Local Transport Plan

Implementation Report 2020/21

Version	**1**
Last Revised	**2022**
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Category	**Transport Planning**
Owner	**Gloucestershire County Council (GCC)**
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	10/03/21	SW
0.1	1.1	Review	08/09/22	OS
0.1	1.2	Final	21/10/22	LSH

Gloucestershire County Council continues to monitor progress against the Gloucestershire Local Transport Plan (LTP). We will report and publish annually in the Autumn of the ensuing year. Next year's LTP Implementation Report will be reporting on the first year of the recently adopted LTP.

Contents

1. Introduction

This report documents performance against the implementation of Local Transport Plan (LTP) monitoring indicators, scheme delivery and changes in policy covering the annual year 2020/21, this report is the last monitoring report relating to GCC's old LTP 2015 – 2031.

In March 2021, GCC adopted a revised LTP for the years 2020 - 2041 which can be found here (www.gloucestershire.gov.uk/ltp). Preparation for the LTP included an Integrated Sustainability Appraisal (ISA). This was undertaken incorporating Sustainability Appraisal, Strategic Environmental Assessment, Health Impact Assessment, Equality Impact Assessment and Community Safety Assessment. A Habitats Regulations Assessment (HRA) was undertaken as a parallel process and is reported separately. The Post Adoption Statement is the last part of the ISA, it reports on ISA monitoring to cover significant social, environmental and economic effects against a wider monitoring programme and LTP performance indicators. Details of the monitoring programme are in table 4-1 of the Post Adoption Statement and are referenced throughout this report in the endnotes.

A mix of quantitative and qualitative data has been used in measuring the progress of the LTP place based strategies and mode based policy documents.

- **Connecting Places strategies:** The county is divided into 6 areas, each of which has a place based 'Connecting Places' strategy, specific to the transport needs in that region. A summary of projects and schemes relevant to each area is listed, including those that have been implemented since the LTP adoption or are either planned or underway.
- **Policy updates**: Transport policies in the plan are mode 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.

Voluntary performance indicators and targets are monitored across the authority, these indicators relate to the implementation and impact of the LTP. Indicators are updated annually to show trends and changes in travel behaviour.

Concluding the report, a chapter on 'Next Steps' outlines how the LTP will continue to meet or refine targets and will set timescales for the continued implementation of those policies within the LTP.

2. COVID-19 Pandemic

This report reflects the impact the pandemic has had on our transport network as we begin to adapt to new ways of working and travelling. Weekly average traffic volume decreased in the first phased lockdown by 66% across the county at its lowest level and has slowly increased to 20% below the baseline level of pre-pandemic traffic volume.

3. Strategic Context

The LTP links to and is influenced by a number of strategic documents and bodies which will help shape Gloucestershire's future. An update on some of these plans and bodies is provided below.

3.1 Western Gateway Sub-National Transport Body update

During 2020/21 the Western Gateway Sub-National Transport Body (STB) has produced and approved two sub-nationally important policy documents listed below that begin to prioritise the future of strategic transport investment within the Western Gateway area. In addition, a strategic modelling review study was completed to provide a future evidence base.

- Sub-National Rail Strategy – Phase 2 - completed
- Draft Strategic Transport Plan (2020-2025) - completed

For more information on the Western Gateway STB please see: https://westerngatewaystb.org.uk or find a summary of the above studies in the LTP Implementation Report 2019-20. In 2022/23 further studies will include strategic transport carbon audit, freight strategy and rural mobility strategy. The expected timetable is published here - https://westerngatewaystb.org.uk/strategy/.

3.2 Land Use Planning

In order to coordinate land use and transport planning across Gloucestershire, the Local Transport Plan and target monitoring are mindful of adopted local plans. These include:

- The Joint Strategic Plan

The JSP is looking to set out the strategic direction of Cheltenham Borough, Gloucester City and Tewkesbury Borough for the next 20 years up to 2040/41 - https://www.jointcorestrategy.org/.

The Joint Strategic Plan review has progressed through the issues and options stage and continues towards a preferred options consultation which is expected to commence in Spring 2023.

- Stroud Local Plan - 2041

https://www.stroud.gov.uk/environment/planning-and-building-control/planning-strategy/stroud-district-local-plan-review

The Stroud Local Plan review will set out how the district develops over the next 20 years to 2041. The review is well advanced, including a pre-submission consultation in Spring 2021 and an anticipated adoption in the Autumn of 2022. The plan focuses on extensions to existing settlements or new settlements across the Local Plan area. Stroud District Council are updating their Infrastructure Delivery Plan and Sustainable Transport Strategy and the production of a Funding and Delivery Plan for major highway mitigation works. A Traffic Forecasting Report has been produced to inform the plan development.[1]

[1] Stroud Local Plan - https://www.stroud.gov.uk/environment/planning-and-building-control/planning-strategy/stroud-district-local-plan-review/local-plan-examination/examination-library

- Cotswold Local Plan 2011-2031

https://www.cotswold.gov.uk/planning-and-building/planning-policy/local-plan-2011-to-2031/

The adopted Cotswold Local Plan covers the years 2011 – 2031)[2]. Cotswold District Council were planning to undertake a partial update of this 2011-2031 Local Plan and an 'Issues and Options' consultation in Spring 2022. Its focus will be on targeted sections of the Local Plan, covering the specific issues and options that need to be updated, especially those focussing on how we tackle the climate emergency. It is expected that an updated draft Plan will be available for consultation in 2023.

For information: https://www.cotswold.gov.uk/planning-and-building/planning-policy/local-plan-update-and-supporting-information/

- Forest of Dean - 2041

https://www.fdean.gov.uk/planning-and-building/planning-policy/emerging-local-plan/

The Forest of Dean District Council Local Plan review work is continuing on the Plan and evidence base, in particular the options for change that will be proposed. The review will replace the existing plan and will set out how the Forest of Dean will develop over the next 20 years to 2041. The 'Issues and Options' consultation in planned for Autumn 2022. Adoption is expected by Spring 2023.

[2] Cotswold Local Plan https://www.cotswold.gov.uk/planning-and-building/planning-policy/local-plan-2011-to-2031/

4. LTP Connecting Places Strategy (CPS) updates

Each place based CPS identifies key locations and how they link across the county. An update of the transport schemes in each area is listed alphabetically and colour coded to show what stage of development the process has reached. The reference number corresponds with the reference given the LTP.

Funding for transport schemes is secured through a number of potential sources, including:

- County and District Councils,
- Rail bodies such as Great Western Railway,
- Other government organisations such as the Department for Transport, National Highways, and
- Developer funding linked to local developments.

Between 2015 and 2021, significant funds could be secured through the Single Local Growth Fund whichprovided funds to Gfirst Local Enterprise Partnerships for projects that benefit the local area and economy. Gloucestershire was able to secure in excess of **£56 million** for transport schemes in addition to **£9m** for the Elmbridge Court Roundabout improvements through the Single Local Growth Fund for up to 2020/21. Details of the Growth Deal Transport Portfolio have been updated in Table 1, below.

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	Completed
Lydney Cycle Improvements Gloucestershire County Council	1,000	04/12/2018 - approved	FoD	Completed

Berkeley bridges Gloucestershire County Council	1,990	15/12/2015 - approved	Stroud	Completed
Cinderford Northern Quarter Spine Road Gloucestershire County Council	3,800	15/12/2015 - approved	FoD	Completed
Glos Southwest Bypass Improvements Gloucestershire County Council	2,000	20/02/2018 - approved	CSV	In delivery
A40 corridor: West Cheltenham Walking and Cycling Improvements (former B4063 Junction) Gloucestershire County Council	1,600	Q2 2020/21	CSV	In delivery
A40 Over Roundabout & Highnam Gloucestershire County Council	2,230	13/12/2016 - approved	FoD	Completed
Abbeymead / Metz Way Gloucestershire County Council	500	04/10/2016 - approved	CSV	Completed
Gloucester Transport Hub Gloucester City Council	6,400	16/02/2016 - approved	CSV	Completed

Gloucester Railway Station Enhancements Great Western Railway, Gloucester City Council	4,300	Q3 – 2021/22	CSV	In delivery
Cheltenham Spa Railway Enhancements Great Western Railway	1,497	12/12/2017 – approved	CSV	In delivery
Innsworth Gateway (new A40 roundabout) Robert Hitchins Limited	4,530	02/07/2019 - approved	CSV	Completed
West Cheltenham Transport Improvement Schemes (WCTIS) – UK Cyber Business Park Cyber Central / Golden Valley Development Gloucestershire County Council				
WCTIS Business Case preparation	3,300	04/12/2018 - approved	CSV	Completed
WCTIS Phases 1 and 2	11,805	10/12/2019 - approved	CSV	Completed
WCTIS Phases 3 and 4	8,494	09/06/2020 – approved	CSV	Completed
Total Growth Deal Transport Portfolio:	**56,207**			

4.1. CPS1 - Central Severn Vale (including Cheltenham and Gloucester)

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 for employment, education, training and key health services.

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 delivery not started	In delivery	Complete	Not a capital scheme

Priority	***Update***	***RAG***
4.1.1. A417 Missing Link (ref: S Cot 1)	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. National Highways proposals for the A417 Missing Link have been accepted by the Planning Inspectorate for formal examination. This signifies a huge step towards delivering a landscape-led highways scheme that will provide a safe and resilient free-flowing road while conserving and enhancing where possible the special character of the Cotswolds Area of Outstanding Natural Beauty. The next steps will be for the Planning Inspectorate to examine the Development Consent Order (DCO) application through written representation and public hearings in 2022. Then review all the evidence and make a recommendation to the Secretary of State for Transport, who has the final decision on whether the scheme should go ahead. The examination and decision-making process will take over a year. You can find our more information about the National Highways scheme through https://nationalhighways.co.uk/our-work/south-west/a417-missing-link/.	In delivery
4.1.2. Cheltenham Spa RailwayStation Improvements (ref: CSV 57)	The Cheltenham Spa Railway Station Improvements scheme has received £1.497m Local Growth Deal funding. Contractors have completed Phase 1 of the main car park works, including excavation and laying out of drainage for the provision of enhanced parking spaces. The Cycle Hub is now in place. Works on the car park and forecourt elements of the scheme have been completed.	In delivery

	Great Western Railway, the franchise, have confirmed their success in terms of being awarded £700k DfT Funding, this combined with contributions from GCC and Network Rail/Great Western Rail funding package provides the funding required to complete the cycle path from Cheltenham Spa Railway Station to Lansdown Road. This will then link seamlessly into the West Cheltenham Transport Improvement Scheme (WCTIS) and is anticipated to be completed by the summer 2023. The aims of the scheme are to: • Create a new access route for cycles and pedestrians to / from the A40 Shelburne Road; • Improve cycle and pedestrian access to the station (and the northwards cycle route to Cheltenham town centre); and • Improve safety for all users entering the station.	
4.1.3. B4063 Cycle Route Improvements (ref: CSV 14)	The B4063 Gloucester to Cheltenham Cycle Improvements Scheme has attracted in excess of £40m of investment in cycle infrastructure for the Central Severn Vale. The B4063 runs between Gloucester and Cheltenham and a segregated cycleway here will help cyclists of all ages and abilities to travel safely. It will link up the cycle route along London Road in Gloucester, which is also funded by the Government (Emergency Active Travel Fund, Tranche 1), to cycling improvements along the A40 in Cheltenham. This cycle route will provide continuous route for cyclists and make cycling and sustainable travel more appealing; helping to get people out of their cars, improving the amount of traffic in the area. The new cycleway will be accessible to all, aiming to improve health and wellbeing in the community while reducing Gloucestershire's carbon emissions, linking with different employment and education sites, such as Gloucestershire Royal Hospital, and University of Gloucestershire campuses. Detailed design is due to be completed during the 2020/21 financial year for construction in 2021/22. For further detail on the project - https://www.gloucestershire.gov.uk/highways/major-projects-list/b4063-gloucester-to-cheltenham-cycle-improvements-scheme/.	In delivery
4.1.4. Gloucester Railway Station	The Gloucester Railway Station Improvements project will ensure that Gloucester City impacts are a revitalised and more welcoming "gateway to the City" with the following benefits:	In delivery

Improvements (ref: CSV 55)	• The ability to leverage investment from the improved environment and links between the station and Gloucester City. • Reduced severance between both sides of the railway. There are opportunities to better connect the Great Western Road area with the rest of the Gloucester City Centre. • Enhanced link between Gloucestershire Royal Hospital, the University of Gloucestershire's Oxstalls Campus and the city centre. £4.3m Local Growth Funding has now been allocated to this project and in early September 2020 it was announced that the project had successfully gained £1.7m funding from DfT as part of the released Stations Investment Fund.	
4.1.5. M5 Junction 10 (ref: CSV 10)	M5 Junction 10 scheme only allows movements to and from the north. GCC has lobbied for many years to have the junction made 'all movements junction. A successful EOI for funding through the Housing Infrastructure Fund (HIF) has led to the production of a business case, approved in March 2020. In October 2020 the Grant Determination Agreement was signed between Homes England and GCC, securing £249M for 5 scheme elements, • new all ways M5 J10, • new link road connection the junction to west Cheltenham, • capacity and NMU infrastructure improvements to the A4019 east of the junction • improvements to Coombe Hill A30/A4019 junction and • upgrade of Arle Court Transport Hub. The non-statutory public consultation took place in 2020 to determine a preferred route announcement spring 2021, with statutory consultation at the end of 2021. Planning consent application scheduled for 2022, construction has an indicative start of 2023, completion in 2024.	In delivery
4.1.6. Metro-west rail extension	Funding has been agreed for the remodelling of Bristol east junction on the approach to Bristol Temple Meads. This will increase capacity at the bottleneck and improve resilience. The Gloucester extension has yet to be introduced, GWR have an indicative timetable for December 2022, this is due to a shortage of rolling stock.	In delivery
4.1.7. South West Bypass (ref: CSV 40)	The scheme consists of the widening on Llanthony Road between Castlemeads Way and St Anne Way, incorporating a junction improvement at Sudmeadow Road and St Anne Way and improvements to pedestrian crossings and shared pedestrian and cycle facilities. The funding to	In delivery

	upgrade the Gloucester South West Bypass (GSWB) is coming from multiple sources: • Central government has confirmed through the Gloucestershire GFirst LEP Growth Deal an allocation of £2 million, • The award of £12.8 million Levelling Up money from the Department for Transport will help fund this scheme and the wider active travel vision for this area of the county, • There will also be a £125,000 section 106 contribution from the Hunts Grove developer. The first stage of the works, which includes land clearance and demolition, starts the winter of 2021. This paves the way for the main highway works scheme being able to start in summer 2022 and the whole scheme to be complete and open to the public by mid-2023.	
4.1.8. West Cheltenham Transport Improvements Scheme – UK Cyber Business Park (ref CSV 2)	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's Cyber Central UK at the heart of the Golden Valley Development. The West Cheltenham Transport Improvement Scheme is split in two parts along the A40 corridor. The A40 eastbound (towards Cheltenham) including Arle Court and Benhall Roundabouts will see carriageway, walking and cycling improvements with the work lasting for about two years: • M5 J11 slip road and Arle Court Roundabout (completed 2021) • Telstar Way and Benhall Roundabout up to Gloucester Road Junction (completed 2021) • Walking and Cycling improvements linking A40 and Cheltenham Station (delayed to 2022)	Completed

4.2 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***
4.2.1 Chepstow transport strategy	This is a cross border study that focuses on Chepstow and its transport connections beyond the immediate region with a view to addressing congestion issues by identifying short-term, medium and longer term solutions. A follow on consultation in 2022 is scheduled to further develop some proposals as part of a 'Chepstow Transport Hub', further information is available here - https://www.monmouthshire.gov.uk/chepstow-regeneration-and-transport/.	Not a capital scheme

4.3 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***
4.3.1 Moreton-in-Marsh strategy	This is a study into the feasibility of transport improvements in Moreton-in-Marsh and Stow-on-the-Wold to help address issues of congestion, connectivity and severance within the existing transport provision on the A429 and A44. This study will assist in the development of Outline and Full Business Cases to support funding bids such as pinch point funding and could also help inform the Cotswold District Council (CDC) Local Plan review.	Completed

4.4 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*
4.4.1 Cirencester Parking & pedestrian zones	Gloucestershire County Council (GCC) are working in partnership with Cirencester Town Council (CTC) to propose improvements to parking and traffic control in Cirencester Market Place and town centre. The changes aim to create a greener and safer town centre for all users. In line with GCC, CTC and Cotswold District (CD) ambitions, the proposals also aim to reduce car dominance over the longer term and improve provisions for pedestrians and cyclists in the town centre, while maintaining safe and convenient access for all. Proposals will be shaped by feedback received through informal engagement activities during 2021 and public consultation in the spring of 2022.	In delivery

4.5 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*
4.5.1 A419 corridor improvements (ref: SD 8)	The A419 Highway Improvements scheme comprises of a package of junction improvements and carriageway widening along the A419. Construction started in March 2019 at the Chipmans Platt Roundabout and works at the other sites will follow sequentially west to east along the A419 corridor and was completed in the spring of 2020	Completed

4.6 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 A46 corridor has been subject to much study and debate by National Highways, Midlands Connect, GCC, GFirst LEP and Tewkesbury Borough Council, which has resulted in the formation of The A46 Partnership with the aim to seek Government support for the upgrading of critical points along the extent of the A46 corridor. The M5 J9 and A46 corridor has been recognised as one of Gloucestershire's

primary highway infrastructure priorities by the Western Gateway Sub-National Transport Body which is lobbying government for Large Local Majors funding. If successful, this would give the A46 corridor much needed relief from congestion as well as improve network resilience. The realignment of the A46 will also improve safety and accessibility to the Trans Midland Trade Corridor, of which the A46 forms a key part of in the Midlands area, contributing significantly to the UK economy. The M5/A46 creates severance for those living and travelling between historic Tewkesbury and Ashchurch with an intimidating environment for people walking and cycling, resulting in divided communities and social isolation. Improvements to the M5 Junction 9/A46 can provide the opportunity for removing these physical barriers and using the existing A46 alignment as an enhanced multi-modal corridor.

