

Local Transport Plan

Annual Monitoring Report 2022/23 and 2023/24



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1. Introduction

1.1 About this monitoring report

This report provides an update on the implementation of the Gloucestershire Local Transport Plan (LTP). It is the second monitoring report relating to Gloucestershire County Council's (GCC's) revised LTP for the years 2020 – 2041, which was adopted in March 2021 and can be found at www.gloucestershire.gov.uk/ltp.

It is important to note that this report covers the period 2022/2023 and 2023/2024. The content of the document addresses current issues with transport in Gloucestershire. Details regarding recent changes in policy is provided in appendix 4 which lists key local and governmental papers and policies. This period marked a time of recovery and adaption following the challenges posed by the COVID-19 pandemic. The data reflects the progress made in returning to pre-pandemic levels of activity and performance, with notable advancements in areas such as rail usage across the county.

The LTP monitoring report includes information relating to scheme delivery, policy development and performance against set monitoring indicators, covering the financial year 2022/23 and some information on 2023/24 (subject to availability). These are reported on in detail in the appendices of this report. Previous versions of the LTP monitoring report can be found at www.gloucestershire.gov.uk/ltp.

The LTP provides the overarching framework for transport policy in Gloucestershire. Under this umbrella, GCC develops more specific transport policy and strategies/plans to further support the implementation of the LTP.

2. Overarching Policies

Transport can act as an enabler of growth and economic prosperity and provide access to opportunities. However, transport is also a key contributor to greenhouse gas emissions and the negative effects of traffic can reduce economic output and have adverse impacts on health, wellbeing and the environment. The LTP overarching policy chapter sets the long-term ambition to make transport more sustainable while enabling growth.

2.1 Carbon reduction

The updated LTP commits to developing a transport carbon reduction pathway for the county, recognising that transportation makes a substantial contribution to CO2 emissions due to the continued use of diesel and petrol vehicles. Transport accounts for 34% of all CO2 emissions per person in Gloucestershire. This proportion rises to 43% if emissions associated with motorways and railways are included.

The targets set out in GCC's Climate Change Strategy are for 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 by signing up to the UK100 Pledge, committing to reaching net zero emissions from all sources across the county by 2045. This 2045 target is reflected in the adopted LTP. Reaching both targets; net zero emissions by 2045 and an 80% reduction in emissions by 2030, would mean that Gloucestershire would stay within its carbon budget.

As the Local Transport Authority, GCC leads on the decarbonising transport workstream, through Climate Leadership Gloucestershire (CLG). Gloucestershire's [Journey to Net Zero](#) report is completed and [Greener Gloucestershire](#) tracks our progress to tackle climate change. Gloucestershire County Council and the six district authorities recognise the need to reduce emissions from surface transport in line with science-based targets and the commitments of the Climate Change Act 2008, which require an 80% emissions reduction by 2030, and net zero by 2050. In line with CLG commitments, GCC and the district councils are working collaboratively to identify policy gaps and set shared policy goals to progress action towards the interventions our joint transport emissions reduction targets.

In early 2023, a public consultation took place to further engage, the summary findings demonstrate a willingness to change travel behaviour by either travelling less or changing to more sustainable modes of transport such as wheeling, walking and cycling or taking public transport where it is made easier and safer to access local services, employment and education. Respondents ranked better public transport as the highest priority, followed by better walking and cycling infrastructure. The public engagement survey feedback is published in a summary report on [reducing transport carbon emissions](#).

Summary of LTP Performance Indicators:

Target: [PI-14 Reduce per capita transport carbon emissions](#)

Transport CO2 emissions per capita in Gloucestershire fell from 5.2% to 4.0% between 2015 and 2022, although overall transport emissions in the county increased by 6.63% during the same period.

Nationally, petrol consumption decreased by 0.4%, while diesel usage remained stable between 2015 and 2019.

ULEVs made up just 2.2% of all registered vehicles in Gloucestershire in 2023, despite numbers nearly doubling since 2021. The LTP prioritises increasing ULEV uptake and expanding charging infrastructure, addressing challenges specific to the county's rural areas. These aims are outlined in the Gloucestershire's ULEV Strategy.

Annual vehicle kilometres travelled in Gloucestershire fell significantly during the COVID-19 pandemic due to lockdowns and reduced travel. Traffic decreased by 66% at the start of lockdown in 2020 but has since been returning to pre-pandemic levels. Between 2021 and 2023, the rise in traffic has slowed, with figures remaining below pre-pandemic levels.

2.2 Improving health and local environmental protection

GCC has re-established a District Air Quality Steering Group alongside county Public Health to allow districts to meet on a quarterly basis and discuss air quality matters including projects. GCC recently launched the Air Quality District Grant Fund for district councils. This enabled districts to apply for up to £10,000 for air quality projects including air quality monitors. GCC are set to launch our electric cargo bike project which was supported by £40,000 of DEFRA funding in early 2025. The NHS will be the users of our bikes for an initial 2-year period. These are to be delivered in Cheltenham and Gloucester to help alleviate elevated pollution levels here.

GCC now have live our District Air Quality Monitoring dashboard that allows people to see an overall view of air quality across the county. This uses data obtained via the district nitrogen dioxide tube network: [GCC Air Quality Monitoring Dashboard](#)

Summary of LTP Performance Indicators:

Target: [PI-13 Reduce levels of traffic derived Nitrogen Dioxide](#)

Air quality in Gloucestershire is generally good, but eight Air Quality Management Areas (AQMAs) have been designated due to nitrogen dioxide (NO²) levels, primarily from traffic. Monitoring is conducted via diffusion tubes and continuous test sites, with data reported annually to DEFRA.

