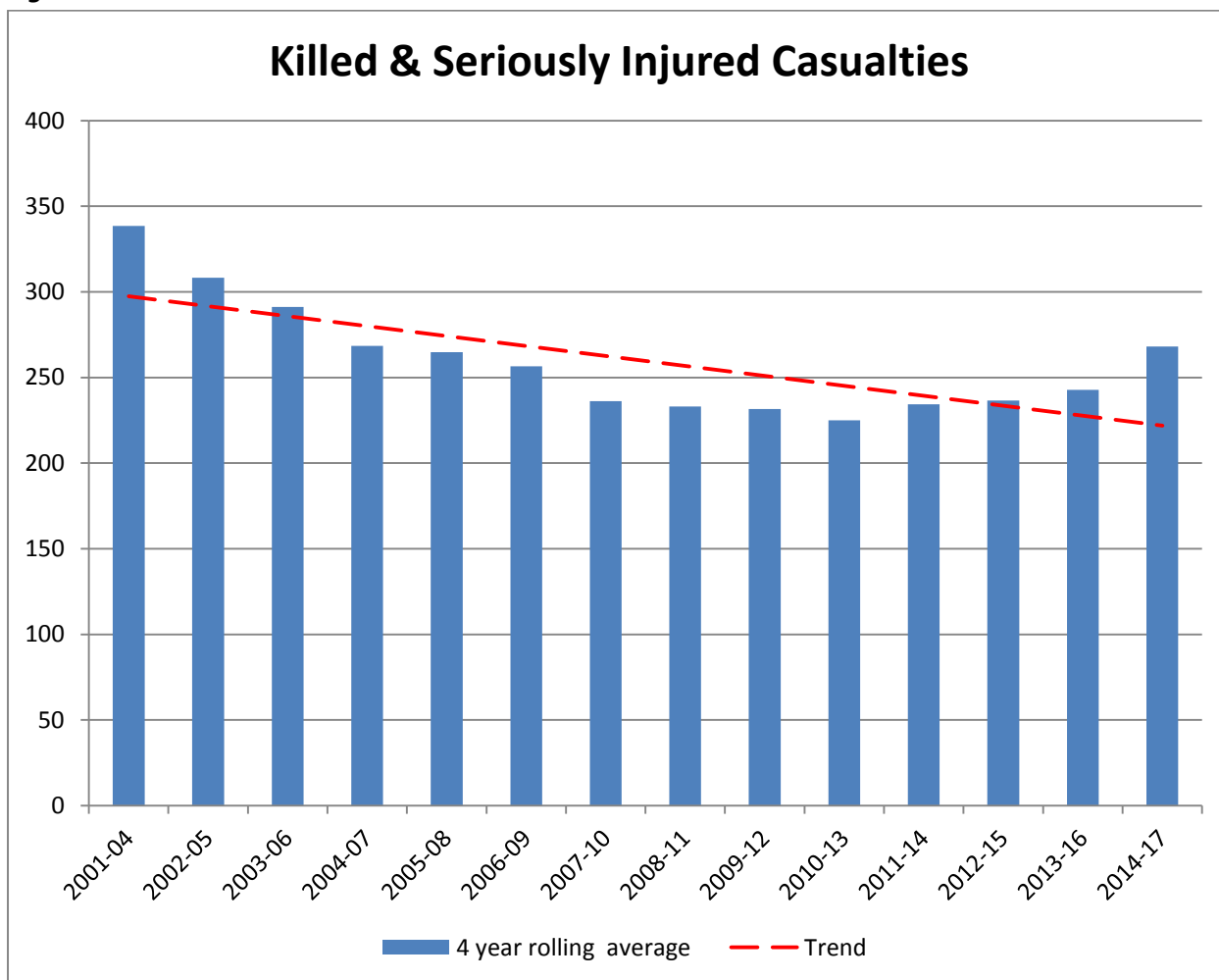
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) on the highway by 2020

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 a 20% increase in the number of serious casualties both locally and nationally. Comparison with previous years reporting of all killed and serious injury (KSI) figures should be viewed with caution.