The rest of the Tewkesbury 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.

Priority	***Update***	***RAG***
4.6.1 A46 Partnership	The A46 Partnership, comprising local authorities and LEPs along the length of the A46, continues to meet and has raised the regional profile of issues on the A46 and at M5 J9.	Not a capital scheme
4.6.2 A40 Innsworth Gateway, formerly known as: Longford development application **(ref: CSV 9)**	To support the proposed development north of Gloucester, funding (£4.53 million) was awarded from GFirst Local Enterprise Partnership's Growth Deal 3 to help mitigate traffic increases in this area on the A40 as well as access the strategic allocation at Innsworth. The A40 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.	Completed
4.6.3 M5 Junction 9 & A46 (ref: TSK 1)	M5 J9 and the A46 transport scheme through Ashchurch suffer from congestion on a regular basis. The County Council are pressing for a bypass for Ashchurch and an upgraded M5 J9. We continue to work closely with organisations such as Department for Transport (DfT), National Highways, Homes England, Midlands Connect and the GFirst LEPs to bring these necessary improvements through the Large Local Majors (LLM) investment funding programme. In January 2020, GCC applied to the DfT for LLM funding to finance the proposed M5 Junction 9 and A46 (Ashchurch) transport scheme. Since then, we have been moving forward with our business case development work as well as working closely with key stakeholders, including	Scheme delivery not started

	collaborating with National Highways (formerly Highways England) to develop the scheme. As this proposal is in the early stages of development, the exact location of the new road and details of the junction upgrade are yet to be decided. Technical work is currently underway with the aim of presenting a number of suitable options for public consultation in 2022. This consultation, along with ongoing engagement with stakeholders, will shape the preferred scheme design. GCC are committed to working with the public and stakeholders, and there will be an opportunity to comment on the proposals for the route options in 2022, and again on the preferred route following the Preferred Route Announcement.	

5. Policy Updates

5.1 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.

- BSIP

Gloucestershire's Bus Service Improvement Plan (BSIP) aims for a transformative change to the services, infrastructure and vehicles for Gloucestershire within the 3 year period of the plan. The BSIP will prioritise issues raised in the public engagement to be undertaken in August and September 2021, and through consultation with operators. The plan will be developed in 2022 through the Enhanced Partnership in agreement with the transport operators.

- Rural connectivity

Gloucestershire successfully bid for £1.3m towards improved rural transport for two pilot areas in the Forest of Dean and North Cotswolds. The on-demand flexible minibus services will either fill a gap in bus provision or complement existing timetabled services. GCC expects to launch the new pilot services of The Robin in Autumn 2022 - https://www.gloucestershire.gov.uk/transport/the-robin/.

- Real Time Passenger Information (RTPI) roll out

Real Time Passenger Information (RTPI) is derived from automatic vehicle location systems. GCC has invested in Real Time Passenger Information (RTPI). Gloucester Bus Station provides an accessible interchange hub and access is being improved at both Gloucester and Cheltenham Railway Stations through 'access for all' and GFirst LEP growth deal funding. GCC aims to optimise the use of RTPI by ensuring existing displays are located at key stops and interchanges, to add to this network of displays where financially and technically feasible, and to continue the support of mobile based technologies for those with access to them. RTPI displays will be prioritised for stops in market towns and interchange hubs.

- Bus subsidiesi

Gloucestershire County Coucil currently subsidises 103 bus services delivered by 13 different operators across Gloucestershire at a cost of £3.9m in 2020/21. These routes serve predominantly rural communities in the Forest of Dean, Cotswolds, Tewkesbury and Stroud. However, there are also several town and inner city routes as well as buses into market towns and across the county boarder that are funded though subsidies.

5.2 PD2 – Cycle

Cycle improvement schemes are detailed in the connecting places strategy updates in chapter 2.1.

- Local Cycling & Walking Infrastructure Plan (LCWIP)

Local Cycling and Walking Infrastructure Plans (LCWIPs) set out the strategic approach to identifying long-term cycling and walking improvements and make the case for future investment through funding bids and by informing discussions with developers. The following plans have been published:[3]

- Central Severn Vale Infrastructure Plan (PDF, 11 MB)
- Stroud Infrastructure Plan (PDF, 7.2 MB)
- Tewkesbury Infrastructure Plan (PDF, 6.1 MB)
- Cirencester Infrastructure Plan (PDF, 14.1 MB)
- Cam & Dursley Infrastructure Plan (PDF, 9.6 MB)

GCC is developing an overarching cycle strategy that will identify a programme for developing plans in all the major towns across Gloucestershire.

We will continue to update and refine the approach to developing infrastructure plans in response to Department for Transport evaluation of the CWIS process and currently anticipate that moving forward, the LCWIP will be informed by urban centres and strategic allocations across the county.

[3] LCWIP - https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2020-2041/local-cycling-and-walking-infrastructure-plans/

In addition to LCWIPS a digital map has also been produced to show how emerging networks compliment Local Transport Plan ambitions. This map includes existing known infrastructure and strategic desire lines, each layer of information can be overlaid to help build a visual picture of the broader strategy for cycling across Gloucestershire.

5.3 PD3 – Freight

Reliable travel information is essential for freight companies and freight drivers. Gloucestershire County Council produces an Advisory Freight Route map which is published as part of the Local Transport Plan (2020-2041). Peninsula Transport and Western Gateway Sub-National Transport Body (STB) have produced its first joint freight strategy for the whole of South-West England. The ambitious, evidence-based vision addresses the challenges, opportunities and priorities for freight transport across the South West for the next 30 years to 2050.[4]

5.4 PD4 – Highways

The Strategic Road Network (SRN) of motorways and other major routes are managed by National Highways and benefit from the Road Investment Strategy. Following on from the first Road Investment Strategy (RIS 1 & RIS 2), which covered investment in England's motorways and major roads. Work is now underway to develop the third round of Route Strategies, known as RIS 3, which will span from 2025-2030.

Government announced, as part of the Transport Investment Strategy, that it would take forward proposals to create the Major Road Network (MRN). The transport investment strategy is a vital part of the government's industrial strategy and plan for Britain. It builds on the progress made in recent years to upgrade our road and rail network.

- Large Local Majors

The emergence of the Major Road Network (MRN), which includes key local authority routes and acts as a middle tier between the local highway network and strategic road network, allows for further funding opportunities through the MRN Fund for improvements up to £50m. The Large Local Major Fund (LLM) provides bidding opportunities for exceptionally large transformational schemes over £50m. The initial round of MRN/LLM funding is being facilitated by the Sub-National Transport Bodies.

[4] Western Gateway STB – South West Freight Strategy - https://westerngatewaystb.org.uk/our-work/freight/

5.5 PD5 – Rail

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

- Rail infrastructure Improvements

Gloucestershire County Council (GCC) continues to work with partners to run additional services beyond Yate to Gloucester as part of an extension to the MetroWest Phase 2 project. The additional Bristol to Gloucester service is delayed, but improvements will result in two trains per hour. The County Council is also a member of the North Cotswold Line Task Force (NCLTF) which aims to promote additional services on the north Cotswold line to Oxford and London. The work of the North Cotswold Line Task Force is ongoing. In addition, GCC is working with Tewkesbury Borough Council to implement the Ashchurch for Tewkesbury Rail Strategy. An hourly GWR service calling at Ashchurch for Tewkesbury has been postponed and is tied to the additional Bristol to Gloucester. The County Council will continue to engage with the Western Gateway Sub National Transport Body on implementing their rail strategy and with Network Rail on the Bristol to Birmingham Corridor Study. The Network Rail Corridor Study has been completed with recommended service and infrastructure enhancements. Network Rail are investigating possible bay platforms at Cheltenham and Gloucester along with other infrastructure improvements at the latter.

- Rail Service Capacity Improvements

The County Council continues to lobby for new services between Birmingham-Worcester-South Wales calling at Ashchurch for Tewkesbury and Lydney as part of an increase in regional stopping services calling at stations in Worcestershire and Gloucestershire through the Network Rail Corridor Study. The Network Rail Corridor study, informed by the Gloucestershire Rail Investment Strategy (GRIS), has early indications suggest a reasonable uplift in local and regional services will be delivered over the coming years, although no timescales are given for their delivery. 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. The GRIS has, amongst other things, identified which routes are the most economically important for the County and this will inform our responses to future consultations from and lobbying to the rail industry. The Restoring Your Railway bid strategic outline business case submitted in June 2021to be looking at reopening the Stratford to Honeybourne line and is awaiting a decision from the DfT on proceeding.

- Railway Stations

GCC continues to be involved in a number of station improvements including:

Ashchurch for Tewkesbury	Working with Tewkesbury Borough Council on delivering the Ashchurch for Tewkesbury Rail Strategy; car parking charging proposed for the future.
Cam and Dursley	GCC is investigating the possibility of taking on additional parking as part of new development being built close to the station. Car park charging proposed for the future.
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. Phase one improvements to the forecourt and car park have been completed. Work on the pedestrian and cycle access from the A40 has an indicative timetable for completion by the summer 2023.
Gloucester	Access, parking and general improvements; the Metz Way access has been completed. Pedestrian improvements to the Bruton Way are ongoing.
Lydney	Work with partners to improve station facilities is ongoing.
Moreton in Marsh	Seeking enhanced capacity to the station car park - the adjacent Royal British Legion site has been purchased by Moreton Town Council and GWR.
Stroud	Working on the emerging station masterplan with partners including Gloucestershire Community Rail Partnership.

5.6 PD6 - Thinktravel

- Bikeability

Thinktravel deliver educational behaviour change programmes in schools, with the Bikeability programme at its core. The Bikeability Programme enables approximately 1,947 delivered places (no delivery due to lockdown in the following periods Apr-Jun 2020 / Jan-mid-Mar 2021) primary and secondary school aged children to be equipped with the necessary skills and confidence to able to cycle more safely on the road. (https://bikeability.org.uk/).

- E-Scooters

Thinktravel have also, been leading on a trial to extend sustainable active travel choices in the County in an e-scooter hire trial as part of a national initiative in Gloucester and Cheltenham, in collaboration with the highways, local stakeholders and the delivery organisation, Zwings. The project is experimenting whether e-scooters can also be used to assist in the delivery of core public services. In 2020-2021, locations further out of the town centres were implemented to cover a wider network in Gloucester and Cheltenham.

- School Crossing Patrols

Thinktravel coordinate approximately 40 School Crossing Patrols across the county to enable more people to actively travel to school with a focus on walking. Patrols are regularly audited and trained in-hours. They play a pivotal role in enabling year 5/6s to walk independently to school during Covid-19.

- Modeshift School Travel Planning Framework

In conjunction with Bikeability, the team work to improve road safety and air quality around the school run by supporting schools to develop a nationally accredited Modeshift Stars School Travel Plan (STP) and co-ordinating with the School Crossing Patrol service as well as local partners and stakeholders.

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 suggested 5 minute walking and cycling zones. An emerging matrix of priority schools has been identified, and the Thinktravel team are finalising a programme of delivery which will support schools, who are experiencing the worst combination of social, environmental (including air quality) and economic issues.

- Gloucestershire School Streets Trial

In response to Gloucestershire's County Council Climate Change pledge to become net zero by 2045, ThinkTravel has been co-ordinating a multi-disciplinary team to deliver a Gloucestershire Schools Streets Trial, in collaboration with Highways and local partners, (funded by the Emergency Climate Change Fund), to encourage and enable more people to safely and actively travel to school. The trial aims to reduce the carbon footprint association with the school run, improving connectivity, safety and air quality by encouraging behaviour change and healthy lifestyles by creating a 'healthy' street and conducive environment which prioritises safe walking, scooting and cycling to school.

- Highways Development and Travel Planning

Thinktravel have also extended their support to workplace and residential travel planning, on planned, new and established sites. For instance, The ThinkTravel team support large employers like GCHQ, the University of Gloucestershire and the NHS trust on their green travel plans. This work takes place in alignment with the National Highways funded strategic cycle route between Gloucester and Cheltenham, Cheltenham Spa station improvements and the priorities identified in the Local Cycling & Walking Infrastructure Plan to improve strategic connections and sustainable and active travel options.

6. Monitoring

Paragraph	Performance indicator	Exceeding target	On track	Not on track
6.1	*PI-1 Journey time reliability on strategic important routes during the AM peak*		✓	
6.2	*PI-2 Number of peak hour vehicle journeys*		✓	
6.3	*PI-3 Reduction in inappropriate freight travel*			✓
6.4	*PI-4 Principal road network condition*	✓		
6.5	*PI-5 Non-principal road network condition*	✓		
6.6	*PI-6 Unclassified road network condition*	✓		
6.7	*PI-7 Increase use of rail*			✓
6.8	*PI-8 Increase use of cycling*			✓
6.9	*PI-9 Increase use of bus*			✓
6.10	*PI-10 Maintain bus passenger access*		✓	
6.11	*PI-11 Reduce the number of highway casualties*			✓
6.12a	*PI-12a Reduce the number of child highway casualties*		✓	
6.12b	*PI-12b Reduce the number of older people casualties*			✓
6.13	*PI-13 Reduce levels of traffic derived Nitrogen Dioxide*		✓	
6.14	*PI-14 Reduce per capita transport carbon emissions*		✓	

Performance indicators continue to be monitored and considered for review. It should be noted that some indicators have been severely impacted by the ongoing pandemic, such as PI-7 increase use of rail that has fallen from exceeding target to currently not on track as a direct effect of Covid-19 pandemic.

6.1 PI-1 Journey time reliability on strategic important routes during the AM peak[ii]

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 1.2 Churchdown to Kings ditch Retail park
3. PI 1.3 Coombe Hill to Charlton Kings
4. PI 1.4 Bishop's Cleeve to Shurdington
5. PI 1.5 Highnam Court roundabout to Barnwood Business Park
6. PI 1.6 Highnam Court roundabout to M5 junction 12
7. PI 1.7 M5 junction 12 to Barnwood Business Park
8. PI 1.8 Gloucester Railway Station to Cheltenham Railway Station
9. PI 1.9 Teddington Hands roundabout to M5 junction 9
10. PI 1.10 A38 Odessa PH junction to M5 junction 9
11. PI 1.11 Brimscombe to M5 junction 13
12. PI 1.12 Stratton to South Cerney junction on A417
13. PI 1.13 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 shows that journey times along strategic corridors have slowed by an average of 2.8% since 2017/18 when compared to 2018/19, pre-pandemic. Comparable data between 2019 and 2020 is unreliable, as the journey time comparison in 2020 shows a 12% decrease in average weekly journey time from 2018/19, this reflects the county's working population working from home in April 2020 at 23%.[5] . However, when comparing the trend 2015 to 2019, the annual average percentage change in weekday journey times was 0.3% lower than 2015/16.

[5] **Home working during the COVID-19 pandemic** The Office for National Statistics showed that 23% of Gloucestershire's working population worked from home in April 2020, up from 12% in April 2019. The 2020 figures ranged widely between districts from 17% in Forest of Dean and 33% in Cotswold. Proportions for the other four districts were between 20% and 25%.