Since 2015, NO² levels have remained relatively stable. Notable updates include:

- Cheltenham's AQMA was revised in 2020 due to reduced pollution levels.
- Tewkesbury Town Centre AQMA was revoked in 2022 after sustained compliance.
- The Air Balloon Roundabout AQMA shows NO² levels slightly below the national objective, with improvements expected from planned road upgrades ("Missing Link" scheme).

NO² levels dropped significantly during the COVID-19 pandemic and, whilst gradually increasing post-lockdown, remain below pre-pandemic levels.

2.3 Maximising investment and enabling growth

GCC has recently published Gloucestershire's Economic Strategy (2024-2034) which covers the next 10 years and introduces a new long-term vision for the county, Gloucestershire 2050, which sets out the plan to achieve greener and inclusive growth that all residents can contribute to and benefit from. Transport is mentioned in a number of places as enabler for the growth ambitions outlined.

GCC officers are also already working with all six district councils to support their Local Plan processes. In addition, the Economic Strategy proposed the production of a “county-wide strategy to ensure the viability of new developments and support the transition to a carbon-neutral society.”

2.4 Influencing Travel Behaviour Change

The Bikeability Trust set a target in October 2023 for all local authorities to deliver Bikeability to 80% of children by the time they leave Primary School (Year 6). In the 2023/2024 financial year, GCC delivered 4,976 Bikeability places. As of October 2023, the uptake for primary-aged pupils in Gloucestershire was 64%.

To reach the target, GCC has:

- Funded 80 children's bikes and storage lockers, distributed across 13 schools, which now serve as cycling hubs and lend bikes to nearby schools.
- Increased participation by delivering Bikeability to nearly all state Primary Schools in Gloucester and Cheltenham and expanded in the Forest of Dean by recruiting three new instructors.
- Introduced Learn to Ride sessions for Year 4-6 pupils, with 63 children already booked in.
- Partnered with Gloucestershire Fire Service to run school holiday Bikeability courses, with 49 children taking part at Skillzone in Tuffley.
- Hosted Bike Fix events at 14 schools to ensure bikes are ready for training.
- Funded Balanceability sessions for Key Stage 1 children at 14 schools as part of Sustrans Big Walk and Wheel.

The bike purchase led to an 800% increase in participation at Chesterton Primary, and nearly 100 pupils at other schools took part in Bikeability for the first time. We are currently 7% ahead in delivery compared to the same point in the previous financial year.

3. Bus

In 2021, Gloucestershire's LTP was adopted alongside the Government's National Bus Strategy, which set out a vision for significantly improving bus services nationwide. GCC followed this with the publication of its Bus Service Improvement Plan (BSIP) in 2021, updated in 2022. The BSIP was developed against a backdrop of declining bus patronage due to the pandemic, bus driver shortages, and the need to accelerate the shift to buses as part of the county's climate change strategy. Public engagement in 2021 revealed a desire for improvements in service frequency, reliability, and route suitability, with a focus on both urban and rural connectivity.

The 2024 update to the BSIP continues this focus, aiming to improve the attractiveness of buses by increasing service levels, reducing journey times, and enhancing vehicle quality, fares, and infrastructure. This is designed to encourage modal shift from private cars to buses, reducing emissions and alleviating road congestion. Gloucestershire's BSIP sets out the goal for buses to be at the heart of an integrated, affordable, and sustainable transport system. The key objectives include:

- A more comprehensive bus network
- Faster, more reliable services
- More attractive fares and ticketing
- Improved information, marketing, and innovation
- Better vehicles and infrastructure

The BSIP aligns with the LTP and includes short, medium, and long-term targets through to 2041. To deliver these objectives, GCC has entered into an Enhanced Partnership (EP) with bus operators, ensuring a collaborative approach. This partnership is already supporting the development of key transport initiatives, such as:

- **Arle Court Park and Ride Improvements and a network of local interchange hubs**
- **Express Bus Corridors**
- **Mass Rapid Transit Scheme Development**
- **Demand Responsive Transport** (including the expansion of the Gloucestershire Robin service in rural areas)

For further details on GCC's BSIP, please refer to the document here: [Gloucestershire's Bus Service Improvement Plan 2024](#)

In 2023, GCC received BSIP+ funding of £2.2 million to boost bus ridership, particularly in the wake of pandemic-related declines. This funding was used to extend Gloucestershire's Robin service and potentially reinstate routes withdrawn in 2022. Additionally, in 2023, GCC was awarded nearly £6 million through the Zero Emission Bus Regional Areas (ZEBRA) programme, which will fund the introduction of up to 58 electric buses, replacing older diesel buses and supporting the county's goal of becoming carbon net zero by 2045.

These investments will help reduce an estimated 59,069 tonnes of CO2 and 30 tonnes of nitrogen oxide emissions over the buses' lifetimes. The first electric buses are expected to be in service by late 2025/early 2026.

Summary of LTP Performance Indicators:

Target: [PI-9 Increase use of bus](#)

Bus patronage has declined steadily since 2009, with a significant drop during the COVID-19 pandemic due to lockdowns and social distancing. While some recovery is underway, passenger numbers remain below pre-pandemic levels.

Regional trends mirror the national decline in bus usage, though exceptions exist, such as South Gloucestershire, where the MetroBus scheme has driven an increase in passenger numbers since 2015 by connecting the area to central Bristol with express services.

Target: [PI-10 Maintain bus passenger access](#)

In 2023, 95% of Gloucestershire residents could reach a GP within 45 minutes by public transport, supporting economic growth, travel choice, equality, active lifestyles, and reduced traffic volumes, allowing time for infrastructure delivery and vehicle manufacturing.