Figure PI-11



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

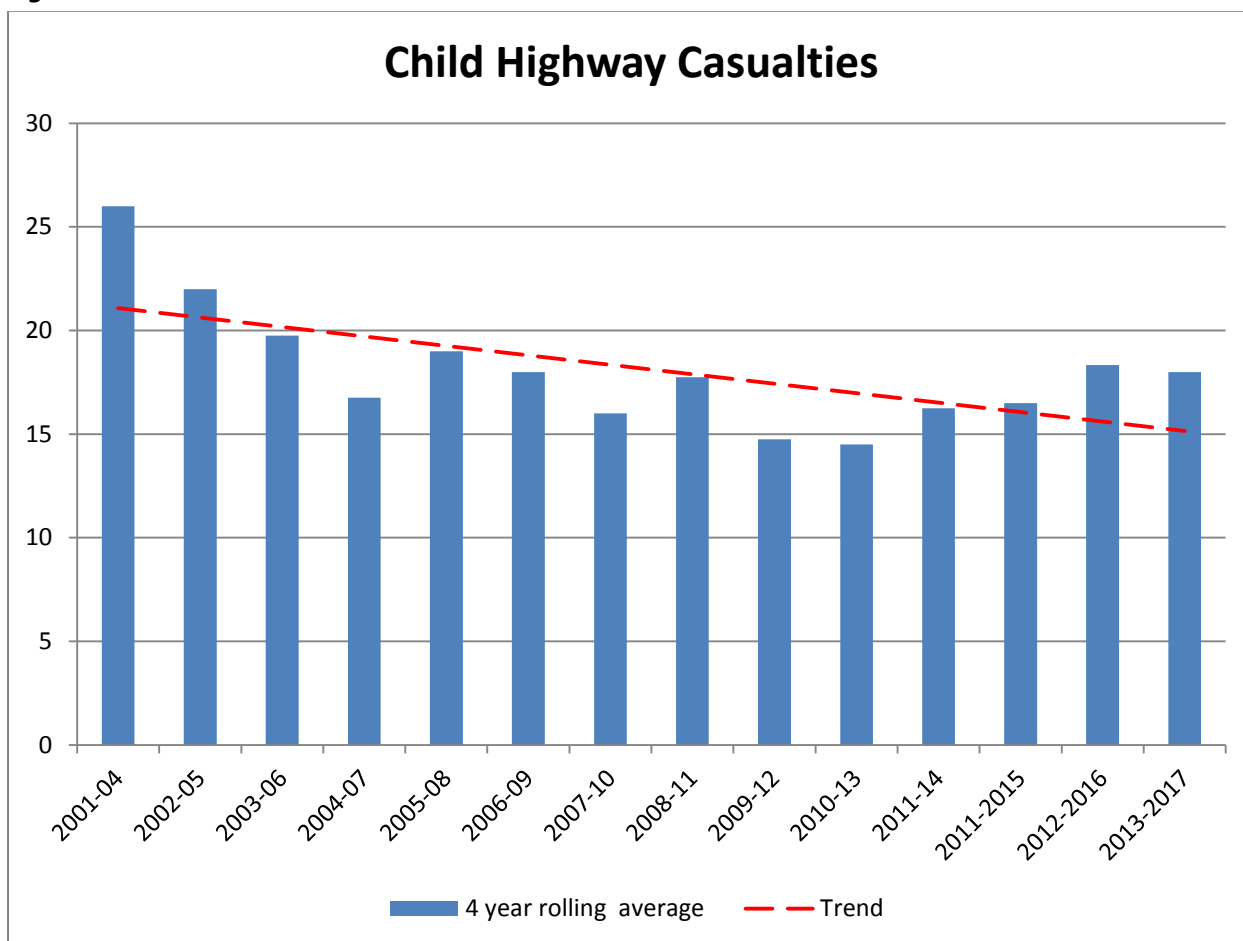
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of children Killed or Serious injuries (KSI) on the highway by 2020

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.

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.

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 (AQMA). Historically, these areas have tested above the target levels for nitrogen dioxide (NO₂) 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 in areas of Cheltenham, Gloucester and the Cotswolds.