Figure PI-1

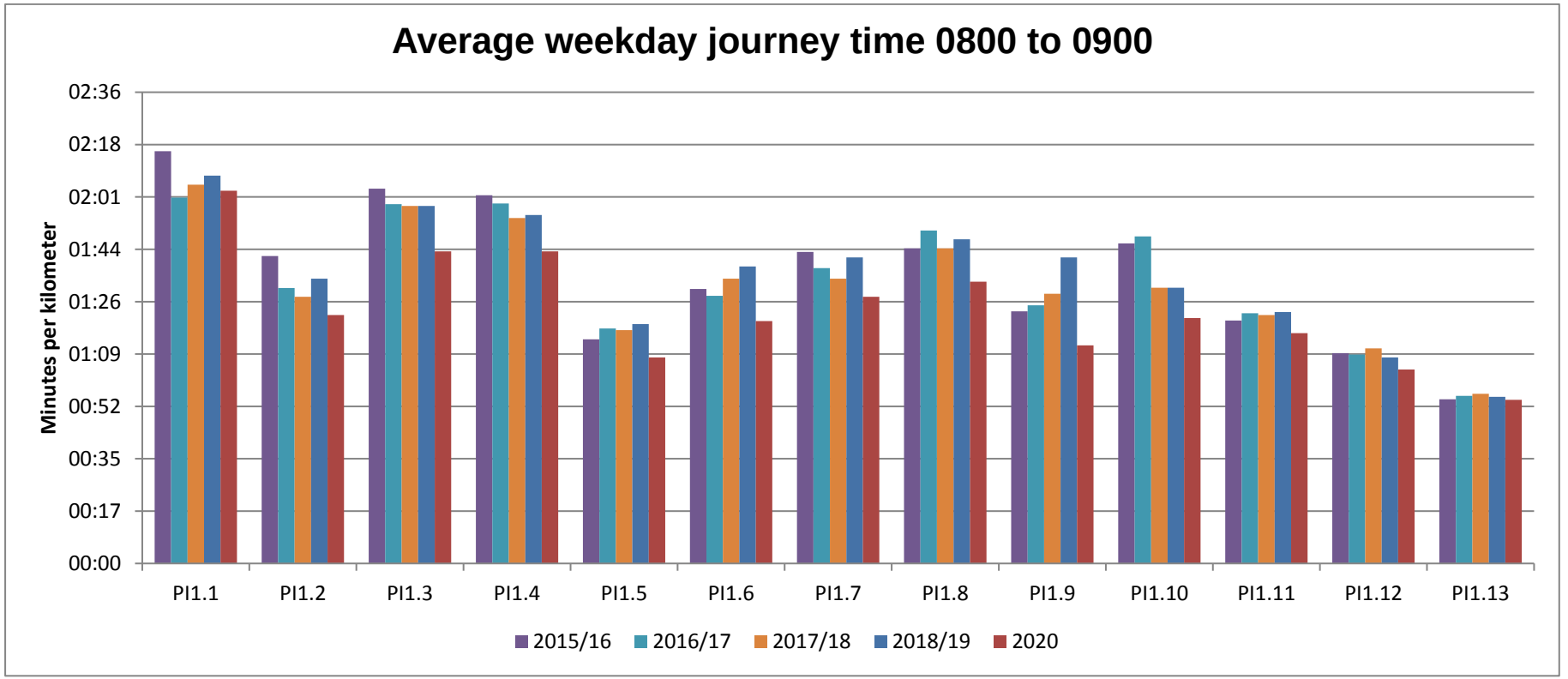


Table PI-1

Average weekday journey time 0800 to 0900 - Minutes per Km	Minutes per KM - 0800 to 0900 hrs, 2012/13 to 2017/18					2017/8 to 2018/9	2015/6 to 2019
		2015/16	2016/17	2018/19	2018/19	% change	% change
Charlton Kings to M5 junction 11	PI1.1	02:16	02:01	02:08	02:08	2.4%	-5.9%
Elmbridge Court to Tewkesbury Rd	PI1.2	01:41	01:31	01:34	01:34	6.8%	-7.4%
Coombe Hill to Charlton Kings	PI1.3	02:04	01:59	01:58	01:58	0.0%	-4.6%
Bishop's Cleeve to Shurdington	PI1.4	02:02	01:59	01:55	01:55	0.9%	-5.4%
Highnam Court roundabout to Barnwood Business Park	PI1.5	01:14	01:18	01:19	01:19	2.6%	6.8%
Highnam Court roundabout to M5 junction 12	PI1.6	01:31	01:28	01:38	01:38	4.3%	8.2%
M5 junction 12 to Barnwood Business Park	PI1.7	01:43	01:37	01:41	01:41	7.4%	-1.8%
Gloucester Railway Station to Cheltenham Railway Station	PI1.8	01:44	01:50	01:47	01:47	2.9%	2.9%
Teddington Hands roundabout to M5 junction 9	PI1.9	01:23	01:25	01:41	01:41	13.5%	21.4%
A38 Odessa PH junction to M5 junction 9	PI1.10	01:46	01:48	01:31	01:31	0.0%	-13.8%
Brimscombe to M5 junction 13	PI1.11	01:20	01:23	01:23	01:23	1.2%	3.5%
Stratton to South Cerney junction on A417	PI1.12	01:09	01:09	01:08	01:08	-4.2%	-2.0%
Tetbury to Moreton Marsh using A433 and A429	PI1.13	00:54	00:55	00:55	00:55	-1.8%	1.5%
					Average	**2.8%**	**0.3%**

Figure PI-1.1 Map of journey time routes

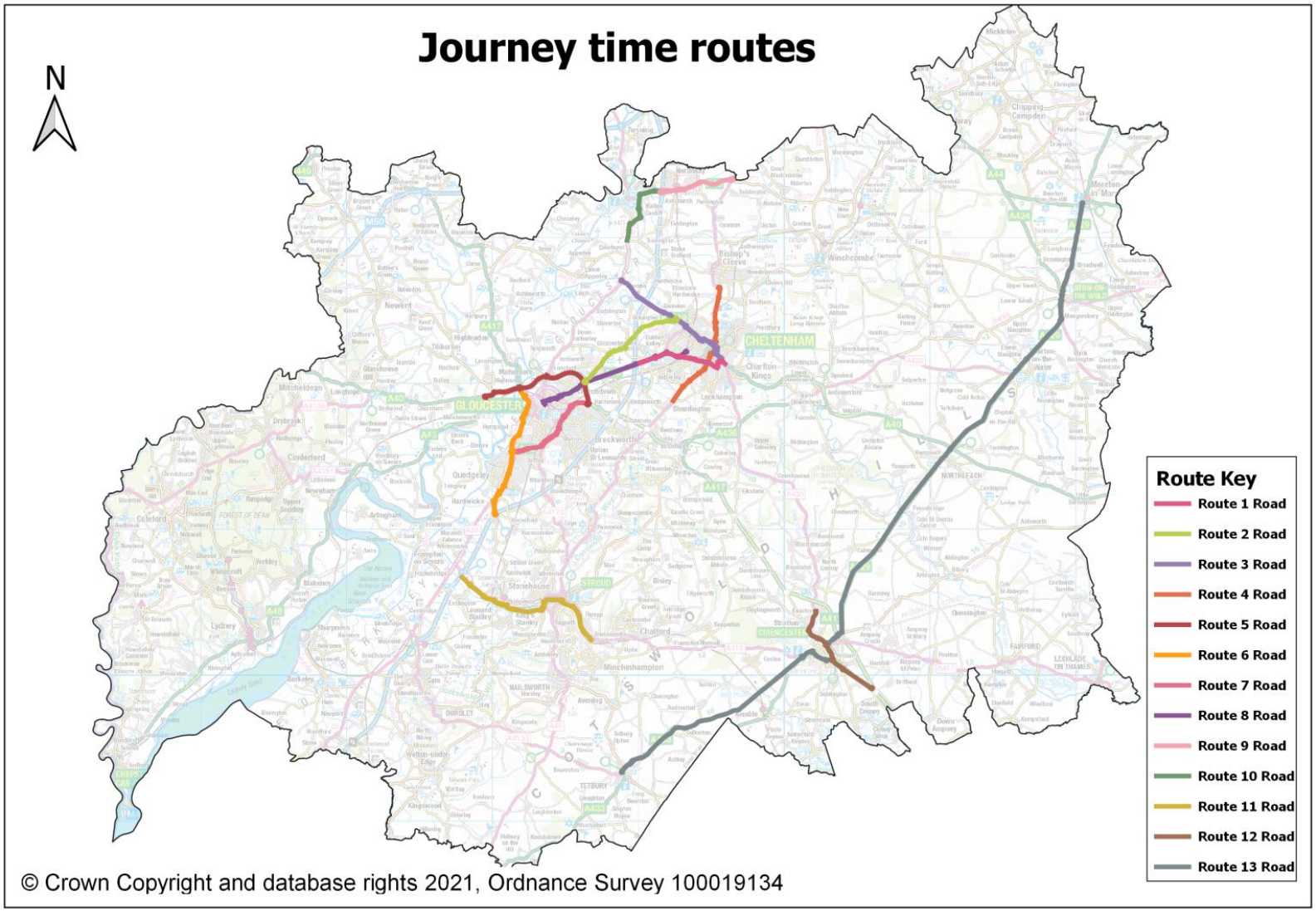
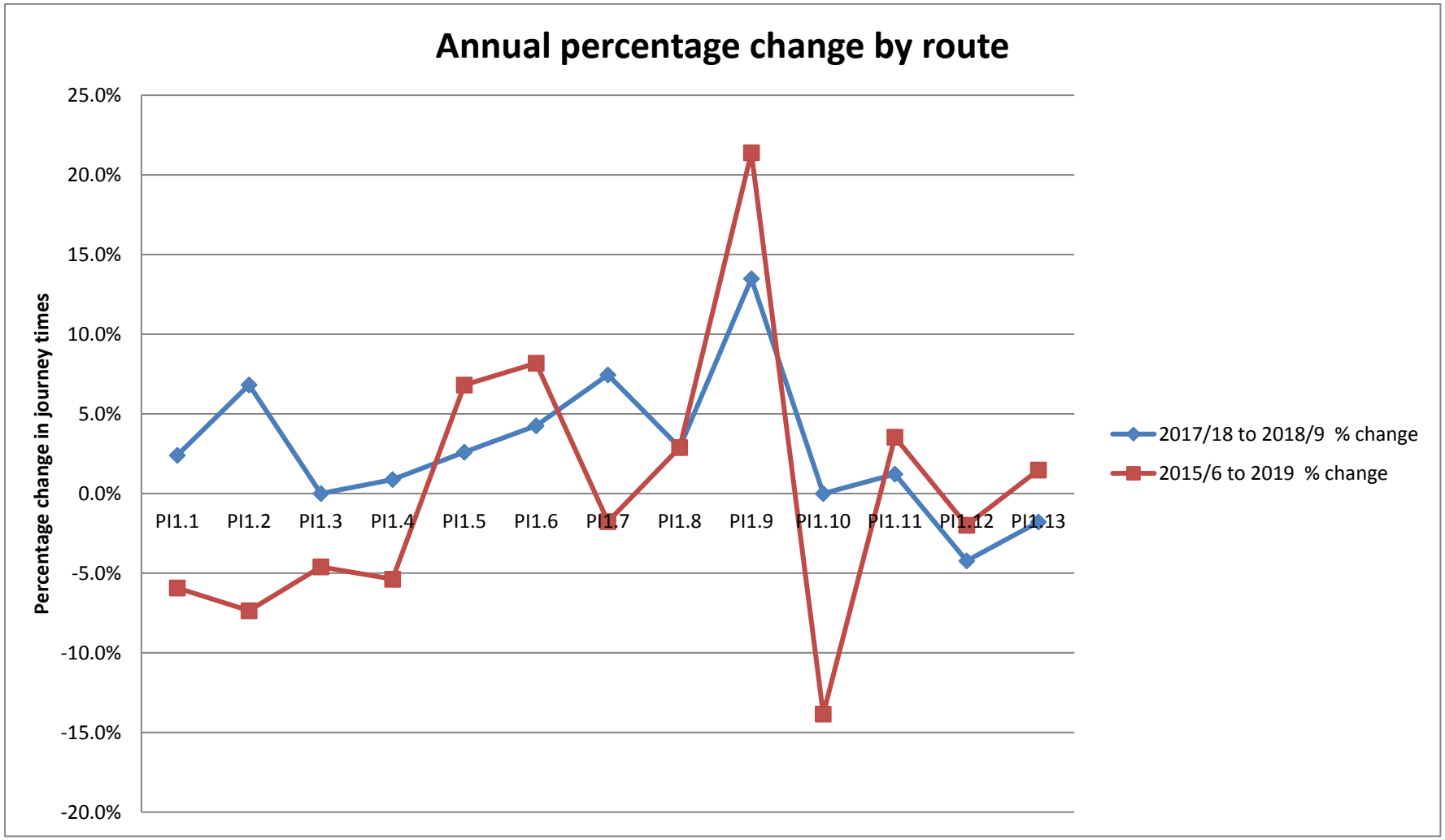


Figure PI-1.2



6.2 PI-2 Number of peak hour vehicle journeys[iii]

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 2019, journeys across Gloucestershire were decreasing at less than 1% in the AM and PM peaks respectively. However, due to national lockdown and social distancing during the 2020 pandemic, these figures have exceeded 25%. Furlough schemes, travel restrictions, business closure and home working have all contributed toward this unprecedented decline. Generally, the peak hour flows were higher in 2021 (compared to 2020 but remained lower than 2019, as there were still some restrictions during early and late 2021).

A comparison of peak hour flows against pre-covid 2019 figures show a decrease in the am and pm peak flows of 12% and 13.1% respectively below 2019 compared to 2021. It will be interesting to see if the 2022 figures show such a sharp decrease when we are in the new ‘normal’.

Removal of two sites has been necessary, as they are no longer operational; some data may therefore have been updated and differ from previous years. However, the general overall picture is maintained.

Figure PI-2.1

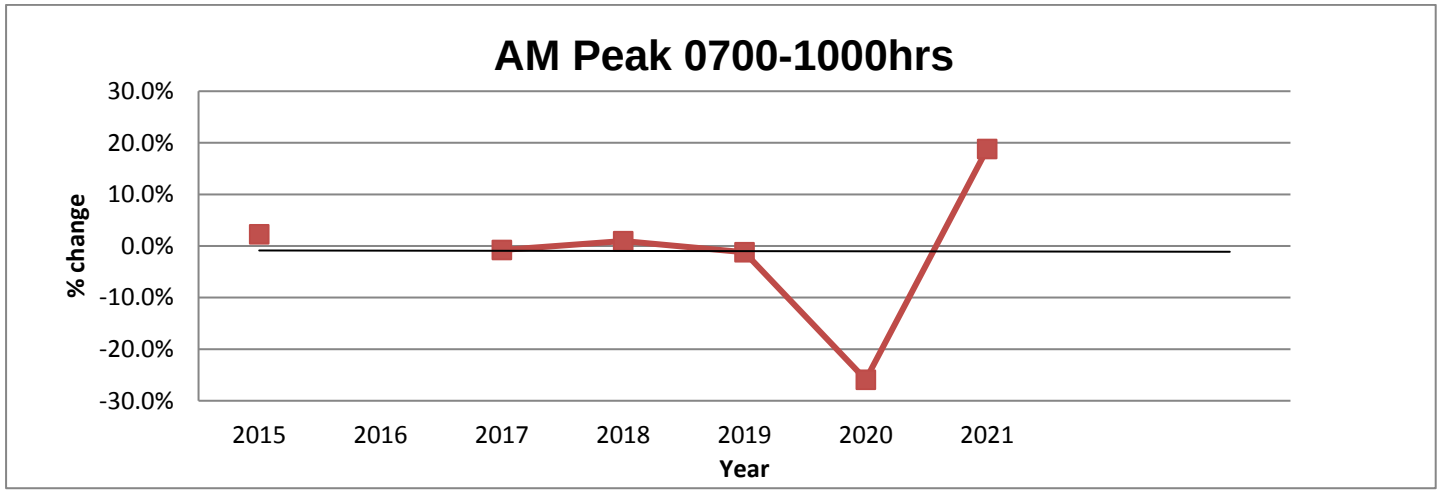
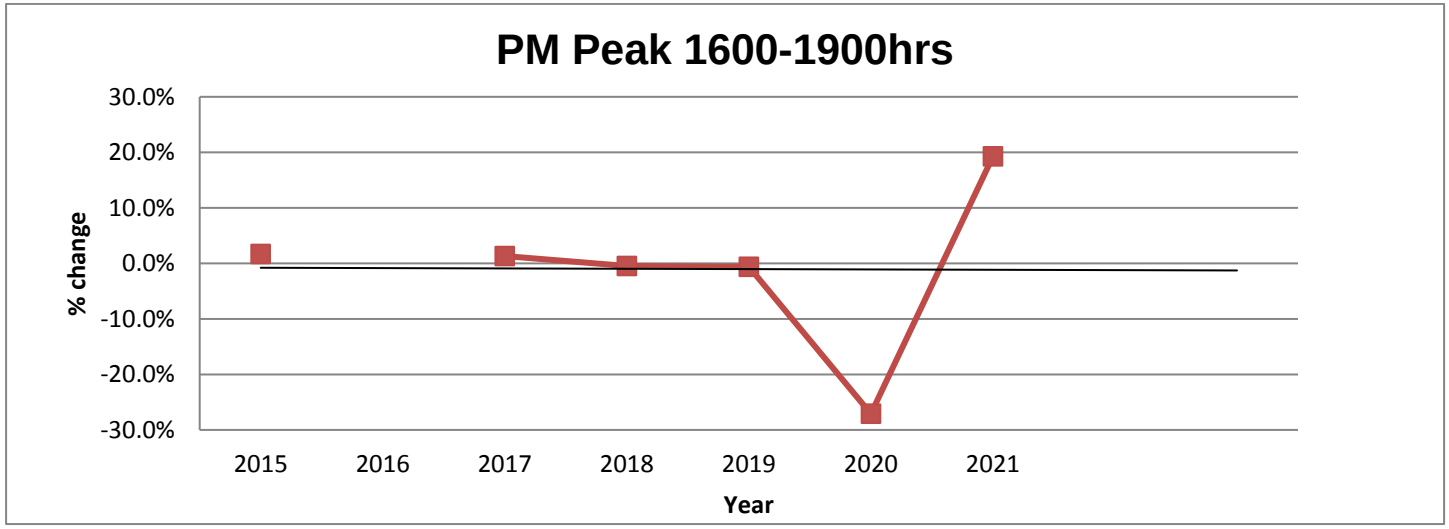