4. Cycle and Walk

Gloucestershire's LTP is complemented by Local Cycling & Walking Infrastructure Plans (LCWIPs) which 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. Walking and cycling will form a fundamental part of our plans to achieve net zero, by unlocking the potential of zero carbon trips, and giving people real transport choices through high quality infrastructure.

We have published LCWIPs for the following locations and the documents available for download can be found here -

<https://www.gloucestershire.gov.uk/lcwip>

- Bishop's Cleeve
- Cam & Dursley

- Central Severn Vale
- Cirencester
- Countywide Cycle Infrastructure Plan
- Newent
- Stroud
- Tewkesbury

We are also in the process of developing a plan for Newent, and this will be published shortly:

The Bishop's Cleeve, CSV and Stroud LCWIPs have focused on routing the Gloucestershire cycle spine. 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 LCWIPs will be informed by urban centres and strategic allocations across the county.

A [digital cycle map](#), available on the LCWIP page, includes proposed LCWIP corridors, strategic desire lines, and the national Cycling network. Each layer of information can be overlaid to help build a visual picture of the broader strategy for cycling across Gloucestershire.

In addition, we have reinstated the Cycling Advisory Group, an officer and member group, to provide strategic direction and support to GCC cycling projects/schemes. We also hold Cycling Forums; these aim to support and cooperate to improve the quality of provision for all cyclists. More information, dates of future meetings and terms of reference can be found at www.gloucestershire.gov.uk/CAG

Summary of LTP Performance Indicators:

Target: [PI-8 Increase use of cycling](#)

Cycling levels are monitored with advanced sensors, including VivaCity AI counters since 2023. While overall activity has been stable, 2023 flows dropped 1% compared to 2015, though piezo counters show a 12% increase since 2019. Trends vary across locations, with Cannop declining, Henrietta Street nearly doubling, and some disruptions at Arle Court due to roadworks.

VivaCity data, available since August 2023, highlights higher cycling levels on routes like Llanthony Road, St Ann Way, and Arle Court, peaking in late summer. The high usage of the Arle Court path underscores the importance of Gloucestershire's developing 26-mile cycle spine, with further growth anticipated as infrastructure improves.

5. Freight

Freight journey time reliability and freight routing are seen as being key issues in this LTP. Gloucestershire has a primary freight network in place whose main function is to get traffic from A to B in the most effective and efficient manner. In Gloucestershire this is mapped in the [Advisory Freight Route Map \(JPG, 3.7 MB\)](#) and mirrors freight traffic flows for the county.

To support government ambition and to bring in line with the LTP policy, we are committed to facilitate the decarbonisation of road and rail freight by 2045. Nationally, van traffic estimates showed little change from 2022 to 2023 in vehicle miles, but higher than the levels before the pandemic (8.1% when compared to 2019). In contrast, lorry traffic estimates decreased by 2.5% between 2022 and 2023 nationally.¹ National traffic statistics show that heavy goods vehicles (HGVs) average daily traffic miles travelled in Gloucestershire between 2000 and 2021 have decreased by 4.5%, whilst light goods vehicles (LGVs) have increased by 89% over the same period, this is well above the national trend by 22%. Gloucestershire will continue to monitor this trend to facilitate the decarbonisation of freight. The freight sector is a national priority in terms of growth and reduction in greenhouse gases. The Future of Freight Plan is the Government's and the sector's joint response to the future challenges to meet rising demand. We will work towards a greater understanding of the freight sector that serves Gloucestershire.

Summary of LTP Performance Indicators:

Target: [PI-3 Reduction in inappropriate freight travel](#)

Monitoring shows freight volumes plateaued since 2016. While HGV traffic appeared proportionally higher in 2020 due to Covid-19 impacts, this did not reflect an actual increase. By 2023, HGV traffic returned to pre-pandemic levels. Variations in figures may occur due to annual adjustments for updated equipment.

6. Highways

The Strategic Road Network (SRN) of motorways and other major routes are managed by National Highways and benefit from the Road Investment Strategy. The first Road Investment Strategies (RIS 1 & RIS 2) covered investment in England's motorways and major roads. The process for developing the third round of Route Strategies, known as RIS 3, which will span from 2025-2030, was set out in December 2021 by the previous Government.

¹ [Road Traffic Estimates in Great Britain, 2022: Traffic in Great Britain by Vehicle Type - GOV.UK \(www.gov.uk\)](#)

Managing the highway network to provide a safe, resilient, functioning network is at the core of the Council's responsibility as a Highway Authority. The [Transport Assessment Management Plan](#) (TAMP) provides the operational detail which supports the Asset Management Policy and Strategy; it is updated periodically.

Manual for Gloucestershire Streets (MfGS) provides guidance to developers, their consultants and design engineers, Local Planning Authorities, Parish and Town Councils, and the public on how new development within Gloucestershire can contribute towards the provision of a safe and sustainable transport network within the county. In October 2021, GCC updated the MfGS with an addendum: [Manual for Gloucestershire streets | Highways](#), it is based on DfT's wider application of the principles set out in Manual for Streets 2. It is proposed that work will commence on a more comprehensive update in 2025.

In recent years casualty statistics have been on the rise across Gloucestershire following many years of decline or levelling off. As such, GCC launched the Gloucestershire Road Safety Policy and Partnership in December 2022 with the first meetings taking place in February 2023. The policy document complements and updates the LTP for Gloucestershire 2021-2040 in respect of road safety. The policy covers the actions of the County Council as Highway Authority and as the Fire and Rescue Service Authority. The document has an aspiration to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, by 2050.