Figure PI13.1

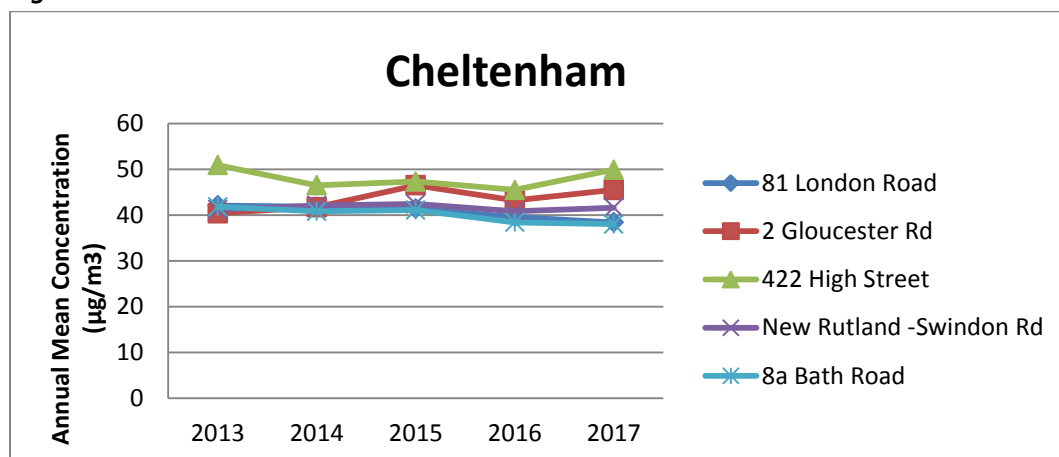


Figure PI13.2

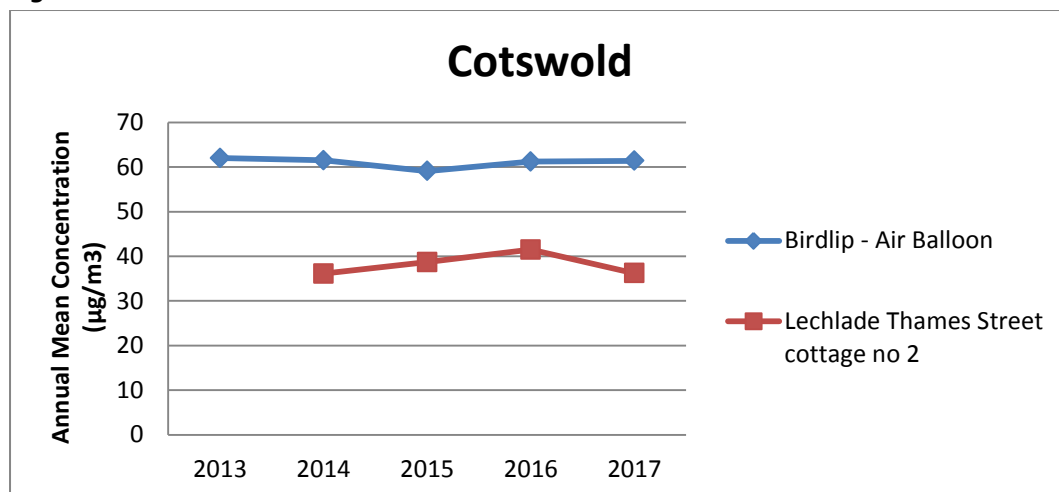


Figure PI13.3

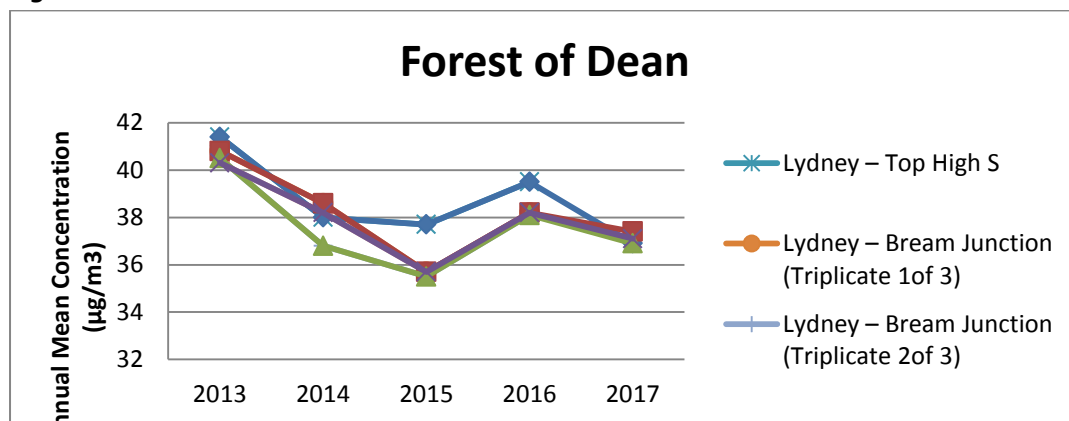