Figure PI-2.2



6.3 PI-3 Reduction in inappropriate freight travel[iv]

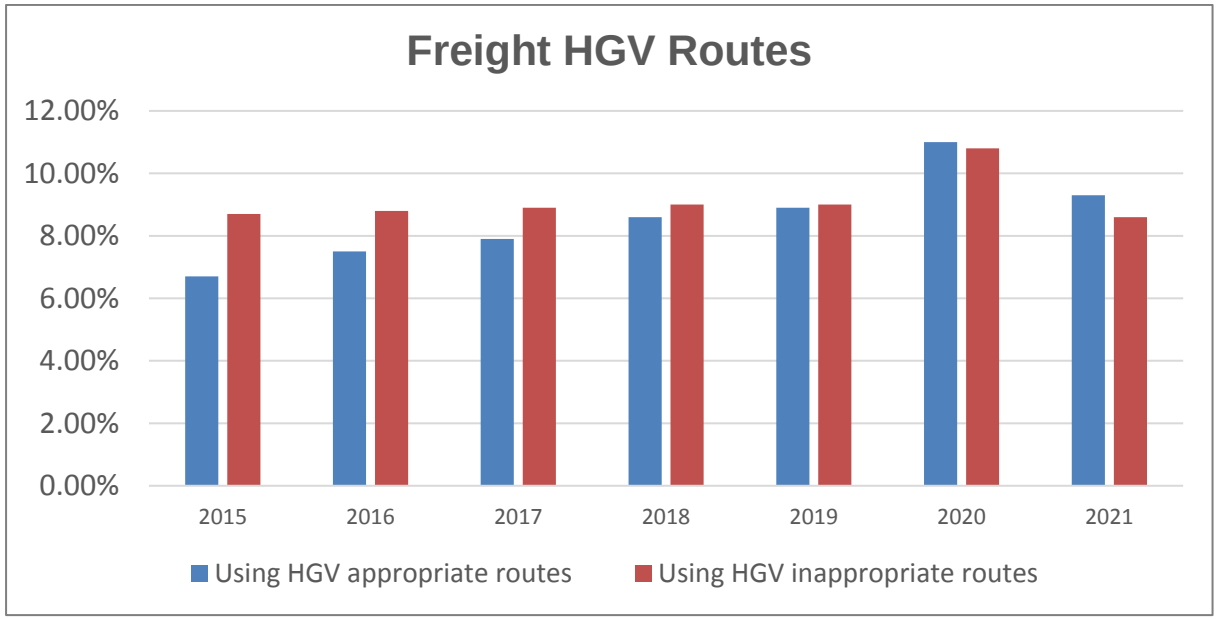
Automatic Traffic Counters are located across the county, with 7 locations on key corridors, identifying inappropriate use of the road by freight.

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

There are several freight movements that have historically used lower specification roads, causing concern to local communities. For this reason, 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. Figure PI-3 suggests that the increase in freight has plateaued since 2016.

However, due to Covid-19 restrictions in 2020 HGV traffic is showing proportionately higher than other types of vehicles, but this does not indicate an absolute increase in HGV traffic. Note figures can vary as adjustments for updated equipment is factored in year on year.

Figure PI-3



6.4 PI-4 Principal road network condition

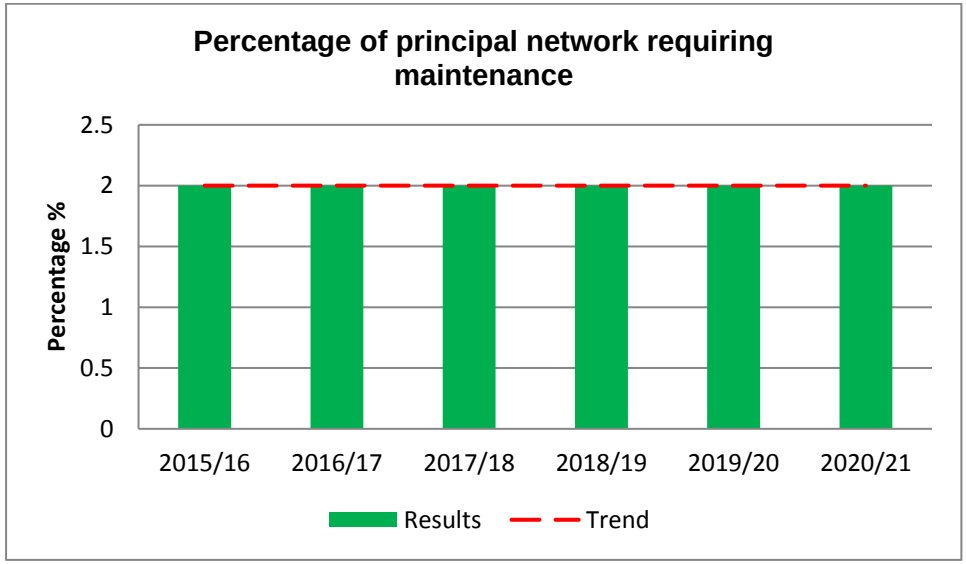
The principal road network (PRN), which includes Gloucestershire's A roads, provides significant regional and district routes. The PRN is very important economically, and its condition impacts on network resilience and safety. 50% of the principal road network is surveyed in both directions, every year.

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

Road condition is monitored using SCANNER 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%.

Figure PI-4



6.5 PI-5 Non-principle road network condition

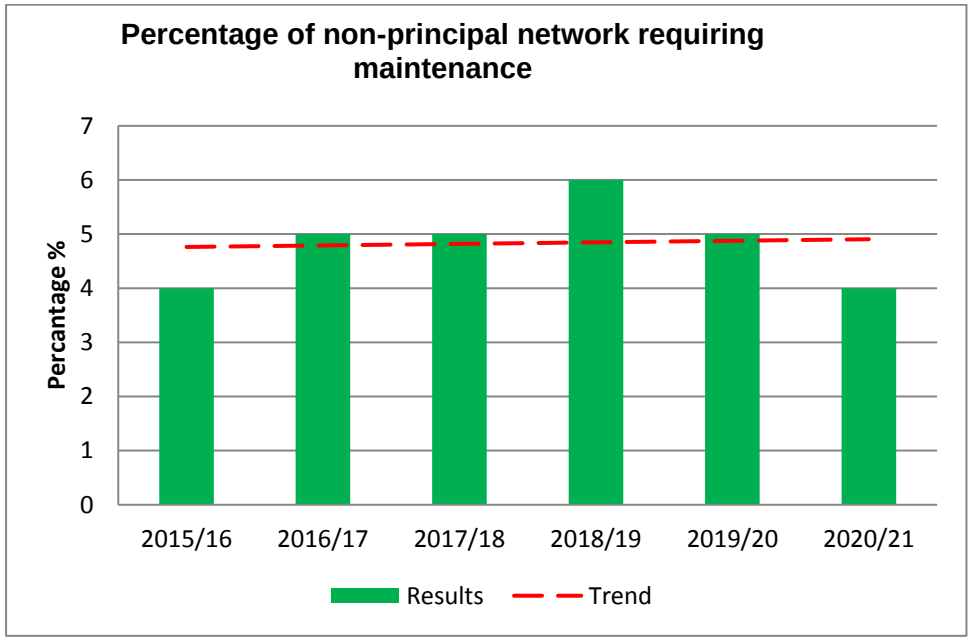
Non-principal roads are designated as B and C roads. In Gloucestershire there are 1966 km of classified non-principal road. These are main and secondary routes, linking urban centres, larger villages and freight to the wider network. Preserving the condition of these routes ensures access and journey times are maintained 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 SCANNER (Surface Condition Assessment for the National Network of Roads) 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%.

Figure PI-5



6.6 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.

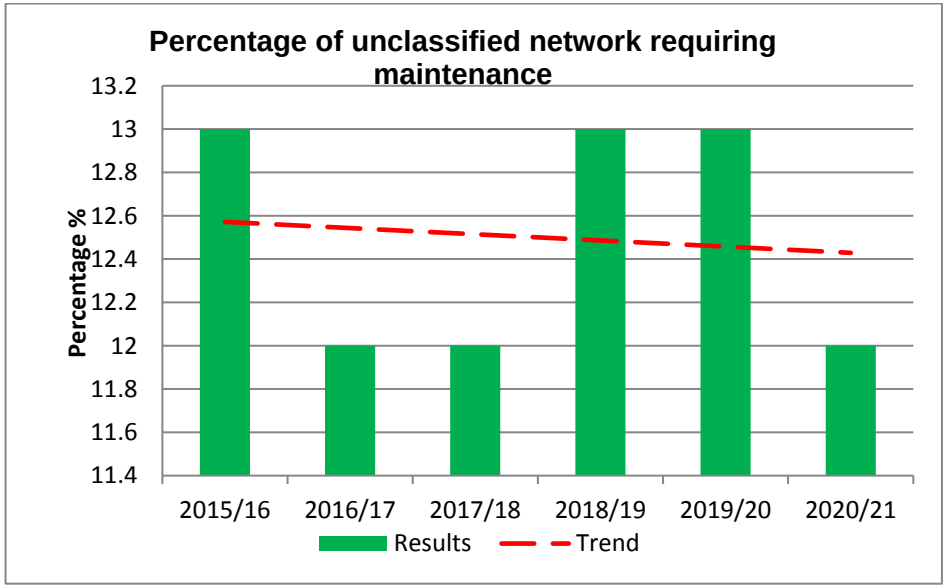
This indicator will monitor the condition of these roads, which in rural areas can link smaller villages to larger roads, serve small settlements and provide access to individual properties and land. In urban areas they are residential or industrial interconnecting roads, residential loop roads or cul-de-sacs.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

An MRM (Multi Road Monitor) 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%.

Figure PI-6



6.7 PI-7 Increase use of rail[v]

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.

Rail stations in Gloucestershire show a general trend towards a year-on-year increase in patronage since 2010/11. Continual increases in patronage have ensured ongoing investment plans for Cheltenham and Gloucester. However, the COVID-19 pandemic resulted in an 80% passenger reduction across the county in 2020/21.

Table PI-7.1

Station Name	***2019/20***	***2020/21***	*% change*
Ashchurch	108,234	17,576	-84%
Cam & Dursley	225,792	42,818	-81%
Cheltenham Spa	2,590,718	462,294	-82%
Gloucester	1,546,910	394,698	-74%
Kemble	409,170	66,188	-84%
Lydney	193,248	34,990	-82%
Moreton-In-Marsh	292,544	50,588	-83%
Stonehouse	174,050	40,100	-77%
Stroud	577,858	146,574	-75%
Gloucestershire	**6,118,524**	**1,255,826**	**-80%**

Figure PI-7.1

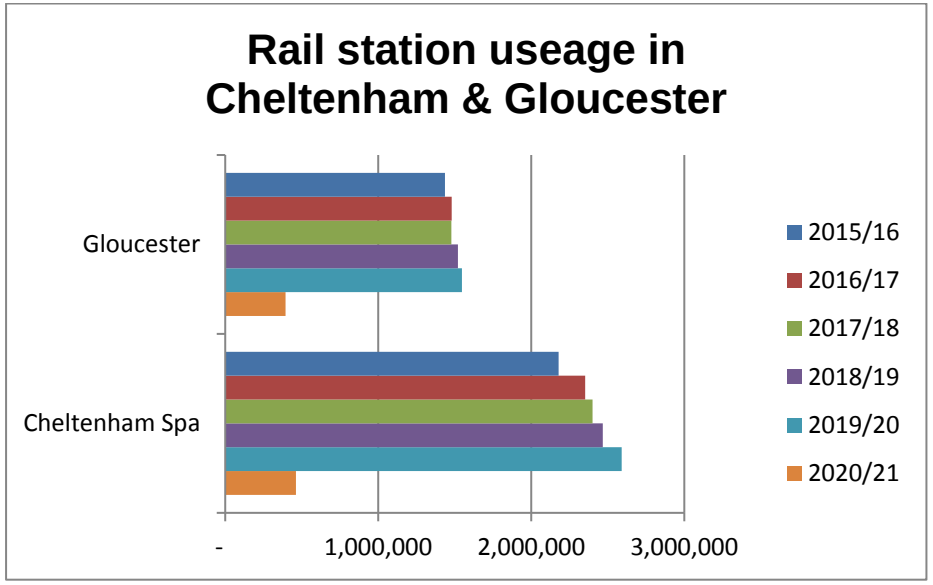


Figure PI-7.2

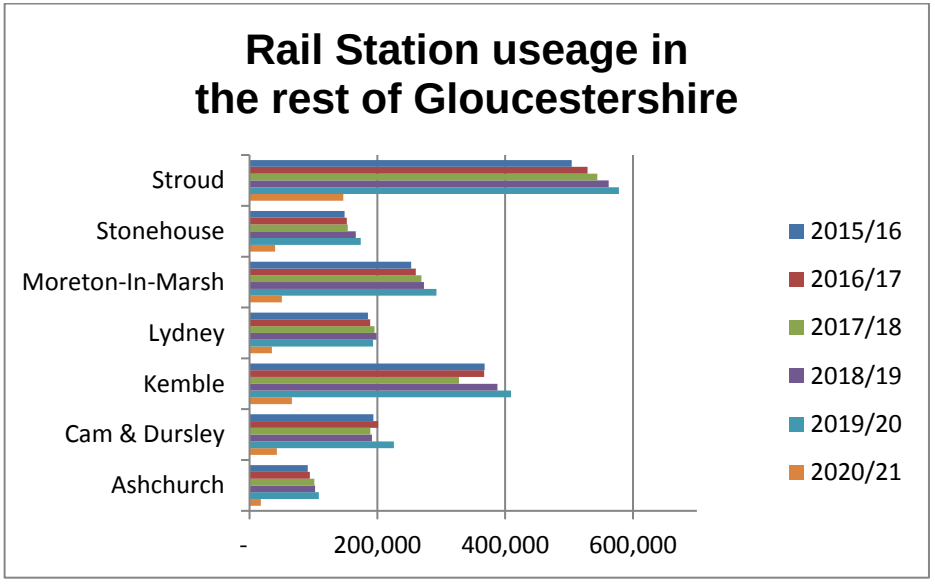
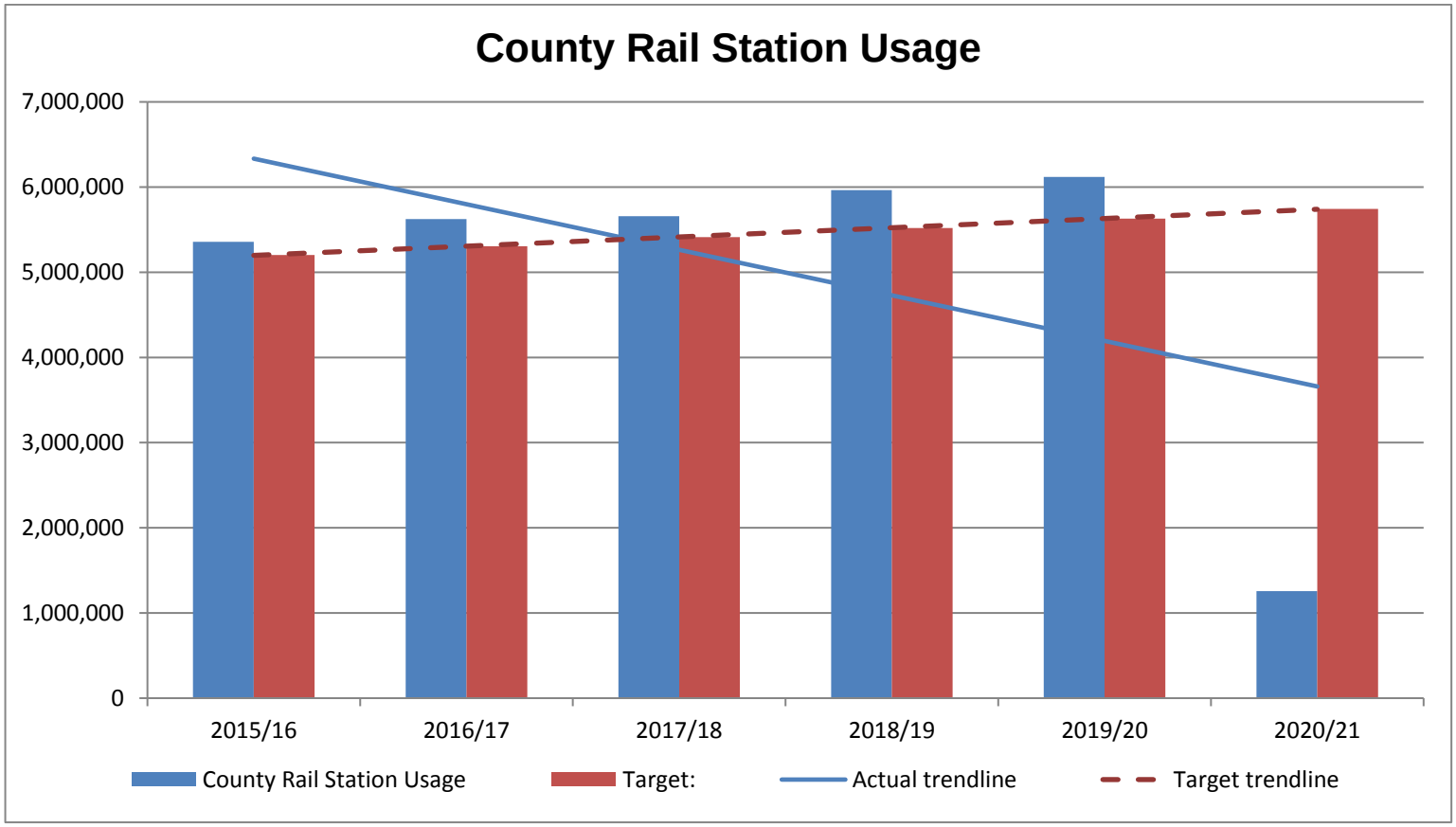


Figure PI-7.3



6.8 PI-8 Increase use of cycling[vi]

Cycling levels are important indicators of active and sustainable travel. This indicator continues to be reported in two parts due to new monitoring infrastructure being installed in May 2018, using piezoelectric in-ground sensors which are more sensitive than the old style loop counter and able to detect lighter framed bicycles.