Summary of LTP Performance Indicators:

Target: [PI-1 Journey time reliability on strategic important routes during the AM peak](#)

Journey times along strategic corridors slowed by 1% between 2018/19 and 2019/20. Data for 2020-2022 is less reliable due to Covid-19 impacts, including a 12.6% decrease in 2020 journey times from 2019/20, followed by increases of 8.2% (2020-2021) and 5.2% (2021-2022). Over the long term (2015/16–2022), average weekday journey times fell by 0.2% annually, though 2022 data may not be fully comparable due to changes in data collection methods, including a higher presence of HGVs. However, comparisons from 2021 onwards are more consistent, showing a slight increase in journey times from 2021 to 2022.

Target: [PI-2 Number of peak hour vehicle journeys](#)

In 2022, AM and PM peak flows increased by 8% from 2021, though 2021 figures may still reflect pandemic-related impacts. By 2023, AM flows decreased by 0.9% and PM flows by 0.3% compared to 2022. Compared to pre-Covid 2019 levels, 2023 peak flows are down 5% (AM) and 5.9% (PM). Whilst flows remain below 2019 figures, trends suggest they are stabilising, though the "new normal" remains uncertain.

Target: [PI-4 Principal road network condition](#), [PI-5 Non-principal road network condition](#), [PI-6 Unclassified road network condition](#)

The condition of Gloucestershire's road networks, principal, non-principal, and unclassified plays a vital role in economic resilience, network safety, and accessibility. Each network is monitored through data-driven surveys to inform maintenance priorities. Data-led maintenance programs across all networks ensure targets are met or exceeded:

- **Principal Road Network:** Only 1% of the network required maintenance in 2023/24, far exceeding the 4% target.
- **Non-Principal Roads:** Maintenance requirements remain below the 9% target, supported by extensive surface dressing programs.
- **Unclassified Roads:** Whilst the 18% target is being exceeded, data for 2023/24 is unavailable due to changes in assessment methodology. A network-wide figure using the new method is expected by 2024.

Target: [PI-11 Reduce the number of highway casualties](#), [PI-12a Reduce the number of child highway casualties](#), [PI-12b Reduce the number of older highway casualties](#)

Gloucestershire adopted a national target to reduce Killed or Seriously Injured (KSI) casualties by 40% between 2010 and 2020, but this was not achieved, partly due to changes in injury reporting methods in 2015. No national target was set post-2020; however, Gloucestershire introduced a local target to cut KSI casualties by 50% between 2022 and 2031.

Current data suggests progress is being made, but the recent changes in reporting and targets make it difficult to confirm if this target is fully on track. A clearer picture will emerge in future monitoring reports.

Updates include revised definitions for older (now 70+) casualties, which will be used in future reporting. These changes impact trend comparisons, and the early stage of reporting limits definitive conclusions.

7. Rail

In May 2023, an additional Bristol to Gloucester service commenced delivering two trains per hour although Cam and Dursley still only gets one stop per hour. The existing hourly Bristol to Gloucester service has also been extended to Worcester, calling at Ashchurch-for-Tewkesbury. The County Council is a member of the North Cotswold Line Task Force (NCLTF) which aims to promote additional services on the north Cotswold line to Worcester, Oxford, and London. The work of the North Cotswold Line Task Force is ongoing, and phase one of the Outline Business Case is now progressing.

In addition, GCC is working with Tewkesbury Borough Council to implement the Ashchurch for Tewkesbury Rail Strategy as part of the emerging Tewkesbury Garden Town proposals. An hourly GWR service from Bristol to Worcester calling at Ashchurch for Tewkesbury also

commenced in May 2023. The County Council will continue to engage with the Western Gateway Sub National Transport Body (WGSNTB) and the Western Gateway Partnership on implementing their rail strategy and rail vision, respectively. Officers are currently identifying opportunities to improve intermodal freight facilities within the county, as part of delivering the South West Freight Strategy being led by Peninsula Transport SNTB and WGSNTB. The new Gloucester Yard sidings and freight facility are expected to be in operation in 2025.

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. GCC also continues to work with West of England Combined Authority to improve services between Gloucester and Bristol. The Gloucestershire Rail Investment Strategy (GRIS) continues to inform our responses to consultations and lobbying to the rail industry. In lieu of this, the County Council is actively working with train service operators and Midlands Connect to identify future opportunities to deliver enhancements via existing services, including the Midlands Rail Hub by extending regional services to Birmingham. Opportunities are also being sought to deliver additional services via the South Cotswold Line, improving connectivity between Swindon and Birmingham.

Investigative work is being carried out to look at increasing line capacity at Ashchurch for Tewkesbury rail station to help support the Tewkesbury Garden Communities scheme. This includes the potential for creating a third platform by extending the freight loop north of the station southwards to allow for local services to stop to allow the faster Cross Country services to pass. Also improving pedestrian and cycle access to the station is being considered as part of the masterplan process. Similarly, officers regularly liaise with Network Rail to investigate enhancements to Gloucester station to improve capacity and efficient use of Horton Road level crossing (Gloucester) to reduce barrier down time.

The County Council continues to investigate the potential for a new station south of Gloucester to help facilitate sustainable long term strategic growth in the south of the county and ease congestion on the strategic road network. Officers are also working with the County Council Highways team to take forward proposals for an additional active travel link at Cheltenham Spa station to connect the station with the A40 and the existing Honeybourne Line cycle link, a significant step forward in delivering the County Council's Cycle Spine ambitions.