Figure PI13.4

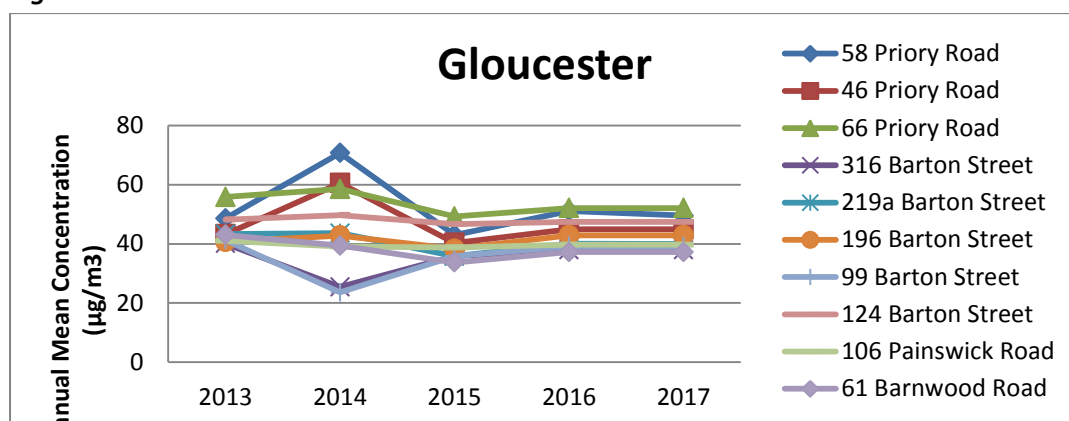


Figure PI13.5

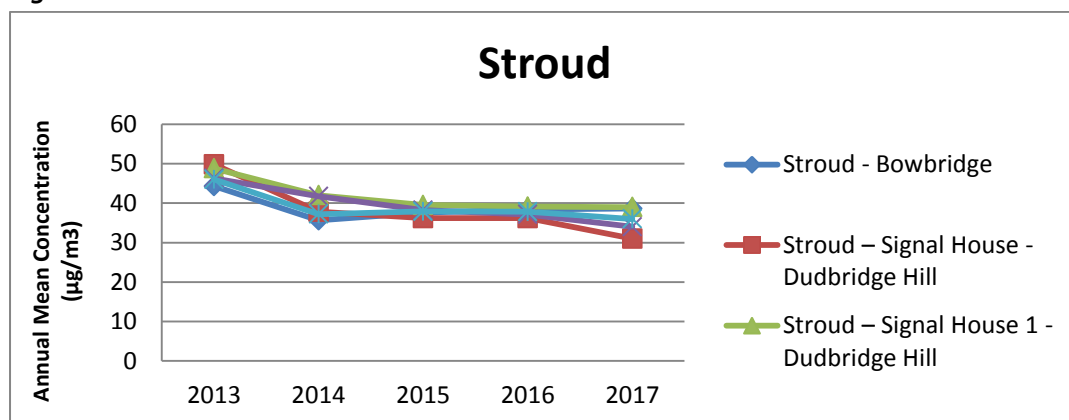
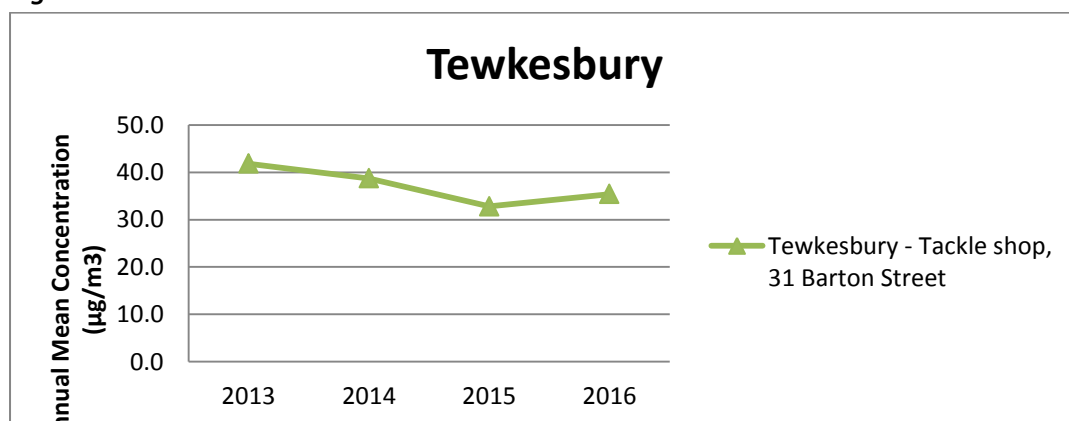