All cycling sensors are on cycle paths and designated cycle ways, cyclists on roads and carriageways are not included in this data capture.

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

The following two graphs show 24-hour 7-day average daily flow, based on all months of the year across Gloucestershire.

Figure PI-8.0 shows the historic trend of loop counters across the county. Figures remain relatively steady across all sites.

Figure PI-8

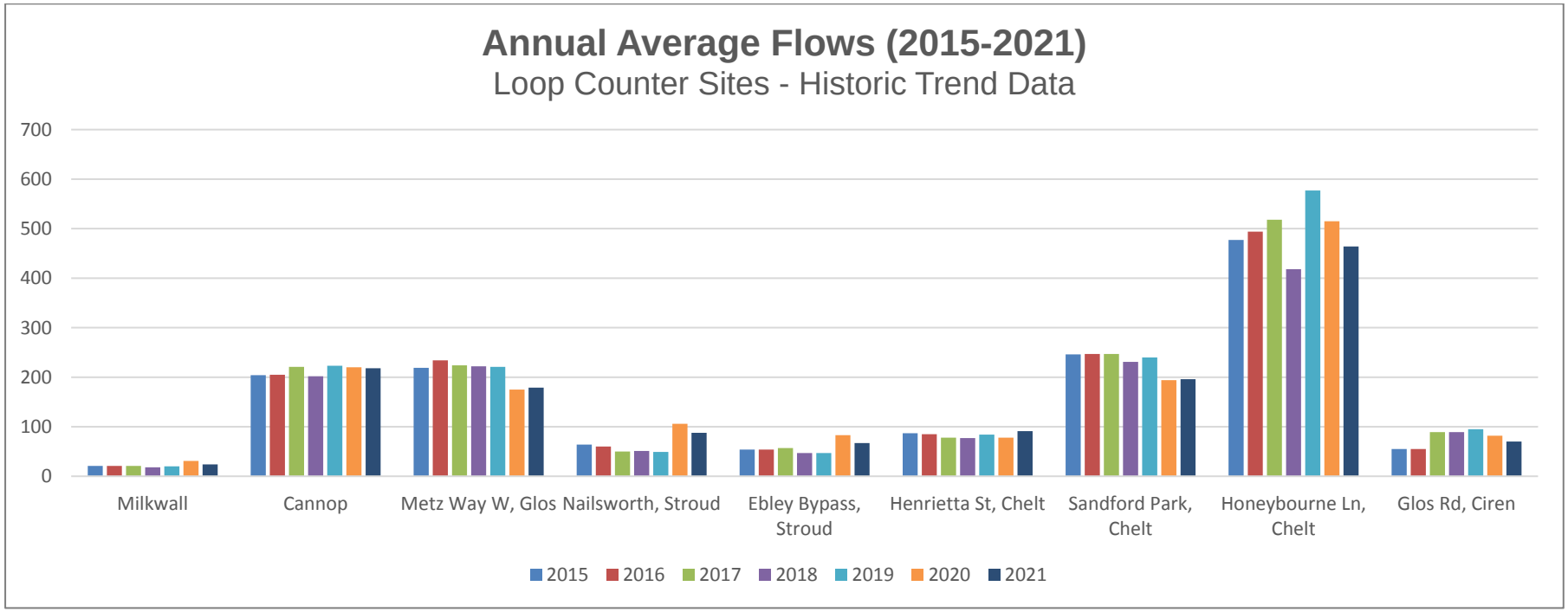
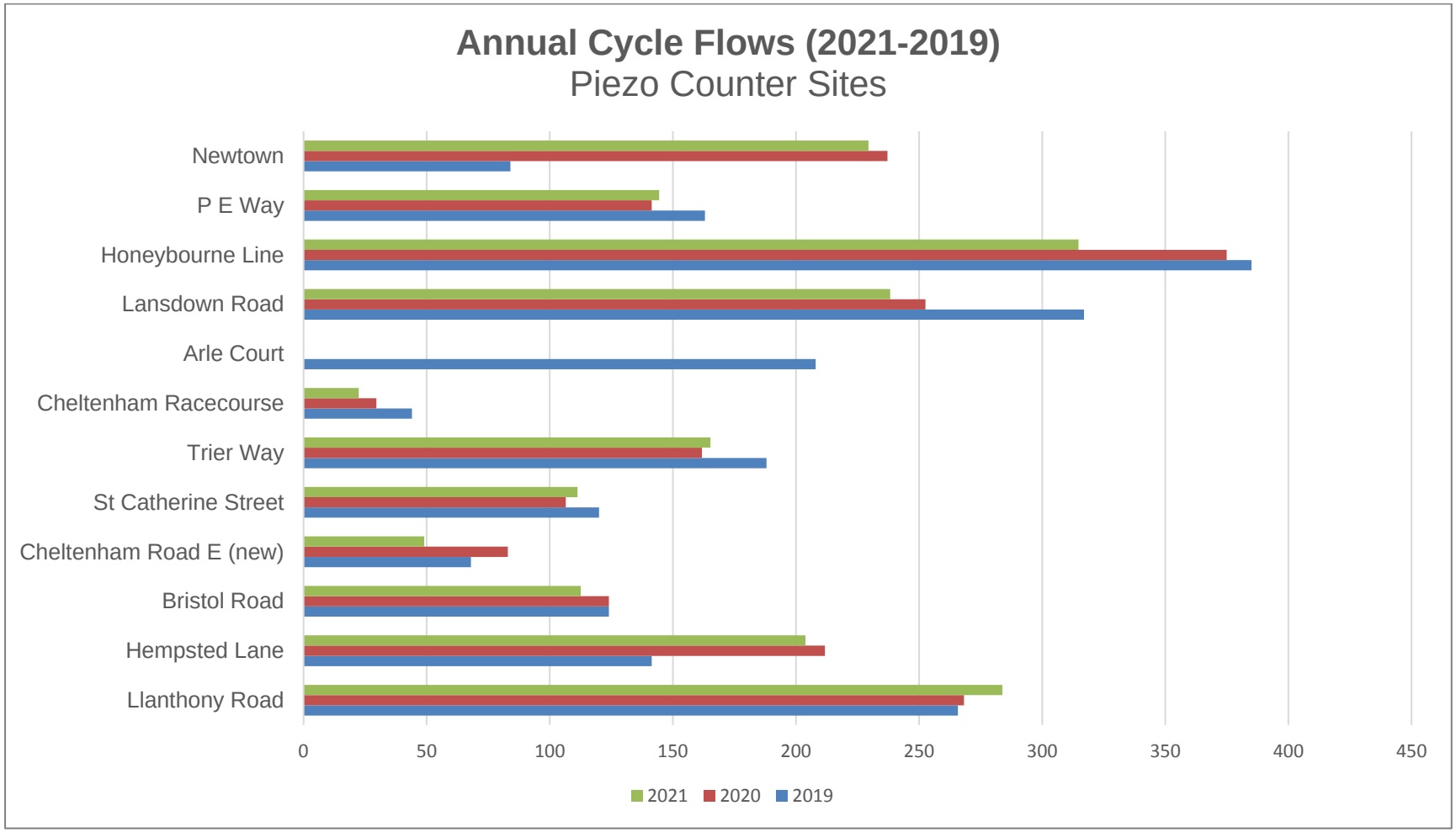


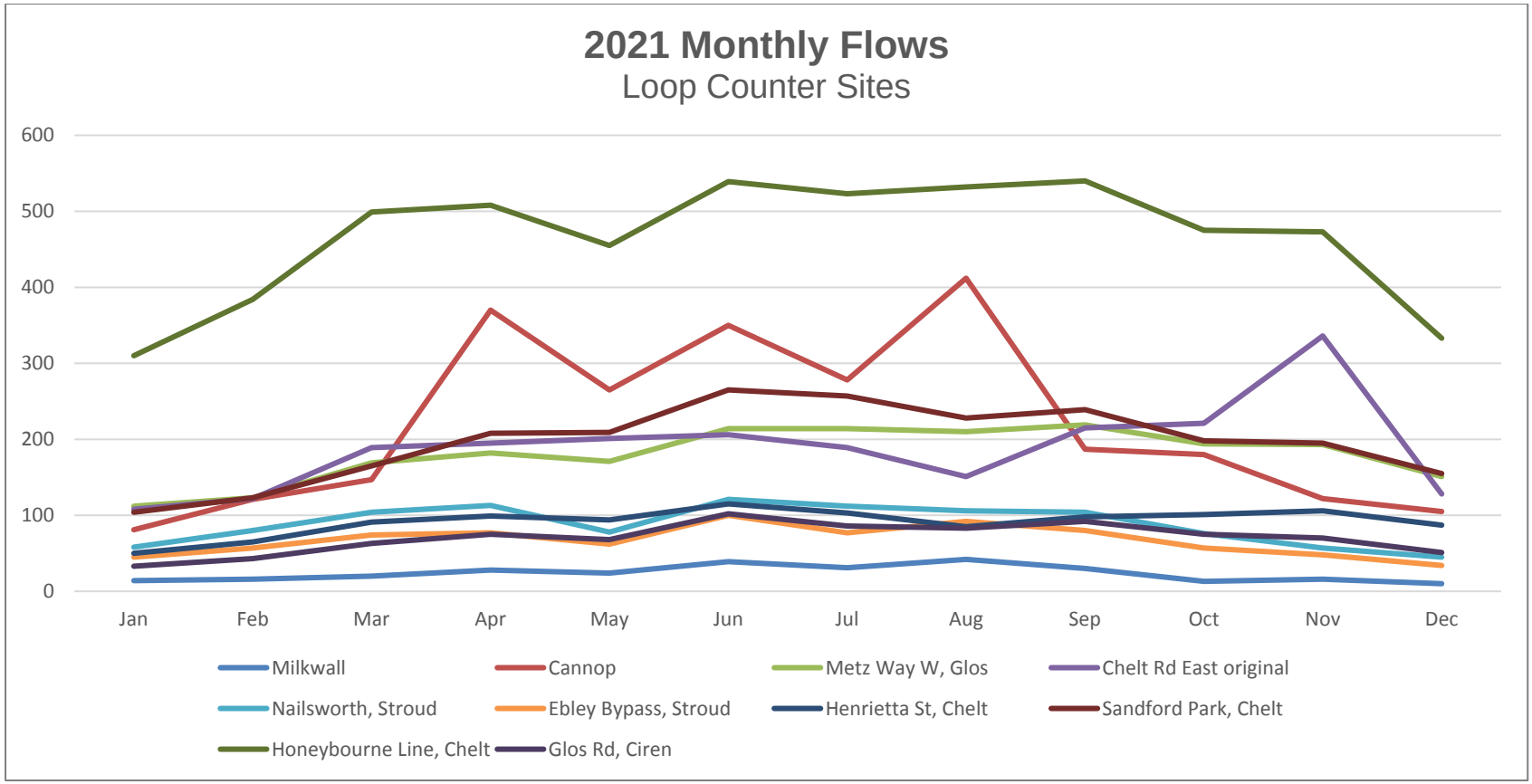
Figure PI-8.1 shows the emerging trend of piezo counters across the county for the 3yrs (2019-2020), since being installed these counters provide more accurate data.

Figure PI-8.1



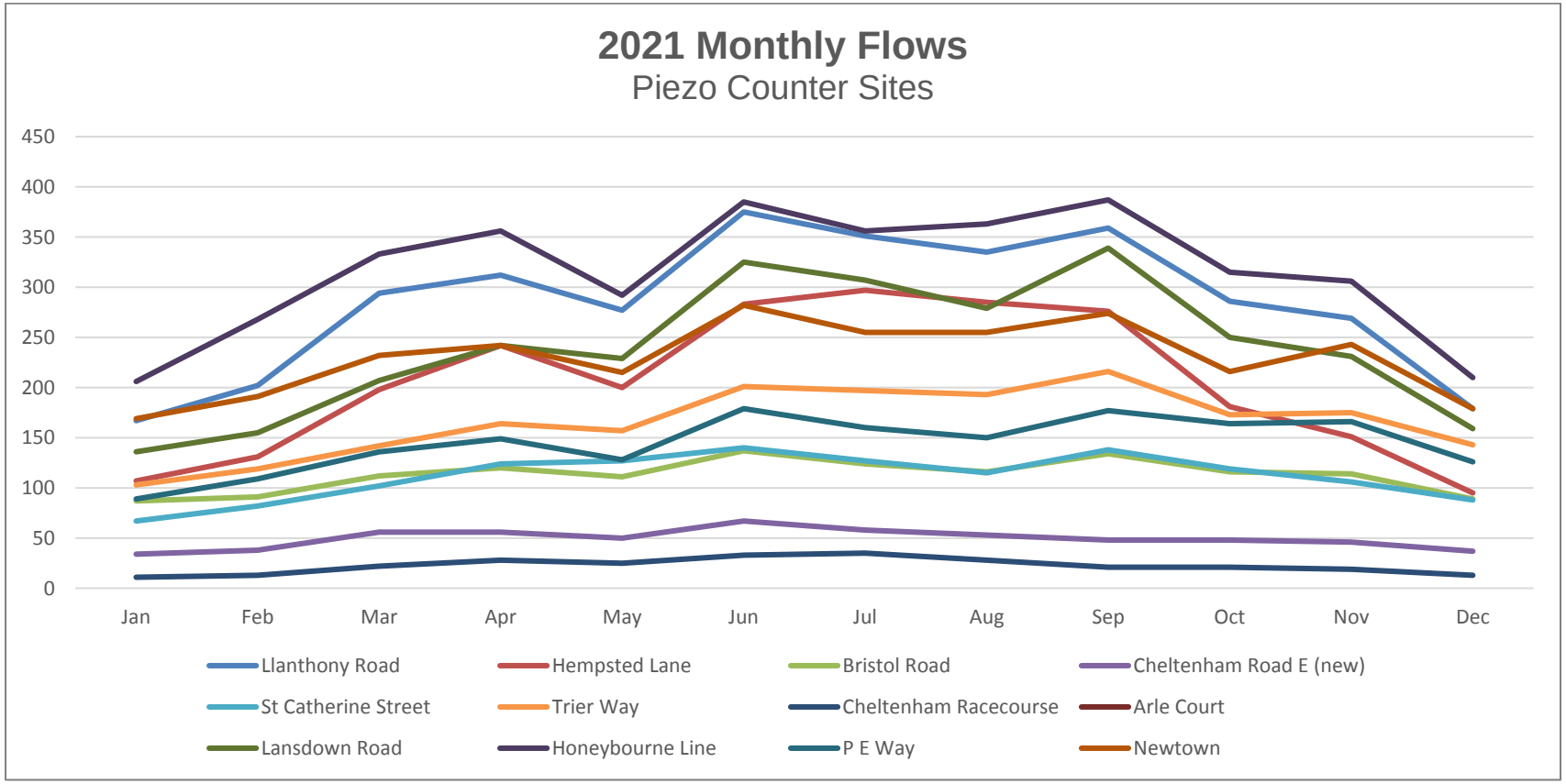
The next two graphs (PI-8.2 & PI 8.3) show monthly average cycle flows for 2021 to indicate there is a general upward trend in the summer months. The Honeybourne line shows significant levels of cycling, suggesting that this type of fully segregated off road infrastructure is favoured. Data for 2021 should be considered in relation to third national lockdown from 6th January 2021 and the return to schools in England from 8th March 2021.