Summary of LTP Performance Indicators:

Target: [PI-7 Increase use of rail](#)

Data based on ticket sales provides annual estimates of rail station journeys in Gloucestershire. Since 2010/11, patronage has shown a general year-on-year increase, supporting ongoing investment in Cheltenham and Gloucester stations.

The COVID-19 pandemic caused a significant decline, but passenger numbers rose by 248% in 2021/22 compared to 2020/21, indicating strong recovery. By 2022/23, numbers increased by a further 19%, suggesting a return toward pre-pandemic levels. The 2024 data will offer further insights into this recovery trend.

8. Scheme Delivery and Development Activity

This section provides details of scheme implementation and development activity since Gloucestershire's Local Transport Plan was adopted. Full details of the status of all LTP schemes are provided in Appendix 3.

8.1 Completed schemes

The following table summarises LTP schemes that are now completed.

Table 1 – Completed schemes:

LTP scheme ref.	Scheme mode	Scheme name	Status
CSV 2	Highways	West Cheltenham Transport Infrastructure Scheme	Complete
CSV 8	Highways	Innsworth Gateway	Complete
CSV 12	Public Transport - Bus	Arle Court Strategic Park & Interchange expansion	Complete
CSV 24	Ped/Cycle	Gloucester - Sharpness walking & cycle Improvements	Complete
CSV 36	Highways	Over Roundabout Upgrade – Left Slip from A40 East.	Complete
CSV 41	Highways	Highway Improvements A435 Corridor, Bishop's Cleeve	Complete
CSV 54	Highways	Staverton Cross Roads (B4063/B4634	Complete
CSV 55	Public Transport - Rail	Gloucester Railway Station Enhancement	Highway element completed, LEP/Glos City/GWR led station improvements in construction.
CSV 57	Public Transport - Rail	Cheltenham Spa Railway Station Enhancements	LEP funded element complete, access to A40 covered under scheme CSV 22
FOD 14	Ped/Cycle	Cycling and Walking access improvements to Lydney Station and Lydney Harbour	Complete
FOD 15	Ped/Cycle	Cycling and Walking access improvements – Lydney Town Centre	Complete
FOD 19	Highways	Junction improvements - Highfield Hill including Traffic Calming, Lydney	Complete
SCots 12	Highways	Highway improvement - Thames St - High St, Lechlade	Complete
SCots 17	Highways	A429, Cherry Tree Junction, Cirencester	Complete

SD 8	Highways	Improvements for A419 Corridor, Stonehouse	Complete
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8.2 Completed scheme example

Arle Court Transport Hub

An upgrade to the existing Arle Court Park and Ride site was included as part of the initial package proposed for the M5 Junction 10 Improvements Scheme, which successfully gained funding from UK Government's Housing Infrastructure Fund (HIF), administered by Homes England, in 2020. The total budget for the scheme is £33m, which is being funded by the HIF and GCC. In addition, GCC and HIF have funded the installation of the 100 x 7kW EV chargepoints and will fund the rapid EV chargepoints, utilising the council's awarded contractor Connected Kerb. We hope the Park and Ride will reduce congestion by allowing people to change onto a bus to enter Cheltenham (and to a smaller extent Gloucester). The proposals support Gloucestershire's carbon neutral ambitions, by making sustainable modes of travel available in this area. The delivery of the upgraded transport hub is also a key element of the current Gloucestershire Local Transport Plan 2020-2041.

Phase 2 of Arle Court Transport Hub, which included the construction of the new multi-storey car park and bus terminal, was completed in July 2024 and opened to the public on Monday 29 July 2024. The hub includes several significant features:

- **Expanded Bus Terminal:** Supports reliable bus services between Gloucester and Cheltenham hospitals, uses electric buses from the ZEBRA bid, making over 20% of the fleet electric, promoting sustainable transport.
- **New and Improved Passenger Facilities:** Features indoor and covered outdoor waiting areas, real-time passenger information screens, customer information desk, toilets (including a Changing Places toilet), vending machines, and a new cafe opening in 2025.
- **Additional Parking:** Offers almost 1,000 parking spaces, including 860 in a new four-storey car park, ensuring seamless transition between private vehicles and public transport.



- **Electric Vehicle (EV) Chargepoints:** Home to the largest contactless payment EV charging hub in the UK with 100 x 7kW charge points (expandable to 266), powered by roof-mounted solar PV panels.
- **New and Improved Active Travel Facilities:** Provides secure cycle lockers, cycle hoops, maintenance tools, shower changing facilities, and links to local cycling and walking routes.

Phase 3 of the Scheme opened March 2025. This phase adds more surface car parking spaces to the existing west car park, dedicated coach and camper/van parking, and further enhance the transport hub's sustainability features including the installation of four rapid EV chargepoints.

[Arle Court Transport Hub - Highways \(gloucestershire.gov.uk\)](https://www.gloucestershire.gov.uk/transport-hub-highways)

8.3 Schemes in delivery

The following table summarises LTP schemes that are currently in delivery. Schemes may take longer than one year to be fully delivered – in this case the relevant delivery activity within the reporting period and the expected scheme completion is provided.

Table 2 – Schemes in delivery:

LTP scheme ref.	Scheme mode	Scheme name	Status	Delivery update
CSV 1	Highways	M5 Junction 10 'All Movements' access and Link Road to West Cheltenham.	In delivery	A development consent order (DCO) was submitted to the Planning Inspectorate in December 2023. Assuming a positive DCO decision, construction work is anticipated to commence as early as Summer 2025 with construction expected to be complete by December 2027.
CSV 14	Ped/Cycle	Cycle access improvements for A40/B4063 Corridor between Cheltenham and Gloucester	In construction	Works complete between Arle Court and Elmbridge Court (with exception of Pirton Lane Junction) and under construction in Longlevens between Elmbridge Court and Oxstalls Lane. This phase of the scheme is expected to be complete in 2025.
CSV 21	Ped/Cycle	Cheltenham – Bishop's Cleeve Corridor cycle scheme	In construction	Section 1: Honeybourne Line to Cheltenham Racecourse Roundabout Construction work began in November 2023 and was completed in December 2024, with the cycleway now open for use. Section 2.1: Gloucestershire & Warwickshire Steam Railway Bridge to Bishop's Cleeve Construction work commenced in January 2025 and is currently planned to be completed in Autumn 2025.