Figure PI 13.6



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

Carbon dioxide (CO₂) is the main greenhouse gas, accounting for about 36% percent of the UK greenhouse gas emissions in 2016. 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.

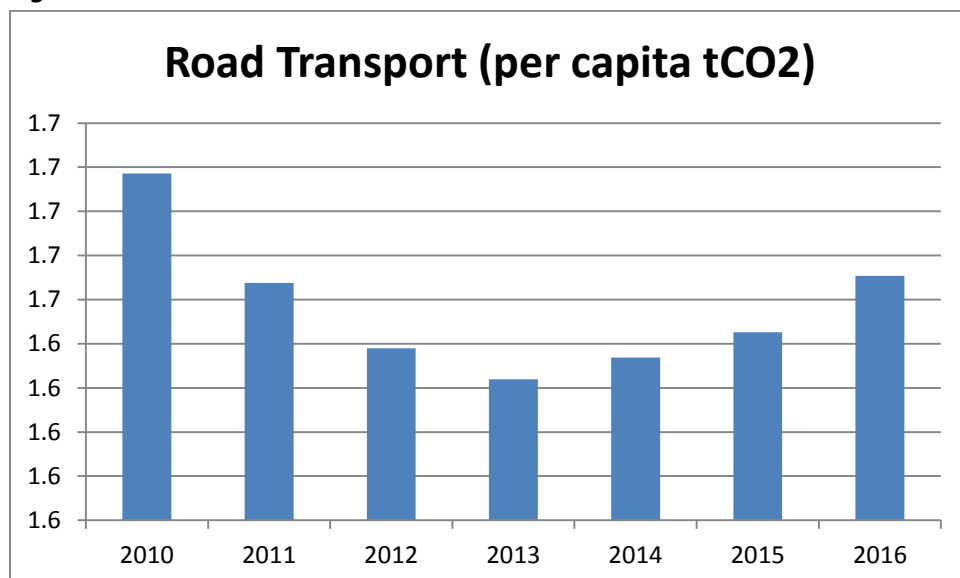
Methodological improvements since last year and revisions to the data for 2005 to 2016

In the production of the 2016 estimates, new data was introduced, together with some improvements to the underlying methodology. In order to ensure that the data for 2005 to 2015 is consistent with the data now available for 2016, the estimates for these years have been revised to incorporate both the new data and the improvements in the underlying methodology.

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 tonnes of CO2 per person in the county are rising, there has been a general decline since 2010. Since the impact of the financial crisis in 2010, traffic levels have exceeded pre recession levels. However, it is 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 began following the adoption of the Joint Core Strategy in 2018. The review continues throughout 2019 to be consulted and completed in 2020.

Studies and changes which will inform the LTP review include:

- **Joint Core Strategy**
- **Gloucestershire Connects 2050 study vision**
- **A429/A433 Corridor Study**
- **Local Walking and Cycling Investment Plan**
- **The emerging air quality and health strategy for Gloucestershire**
- **Gloucestershire sustainable energy strategy**

Other issues which will be covered by the review include:

Bus

- Bus review

Highways

- Housing Infrastructure Fund funding from Homes England
- Large Local Major schemes funding from the Department for Transport
- Major Road Network funding from the Department for Transport
- Priorities of the A46 partnership group
- Role out of Electric Vehicles and charging facilities
- Role of Intelligent Transport / autonomous vehicles / Smart Cities / connectivity through broadband and smart technologies
- Traffic signal upgrades

Rail

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

Walking

- A new walking policy document