Figure PI-8.2



PI-8.3 shows the piezo counter sites for 2021, which had a more even spread of flows across each counter. However, flows in 2021 were between almost 2%-4% difference from 2020 flows across all count sites, showing a decrease in cycling, which should be seen in relation to a national lockdown. PI-8.3 shows the highest levels of cycling in 2021 were again along the Honeybourne line, followed by Lansdown Road, Cheltenham and in Gloucester, Llanthony Road. The B4063 cycleway between Gloucester and Cheltenham scheme starts in the autumn 2021, it will help cyclists of all ages and abilities to travel safely, encouraging people to choose cycling and walking overusing their cars for work, school and leisure.

Figure PI-8.3



6.9 PI-9 Increase use of bus[vii]

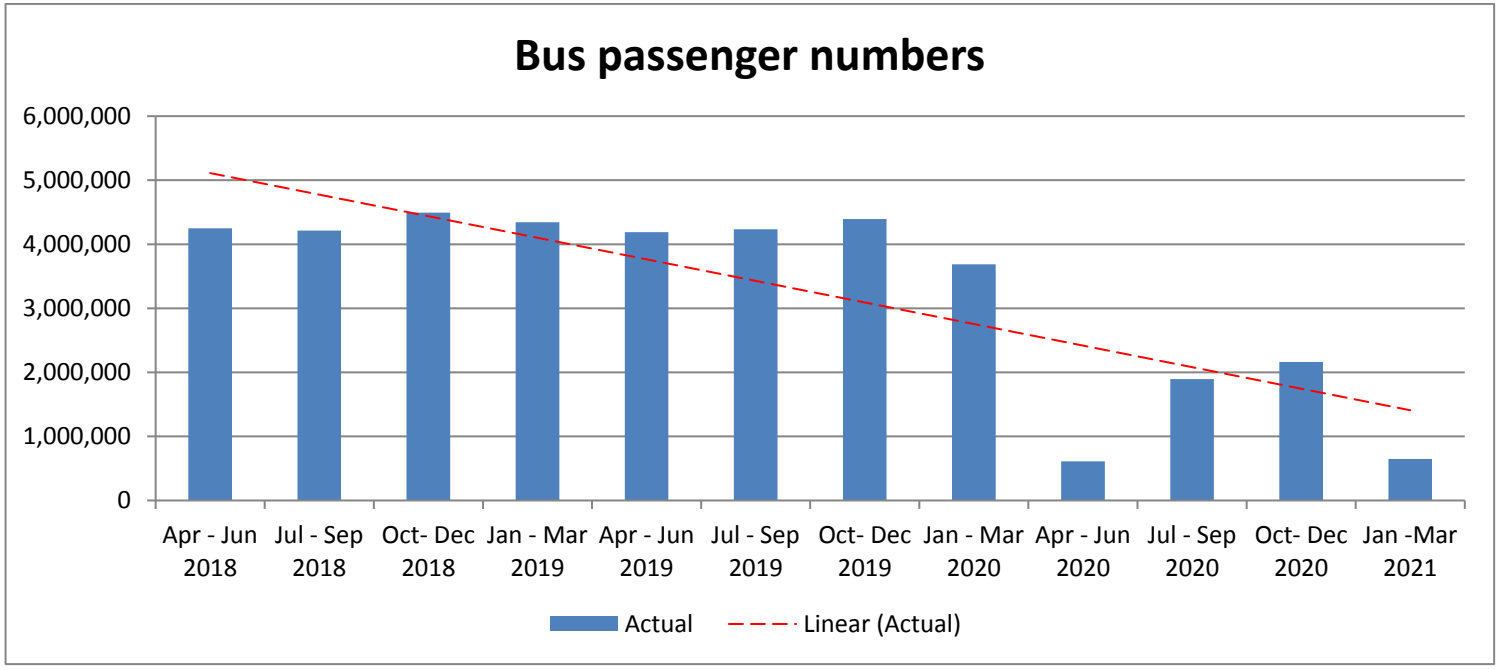
A new, more reliable data source, with totals generated by an updated methodology is currently being built. This new method (back dated to April 2018) summarises bus passenger journeys more consistently, with numbers indicating journeys where a single journey is 1, a return journey is 2 and a day ticket is counted as 2.2. Data regarding weekly and other bespoke tickets sold is currently being sourced and analysed, and the next quarter will use the completed methodology.

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

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

Bus travel constitute has been hit very hard by social distancing and lockdown measures during the COVID-19 pandemic. Bus patronage was stable in the quarters leading up to lockdown and is struggling to return to pre-pandemic levels.

Figure PI-9



6.10 PI-10 Maintain bus passenger access[viii]

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.

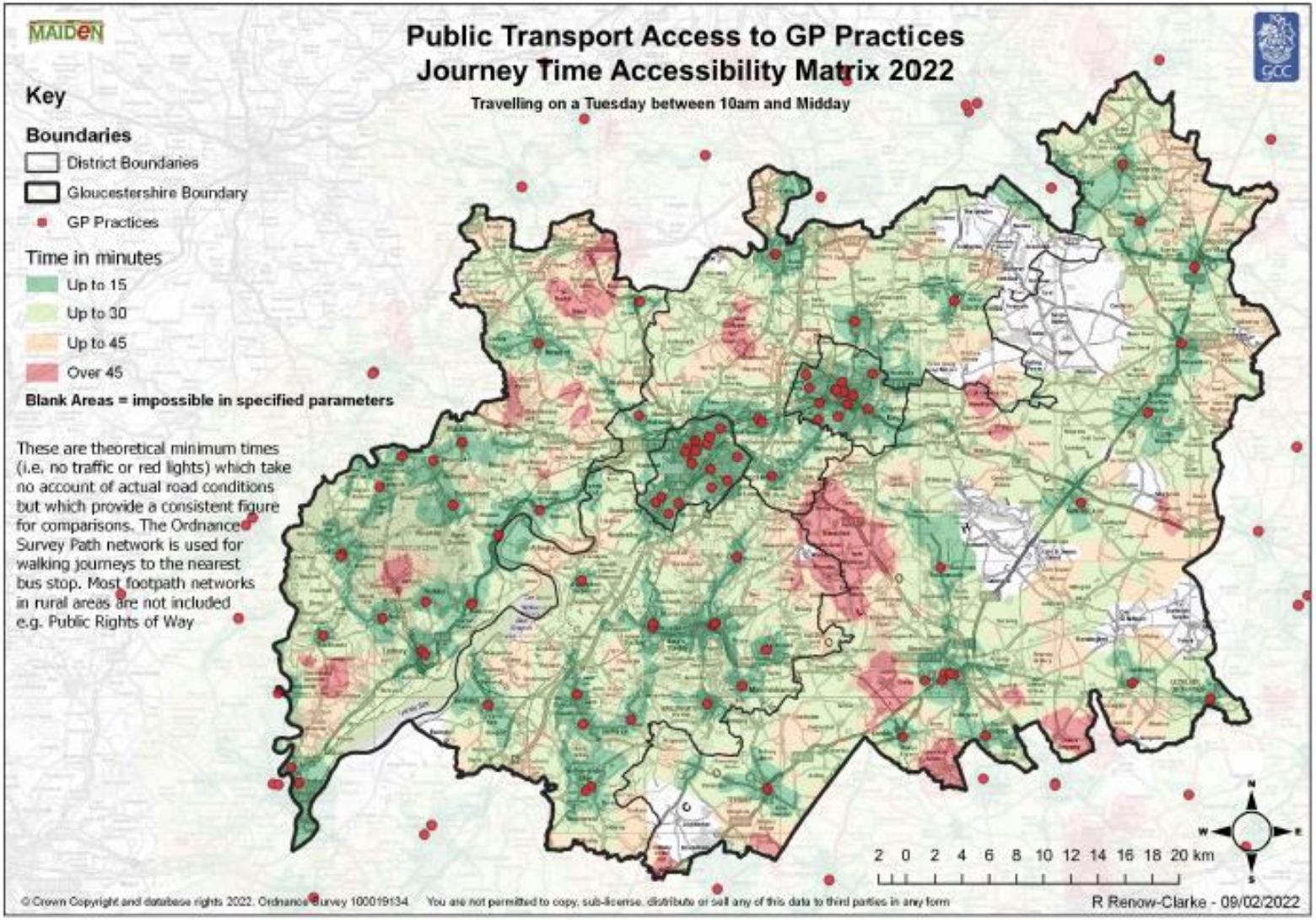
Bus timetables are extracted from Traveline (the national passenger transport information service) and used within the public transport accessibility mapping tool.

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 less than 45 minutes in 2022.

This indicator is normally updated every 2 years, but due to Covid there is a 3yr lapse in data, resulting in mapping in 2022.

Figure PI-10


MAIDEN
Public Transport Access to GP Practices
Journey Time Accessibility Matrix 2022
Travelling on a Tuesday between 10am and Midday
GCC
Key
Boundaries
District Boundaries
Gloucestershire Boundary
GP Practices
Time in minutes
Up to 15
Up to 30
Up to 45
Over 45
Blank Areas = impossible in specified parameters
These are theoretical minimum times (i.e. no traffic or red lights) which take no account of actual road conditions but which provide a consistent figure for comparisons. The Ordnance Survey Path network is used for walking journeys to the nearest bus stop. Most footpath networks in rural areas are not included e.g. Public Rights of Way
N
W
E
S
2 0 2 4 6 8 10 12 14 16 18 20 km
© Crown Copyright and database rights 2022. Ordnance Survey 100019134. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form
R Renow-Clarke - 09/02/2022

6.11 PI-11 Reduce the number of highway casualties[ix]

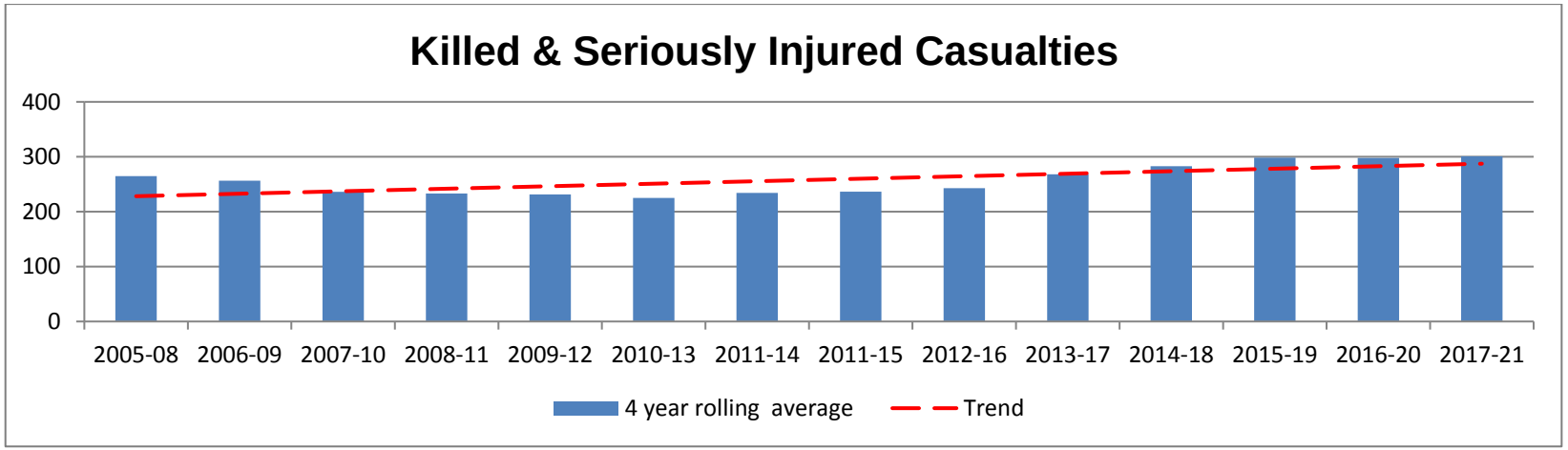
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) on the highway by 2020

Gloucestershire adopted the national aspiration for a 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) in the 10yr period to 2020. This would aim to reduce annual casualties from an average of 259 to 104 overall. There is no national target set after 2020 for KSI reporting, GCC is reviewing our local road safety policy and will set locally targeted performance indicators.

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 in 2015 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. The Office for National Statistics (ONS) have completed work to quantify the effect of the introduction of new systems on the number of slight and serious injuries. An update to the final methodology is available https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics.

Figure PI-11



6.12a PI-12a Reduce the number of child highway casualties[x]

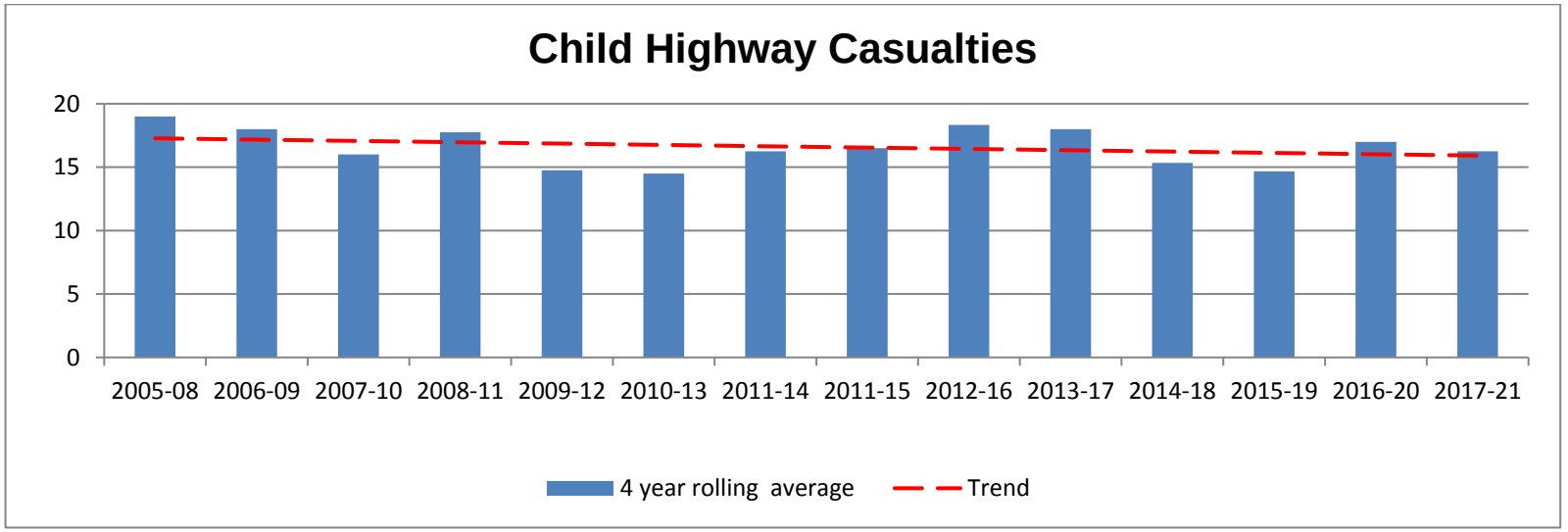
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of children Killed or Serious injuries (KSI) on the highway by 2020.

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 10yr period to 2020. This would aim to reduce annual casualties from an average of 259 to 104 overall. There is no national target set after 2020 for KSI reporting, GCC is reviewing our local road safety policy and will set locally targeted performance indicators.

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 in 2015 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. The Office for National Statistics (ONS) have completed work to quantify the effect of the introduction of new systems on the number of slight and serious injuries.

Figure PI-12.1



6.12b PI-12b Reduce the number of older highway casualties[xi]

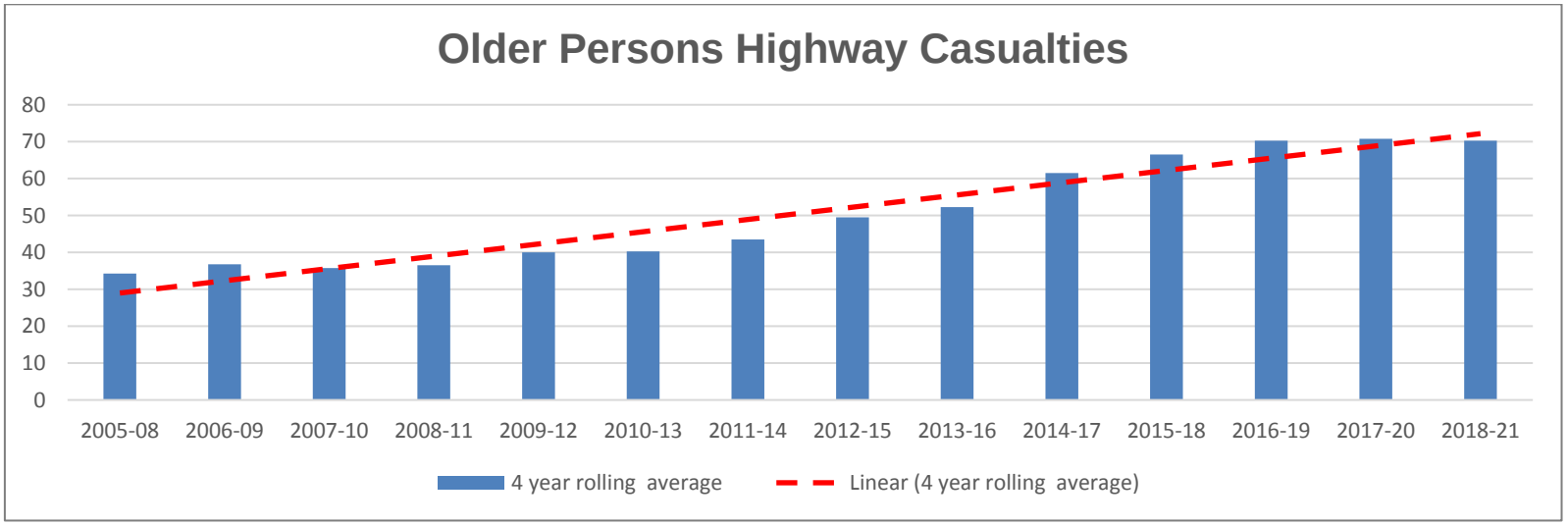
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of older people over 60yrs Killed or Serious injuries (KSI) on the highway by 2020.