				Section 2.2: Cheltenham Racecourse Roundabout to Gloucestershire & Warwickshire Steam Railway Bridge Construction works are currently planned to start in Spring 2025 and finish in early 2026.
CSV 25	Public Transport - Bus	Innsworth Lane and Oxstalls Lane, Gloucester	In construction	Bus advantage is being provided on Innsworth Lane and Oxstalls Lane, Gloucester as part of the B4063 Gloucester to Cheltenham Cycle Route.
CSV 40	Highways	A430 Llanthony Rd and St Ann Way, Gloucester (South West Bypass)	In construction	Construction works complete in August 2023. Additional access road works likely to be delivered in early 2025.
CSV 49	Highways	A38 Crosskeys - Signalisation Upgrades	In design	Construction anticipated to start in 2025.
CSV 53	Highways	A4019/ B4634 Old Gloucester Rd/Gallagher Retail Park Junction	In delivery	A development consent order (DCO) was submitted to the Planning Inspectorate in December 2023. Assuming a positive DCO decision, preparatory work for the construction stage is anticipated to commence as early as Summer 2025 with construction expected to be complete by December 2027. Scheme forms part of M5 Junction 10 scheme CSV 1.
SCots 1	Highways	A417 – Missing Link	In construction	A National Highways landscape-led scheme that will deliver a safe and resilient free-flowing link between the M4 and M5. Scheme commenced early in 2023 and is due to complete in spring 2027.

8.4 Delivery examples

Examples of high-profile schemes in delivery since LTP adoption include the following:

A435 Cheltenham to Bishop's Cleeve Cycleway

The A435 Cheltenham to Bishop's Cleeve cycleway will provide a new cycleway and an improved pedestrian route between Cheltenham and Bishop's Cleeve. The cycleway and pedestrian improvements will help cyclists and pedestrians of all ages and abilities to travel safely, encouraging people to choose cycling and walking over using their cars for work, school, or leisure, reducing carbon emissions and supporting public health.

The scheme has been split into two sections, Section 1 between the Honeybourne Line in Cheltenham and Cheltenham Racecourse Roundabout and Section 2 between Cheltenham Racecourse Roundabout and the GE Aviation Roundabout in Bishop's Cleeve. Section 2 will be delivered in two phases.

Section 1: Honeybourne Line to Cheltenham Racecourse Roundabout

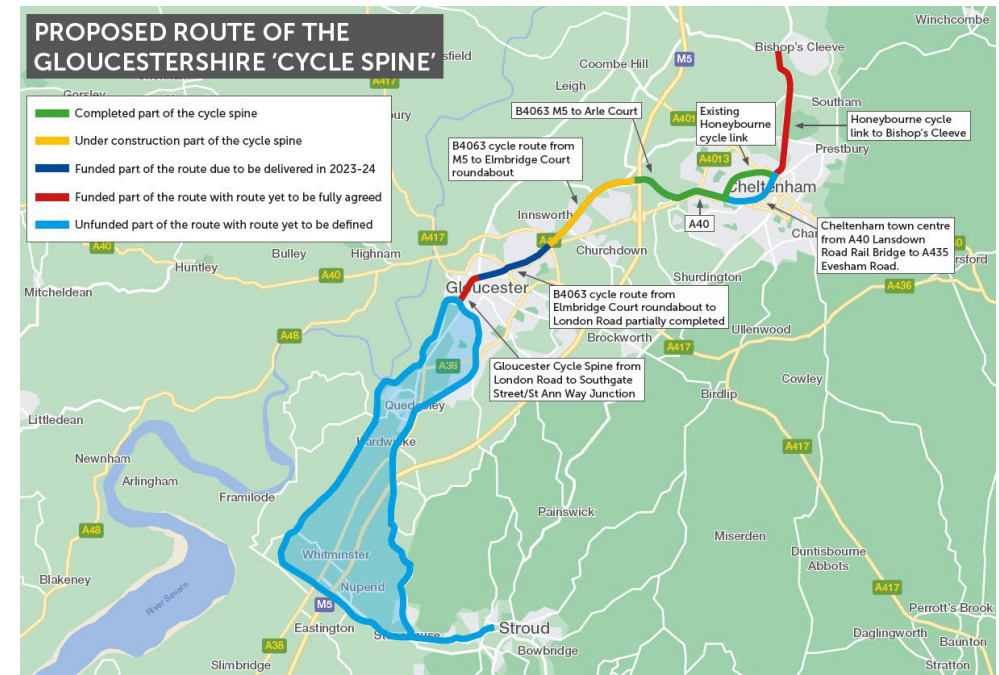
Construction work began in November 2023 and was completed in December 2024, with the cycleway now open for use.

Section 2.1: Gloucestershire & Warwickshire Steam Railway Bridge to Bishop's Cleeve

Construction work commenced in January 2025 and is currently planned to be completed in Autumn 2025.

Section 2.2: Cheltenham Racecourse Roundabout to Gloucestershire & Warwickshire Steam Railway Bridge

Construction works are currently planned to start in Spring 2025 and finish in early 2026.



Cheltenham Cycle Spine

The Cheltenham Cycle Spine will provide new and improved cycleway and an improved pedestrian route across Cheltenham along A40 Lansdown Road, through Montpellier and the town centre and linking into the A435 Cheltenham to Bishop's Cleeve cycleway. The cycleway and pedestrian improvements will help cyclists and pedestrians of all ages and abilities to travel safely, encouraging people to choose cycling and walking over using their cars for work, school, or leisure, reducing carbon emissions and supporting public health.

The detailed design is currently in development, ready for submission for ATF funding for future construction.

[Gloucestershire Cycle Spine \(gloucestershire.gov.uk\)](https://www.gloucestershire.gov.uk)

M5 Junction 10 Improvements Scheme

Our proposals will see significant improvements to M5 Junction 10, a new road linking Junction 10 to West Cheltenham and widening of the A4019 Tewkesbury Road.

New housing and employment sites are proposed for development close to Junction 10 on the M5, including the West and North-West Cheltenham developments. To unlock these housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic these will generate.

Several of GCC's policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvements sites for development to the west of Cheltenham.

The proposed Scheme reached a major milestone on 16 January 2024, with the Planning Inspectorate accepting GCC's development consent application on behalf of the Secretary of State. Having been approved by the Planning Inspectorate as meeting the standards required to be accepted for examination, the application has now been through the pre-examination and examination stages of the process and is currently in the recommendation stage. During this current stage, the Planning Inspectorate will write its recommendation report. This must be completed and sent to the Secretary of State within three months of the end of the examination stage, which will be by early March 2025. The Secretary of State then has a further three months to make the decision on whether to grant or refuse development consent, which will be by early June 2025.

[M5 Junction 10 Improvements Scheme - Highways \(gloucestershire.gov.uk\)](https://www.gloucestershire.gov.uk)

















Appendix 1 - LTP performance indicators


1. LTP performance indicators

Performance indicators continue to be monitored and considered for review. It should be noted that some indicators have been severely impacted by the ongoing COVID-19 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 this. The transport sector has experienced substantial repercussions stemming from the impacts of previous widespread implementation of travel restrictions and lockdown measures. In addition to lifestyle changes such as increased numbers of people working from home, public transport has grappled with reduced patronage, posing financial strains and operational uncertainties. The transport sector is still in a recovery phase following the disruptions caused by the COVID-19 pandemic.

Table 7 - Summary of performance against LTP indicators:

<u>Paragraph</u>	<u>Performance indicator</u>	<u>Progress summary</u>	<u>Comments</u>
<u>1.1</u>	<i><u>PI-1 Journey time reliability on strategic important routes during the AM peak</u></i>		A comparison of journey time reliability data for 2022 remains uncertain due to the ongoing impacts of the COVID-19 pandemic, which continue to affect travel patterns and journey times, making direct comparisons challenging. Ongoing efforts are underway throughout the county to persistently diminish journey times. Notably, construction is currently in progress on the A417 Missing Link, and M5 Junction 10 is being delivered. This will alleviate traffic congestion at some of the most congested pinch points in Gloucestershire. Despite journey times decreasing and now meeting the target, a data reporting change in 2021 makes it difficult to reliably compare these figures to the 2015 data. The 2022 data is now comparable to the 2021 data; however, the limited information available makes it difficult to determine how this target is on track.
<u>1.2</u>	<i><u>PI-2 Number of peak hour vehicle journeys</u></i>		Peak hour journey data for 2023 reveals a decline compared to 2019 figures. However, a comparison to previous years is not possible as the impact of the COVID-19 related travel restrictions makes it challenging to accurately assess whether the current trajectory is aligning with targets. Despite these challenges, the target appears to be on track, and we remain optimistic about achieving further decreases in the coming years.
<u>1.3</u>	<i><u>PI-3 Reduction in inappropriate freight travel</u></i>		Freight volumes have plateaued since 2016, with the exception of the anomalies seen in 2020 as a result of the COVID-19 related travel restrictions. While the LTP target is not achieved, there is no indication of a worsening trend compared to previous years. Notably, the percentage of freight volumes on unsuitable roads has shown a gradual decline since 2020.
<u>1.4</u>	<i><u>PI-4 Principal road network condition</u></i>		The condition of the principal road network has consistently surpassed maintenance targets since 2015/16.
<u>1.5</u>	<i><u>PI-5 Non-principal road network condition</u></i>		The condition of the non-principal road network decreased in 2023 to levels recorded in 2020 and 2021 and continues to consistently exceed maintenance targets.
<u>1.6</u>	<i><u>PI-6 Unclassified road network condition</u></i>		A data led maintenance programme is being undertaken for the unclassified road network to continue to efficiently exceed targets.
<u>1.7</u>	<i><u>PI-7 Increase use of rail</u></i>		Upon reviewing the data, rail use surpassed targets until the onset of the COVID-19 pandemic in 2020. Rail use has not yet fully recovered however, it is anticipated that passenger numbers will eventually return to pre-covid trends. However, ongoing rail strikes in the UK may have disrupted recent rail figures, adding uncertainty to the data. Until these disruptions subside, it remains unclear what the "new normal" for rail usage will look like.
<u>1.8</u>	<i><u>PI-8 Increase use of cycling</u></i>		In general, the data indicates stable cycling levels across the majority of monitored sites. Nonetheless, we have not yet reached our target for a 50% increase between 2015 and 2031. That said the 2023 data does not incorporate the 26-mile Gloucestershire Cycle Spine from Stroud to Bishops Cleeve. The cycle spine construction is now well underway and when complete will provide a continuous route for cyclists making cycling and