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 10yr period to 2020. This would aim to reduce annual casualties from an average of 259 to 104 overall. There is no national target set after 2020 for KSI reporting, GCC is reviewing our local road safety policy and will set locally targeted performance indicators.

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 in 2015 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. The Office for National Statistics (ONS) have completed work to quantify the effect of the introduction of new systems on the number of slight and serious injuries.

Figures PI-12.2



6.13 PI-13 Reduce levels of traffic derived Nitrogen Dioxide[xii]

This indicator shows the number of declared Air Quality Management Areas (AQMA) across the county and the annual mean concentration of nitrogen dioxide in micrograms per cubic meter at key sites within those AQMAs.

Air quality in Gloucestershire is good. However, currently the county has eight locations that have been declared as Air Quality Management Areas (AQMAs), which can be viewed here https://uk-air.defra.gov.uk/aqma/maps/[xiii]. 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 diffusion tubes or continuous monitoring test sites and reported annually by District Councils to the Department for Environment, Food & Rural Affairs (DEFRA), 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 (AQMAs).

Figures PI-13.1 to PI-13.6 show that the annual mean levels of NO^2 remain similar since the start of the local transport plan period in 2015-2020.[6] Stroud District currently has no AQMAs declared, but continues to monitor air quality levels. Cheltenham Borough Council in 2020 revised their AQMA to cover a limited area of properties extending from the junction of Gloucester Road, Tewkesbury Road and High Street, through Poole Way and along Swindon Road to the junction of St George's Street. This has been done to reflect a general reduction in pollution levels to below legal limits across much of the Cheltenham town.

NO^2 concentration levels throughout Gloucestershire have tipped in 2020 due to a significant reduction in traffic levels as a result of the Covid-19 pandemic with subsequent lockdown conditions for 7 weeks and a gradual return to services, shopping and work.

[6] Local Authority (AQMAs) - https://uk-air.defra.gov.uk/aqma/list

Figure PI-13.1

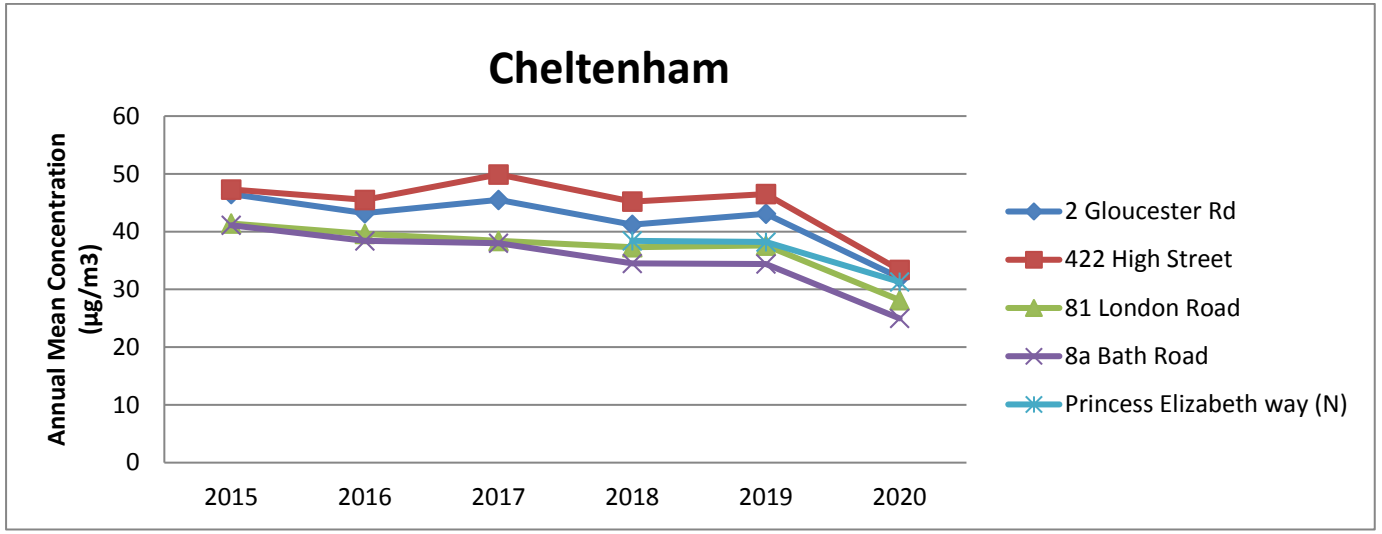


Figure PI-13.2

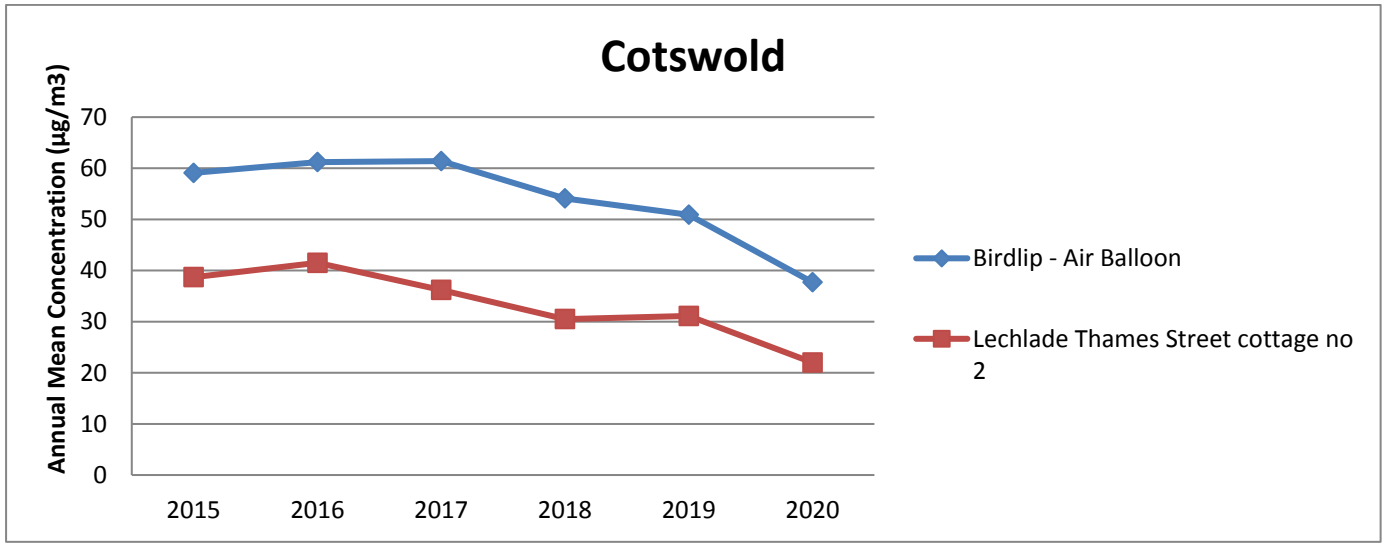


Figure PI-13.3

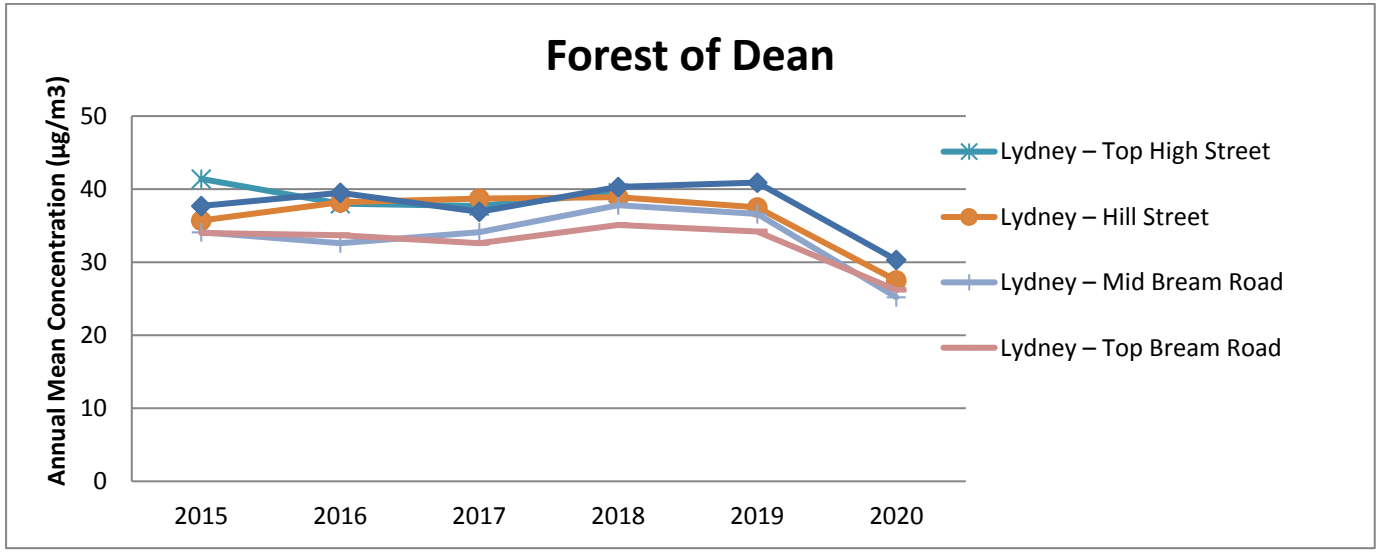


Figure PI-13.4a

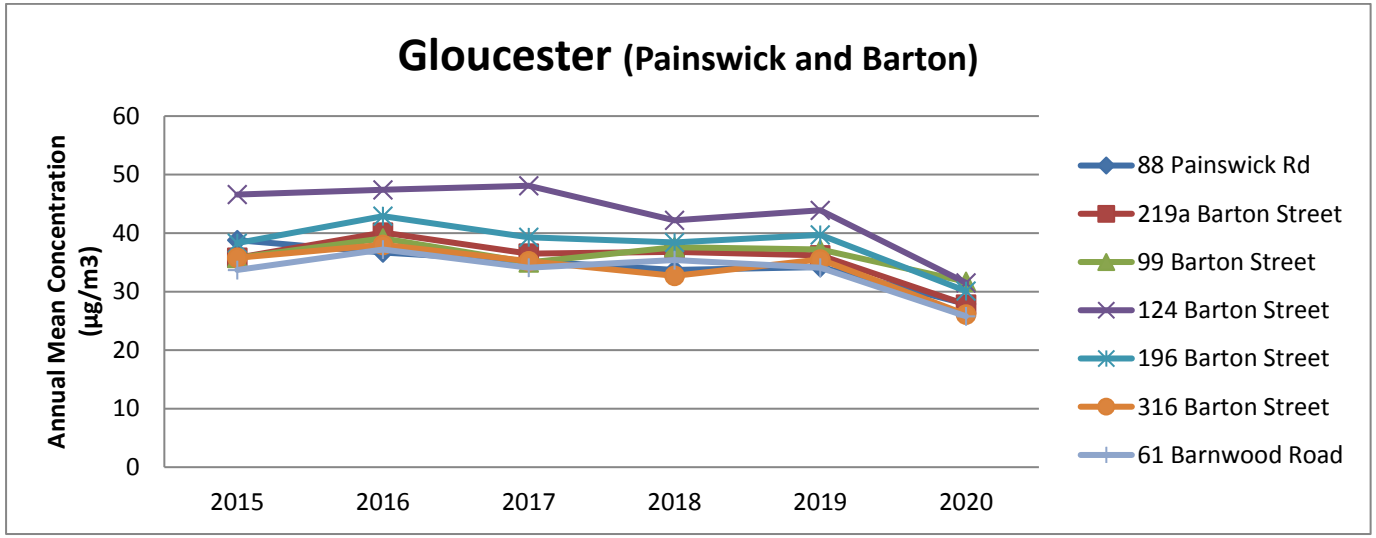


Figure PI-13.4b

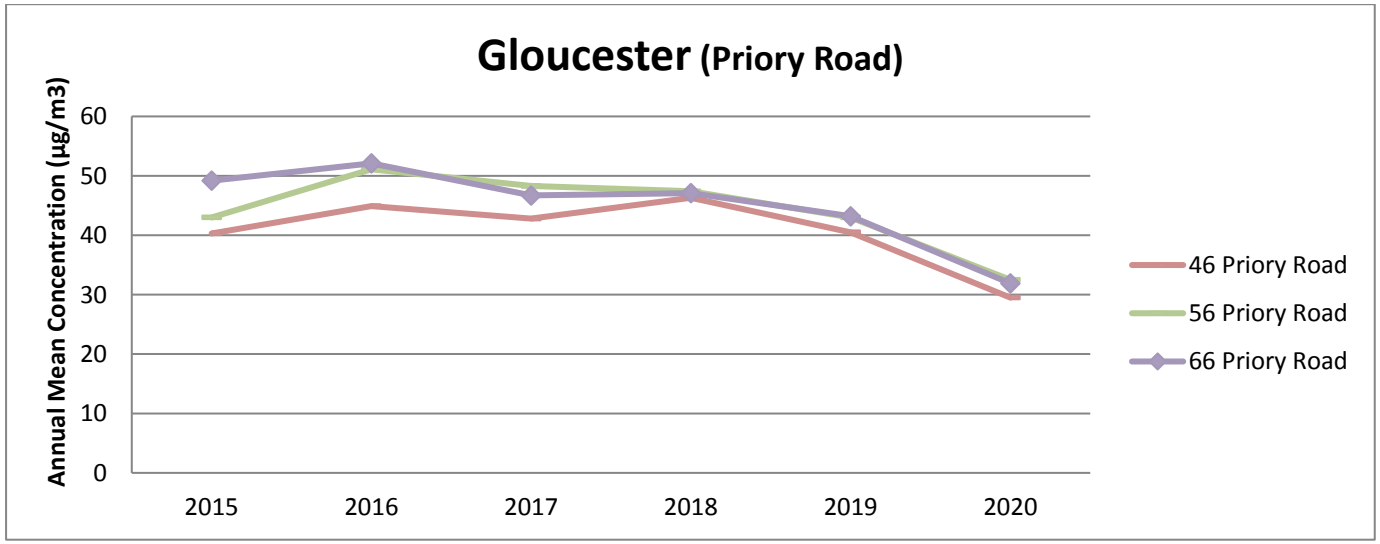


Figure PI-13.5

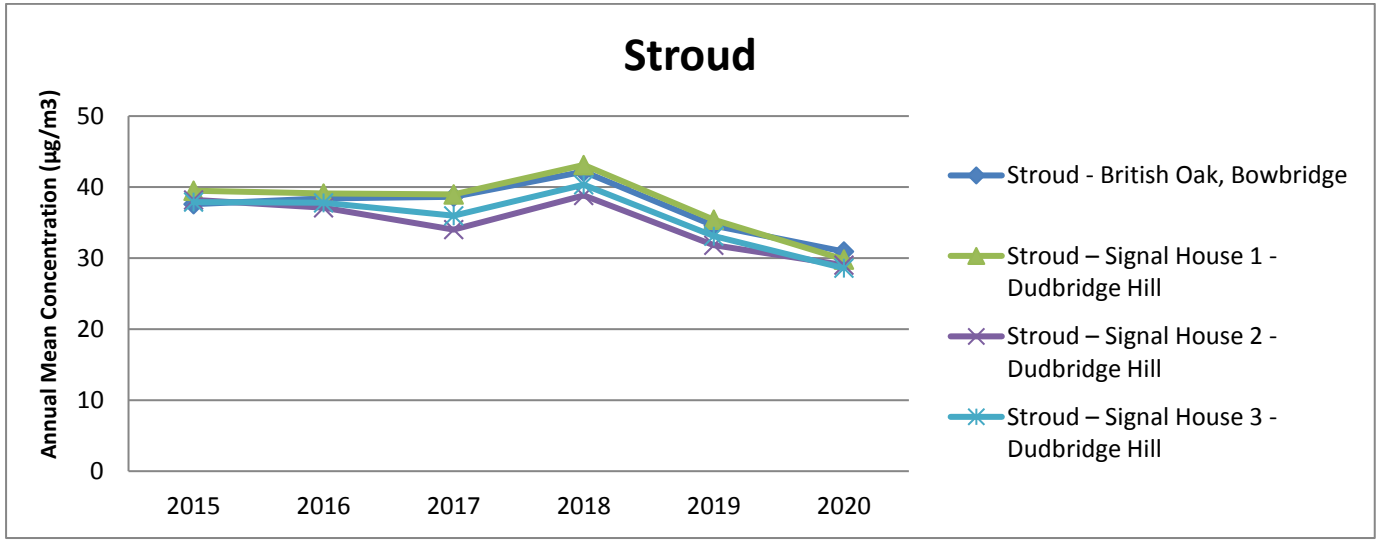
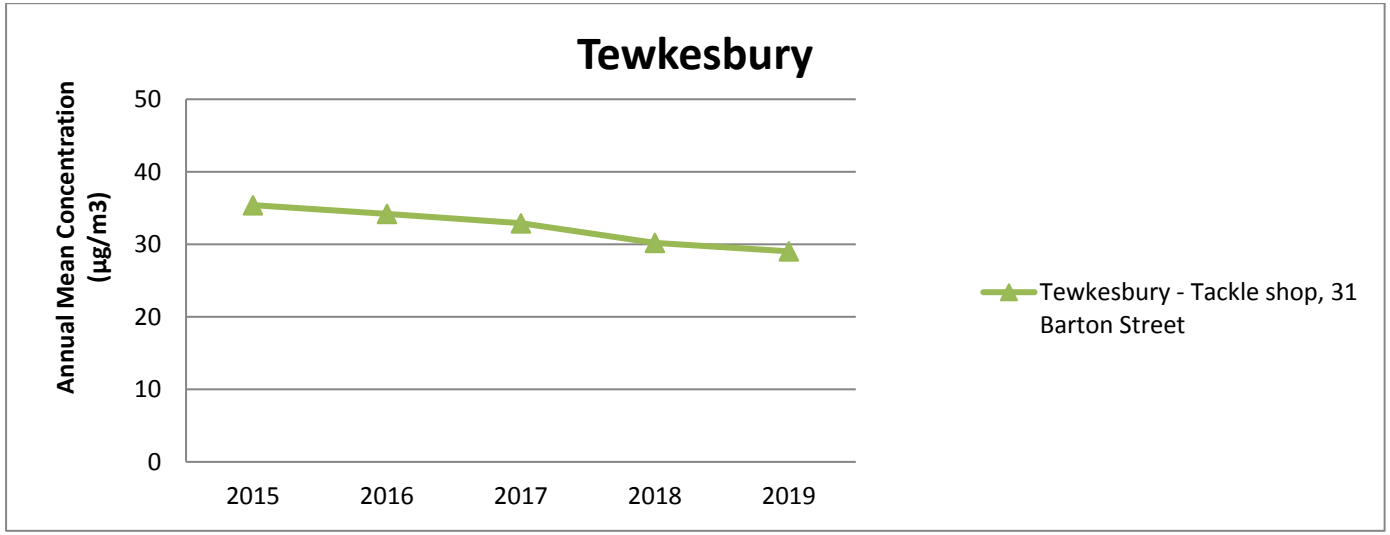


Figure PI-13.6



6.14 PI-14 Reduce per capita transport carbon emissions[xiv]

The UK has pledged to achieve zero emissions by 2050; this goal will be independently assessed every five years. In 2019, transport accounted for 34% of all CO^2 emissions per capita in Gloucestershire. This proportion increased to 45% if emissions associated with motorways and railways were included.[7] While other sectors, such as 'energy' have been able to achieve significant reductions in their CO^2 emissions, transport carbon emissions have remained basically unchanged.

In June 2019, the UK Government passed legislation committing to achieving net zero greenhouse gas emission by 2050. In the same year, GCC and all other Gloucestershire authorities each declared a climate emergency and GCC adopted a Climate Change Strategy setting out the following carbon reduction targets:

- The County Council's own operational emissions to be net zero by 2030;
- Emissions from all sources across the county to be net zero by 2050; and
- The county to work with partners to deliver an 80% reduction in emissions by 2030, relative to 2005.

In 2020, GCC strengthened its targets, committing to reaching net zero emissions from all sources across the county by 2045. This target is reflected in Gloucestershire's fourth LTP, adopted in March 2021. The LTP also states that a Transport Carbon Reduction Pathway will be developed, setting out the interventions necessary to achieve this target.

Gloucestershire's LTP supports the Gloucestershire Climate Change Strategy and the Gloucestershire Sustainable Energy Strategy. The LTP reflects GCC's ambition to be carbon neutral before 2045, alongside other District Councils.

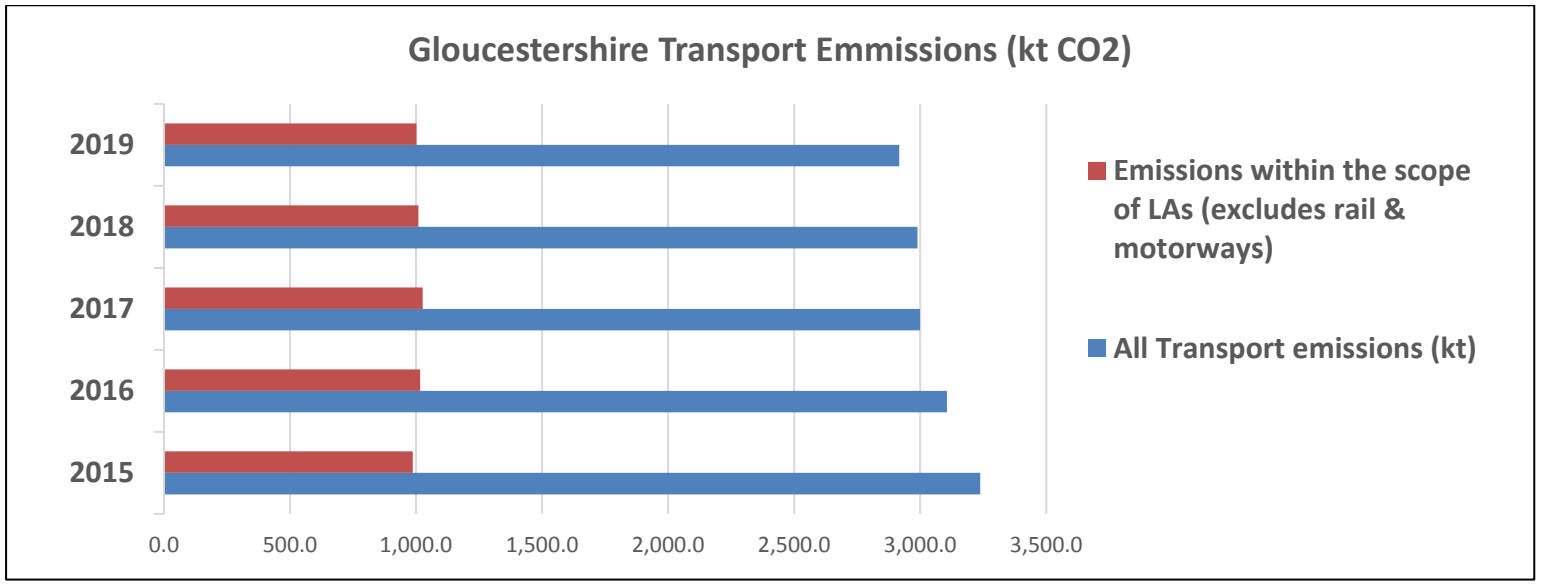
Transport emissions include freight and passenger transport, both private and for business purposes within local authority scope. However, they exclude large industrial sites, railways, motorways and land-use. These have been included in Figure PI-14 below for comparison.

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).

[7] Data is collected by the department for Business, Energy & Industrial Strategy (BEIS) and published annually. Local Authority CO2 territorial emissions - https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019

Figure PI-14 shows that while tonnes of CO^2 transport emissions per capita in the county has decreased from 5.2% to 4.6% (2015-19) over the last 5 years, the transport emissions within the scope of Gloucestershire has increased by 3.8% during the same period. Data is collected by the department for Business, Energy & Industrial Strategy (BEIS) and published annually.[8]

Figure PI-14



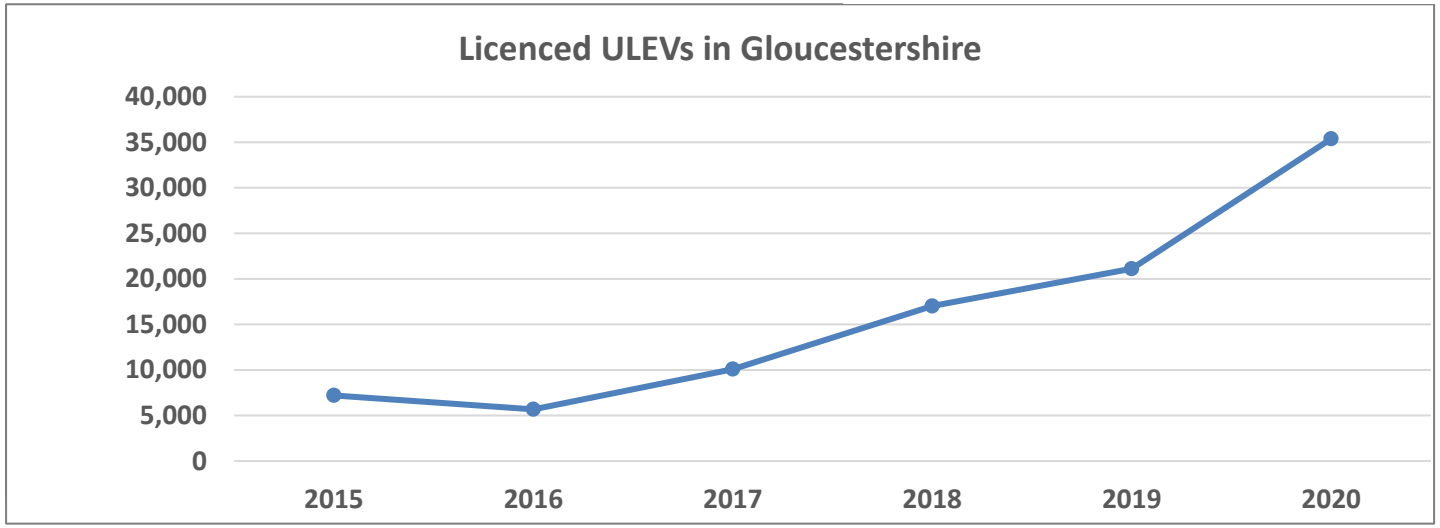
In addition to local data, national statistics give context to this target. Department for Transport statistic **ENV0301** shows air pollutant emissions by transport mode[9]:

Figure PI-14.1 shows licenced Ultra Low Emission Vehicles (ULEV) in the county[10]. Although ULEV licenced vehicles is steadily rising in Gloucestershire, licenced ULEV ownership in the county in 2020 is at just 1.74% or all licenced vehicles. The LTP highlights the importance of the uptake of low emissions vehicles and the roll out of charging infrastructure, recognising the particular challenges faced in a rural county like

[8] Local Authority CO2 territorial emissions - https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019
[9] ENV0301 - https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#pollutants-emissions-and-noise-env03.[9]
[10] ULEV - https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables#ultra-low-emissions-vehicles-ulevs

Gloucestershire. The LTP identifies countywide priorities of developing an electric vehicle strategy and ongoing installation of electric car/bike charging reflected in policy and set in in further detail in the supporting draft Gloucestershire ULEV Strategy[11].

Figure PI-14.1



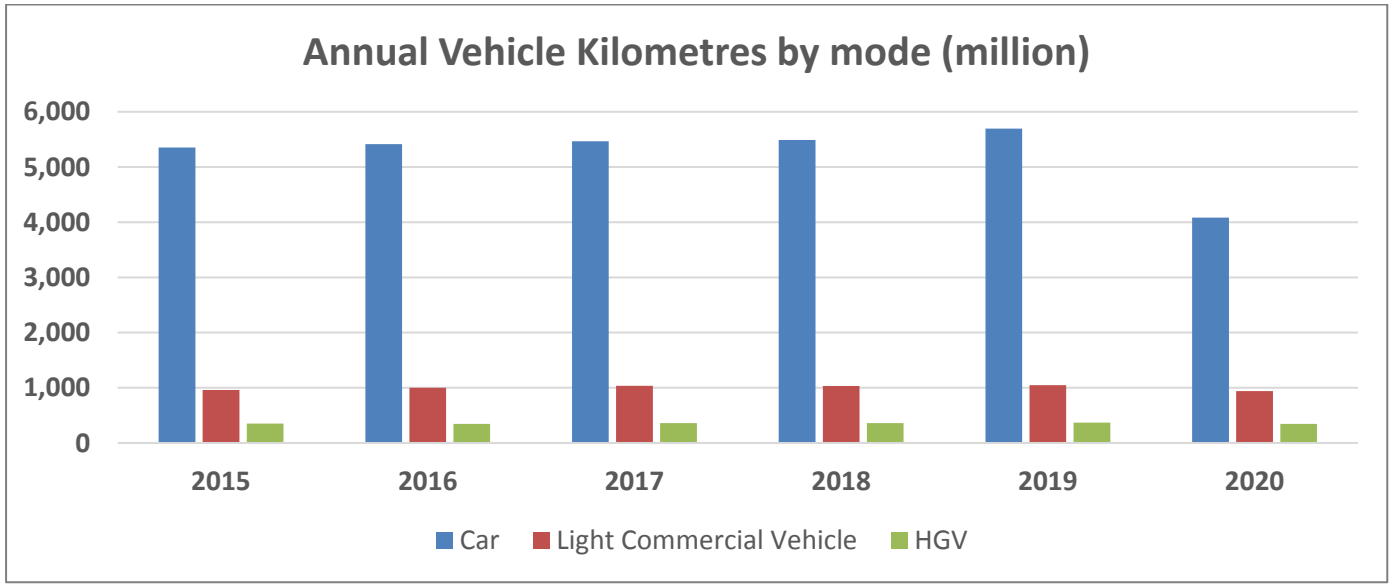
To reach Gloucestershire's target **LTP PI-14** to reduce per capita transport carbon emissions, we will need to consider interventions to reduce overall annual vehicle kilometres travelled, especially by car as they generate the most vehicle kilometres compared to other modes. These highlight the level of vehicles and cars in particular that are impacting our environment. Vehicle kilometres travelled and ownership continue to rise, further diminishing air quality.

Figure PI14.2 below show kilometres travelled by vehicles in Gloucestershire[12] [xv] - traffic levels in Gloucestershire tipped in 2020 due to a significant reduction in traffic flows as a result of the Covid19 pandemic with subsequent lockdown conditions for seven weeks and a gradual return to travel for services, shopping and work. The lasting effects resulting in societal changes to working from home and shopping online,

[11] Gloucestershire ULEV Strategy. https://glostext.gloucestershire.gov.uk/mgChooseDocPack.aspx?ID=10149
[12] Traffic (Table TRA8905 - www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics

which are still to be fully understood. Although countywide weekly traffic monitoring during the pandemic registered a 66% decrease in traffic flows at the start of lockdown, traffic is rising to pre-pandemic levels in 2021.

Figure PI-14.2



7. Next Steps

The future LTP Implementation Report for 2021-2022 will monitor the progress on the revised Gloucestershire Local Transport Plan 2020-2041, adopted in March 2021. The adopted LTP commits to developing a transport carbon reduction pathway for the county to deliver on the adopted Local Transport Plan commitment to reduce per capita transport carbon emissions to zero by 2045. And in line with government's Transport Decarbonisation Plan and emerging Department for Transport LTP guidance, we will update the LTP by 2024/25 to reflect emerging national ambition for transport carbon reductions.

8. Endnotes

Local Transport Plan Integrated Sustainability Appraisal monitoring objectives:

[i] LTP ISA monitoring objective 12.1: Create greater equality of opportunity
[ii] LTP ISA monitoring objective 9.2: Reduce need to travel and promote sustainable modes of transport
[iii] LTP ISA monitoring objective 9.1: Reduce need to travel and promote sustainable modes of transport
[iv] LTP ISA monitoring objective 9.3: Reduce need to travel and promote sustainable modes of transport
[v] LTP ISA monitoring objective 1.5 and 9.4: Improve air quality, reduce the need to travel and promote sustainable modes of transport
[vi] LTP ISA monitoring objective 1.7 and 9.6: Improve air quality, reduce the need to travel and promote sustainable modes of transport
[vii] LTP ISA monitoring objective 1.6 and 9.5: Improve air quality, reduce the need to travel and promote sustainable modes of transport
[viii] LTP ISA monitoring objective 10.1: Promote economic growth, job creation and improve access to jobs
[ix] LTP ISA monitoring objective 14.1 and 14.2: Promote community safety and reduce crime and fear of crime
[x] LTP ISA monitoring objective 14.1 and 14.2: Promote community safety and reduce crime and fear of crime
[xi] LTP ISA monitoring objective 14.1 and 14.2: Promote community safety and reduce crime and fear of crime
[xii] LTP ISA monitoring objective 1.1: Improve air quality
[xiii] LTP ISA monitoring objective 1.3: Improve air quality
[xiv] LTP ISA monitoring objective 2.1: Reduce C02
[xv] LTP ISA monitoring objective 1.2 and 1.4: Improve air quality