			sustainable travel more appealing, encouraging less reliance on car use. Additionally, new Vivacity sensors have been deployed across the county, and as we gather more data, particularly from new infrastructure such as the Cycle Spine, we expect to gain a clearer understanding of cycling trends in the region.
<u>1.9</u>	<u>PI-9 Increase use of bus</u>		Gloucestershire has experienced a consistent, gradual decline in bus patronage since 2010, predating the substantial drop caused by the COVID-19 pandemic. Consequently, we are currently falling short of our target in this regard. However, there has been significant progress to improve bus services across the county. GCC has developed a new BSIP, setting a range of ambitious targets to enhance bus services and infrastructure. Additionally, GCC was successful in a ZEBRA bid, which will enable the introduction of a zero-emission bus fleet. These initiatives aim to provide a more reliable, sustainable, and attractive public transport network, supporting long-term growth in bus patronage.
<u>1.10</u>	<u>PI-10 Maintain bus passenger access</u>		95% of Gloucestershire residents can access a GP in less than 45 minutes in 2023. Gloucestershire's new on demand bus service The Robin has been introduced to serve residents in the two 2022-launch areas, covering Cotswolds (a northern section) and the Forest of Dean (a southern section). As of 2024, The Robin has expanded its services to include Tewkesbury, Stroud, and the South Cotswolds, with improvements in accessibility expected to be seen in the next report.
<u>1.11</u>	<u>PI-11 Reduce the number of highway casualties</u>		The incidence of highway casualties has risen since 2018, and the target to reduce the number of casualties by 40% by 2020 was not met. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2023 to 2031. We will report on this new target in the next annual progress report.
<u>1.12a</u>	<u>PI-12a Reduce the number of child highway casualties</u>		The incidence of child highway casualties has risen since 2018, and the target to reduce the number of casualties by 40% by 2020 was not met. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2023 to 2031. We will report on this new target in the next annual progress report.
<u>1.12b</u>	<u>PI-12b Reduce the number of older people casualties</u>		The incidence of older people highway casualties has risen since 2018, and the target to reduce the number of casualties by 40% was not met. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2023 to 2031. We will report on this new target in the next annual progress report.
<u>1.13</u>	<u>PI-13 Reduce levels of traffic derived Nitrogen Dioxide</u>		Progress is being made to reduce the annual mean concentration level of transport derived NO2 at each of the county's Air Quality Management Areas (AQMAs). Tewkesbury Town Centre AQMA has been revoked (formally cancelled) in August 2022 due to the fall in NO2 below the threshold for a sustained number of years. NO2 concentration levels in Gloucestershire have seen a gradual increase in 2021 however figures remain steady or have decreased in 2022 and 2023. Overall, figures in Gloucestershire remain lower than figures reported prior to the COVID-19 pandemic.

<u>1.14</u>	<i><u>PI-14 Reduce per capita transport carbon emissions</u></i>		While there has been a decrease in CO2 transport emissions per capita in the county over the last five years (2015-22), emissions within the scope of Gloucestershire (excluding rail and motorways) have shown an increase during the same period. In 2020, GCC strengthened its targets, committing to reaching net zero emissions from all sources across the county by 2045.
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1.1. PI-1 Journey time reliability on strategic important routes during the AM peak

Target

Maintain annual average AM peak hour journey time variance to + or – 1%

Scope

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 | 8. PI 1.8 Gloucester Railway Station to Cheltenham Railway Station |
| 2. PI 1.2 Churchdown to Kings ditch Retail park | 9. PI 1.9 Teddington Hands roundabout to M5 junction 9 |
| 3. PI 1.3 Coombe Hill to Charlton Kings | 10. PI 1.10 A38 Odessa PH junction to M5 junction 9 |
| 4. PI 1.4 Bishop's Cleeve to Shurdington | 11. PI 1.11 Brimscombe to M5 junction 13 |
| 5. PI 1.5 Highnam Court roundabout to Barnwood Business Park | 12. PI 1.12 Stratton to South Cerney junction on A417 |
| 6. PI 1.6 Highnam Court roundabout to M5 junction 12 | 13. PI 1.13 Tetbury to Moreton-Marsh using A433 and A429 |
| 7. PI 1.7 M5 junction 12 to Barnwood Business Park | |

Progress

The data illustrated in Figure PI-1 shows that journey times along strategic corridors have slowed by an average of 1% between 2018/19 and 2019/20. Comparable data between 2020 and 2022 is unreliable, as the journey time comparison in 2020 shows a 12.6% decrease in average weekly journey time from 2019/20, as a result of the Covid 19 related travel restriction and 23%¹ of the county's working population working from home in April 2020. However, journey times increased by 8.2% from 2020 to 2021, and by 5.2% from 2021 to 2022. This rise reflects the lift to the Covid 19 related travel restrictions and the shift from working from home to more people returning to their workplaces. When comparing the trend 2015/16 to 2022, the annual average percentage change in weekday journey times decreased by 0.2% during this period.

¹ **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%. Nationally around one in seven working adults (14%) worked from home exclusively between 27 April and 8 May 2022, while nearly a quarter (24%) both worked from home and travelled to work.

However, journey times for 2022 may not be directly comparable with previous years due to the difference in collecting methods by DfT consultants. There are fewer floating vehicles in the latest data, and the diverse mix of vehicle types may result in a higher presence of Heavy Goods Vehicles (HGVs), potentially leading to slower speeds and longer journey times. Nevertheless, comparing 2021 to 2022 should now be more consistent, as well as future year comparisons. Between 2021 and 2022, journey times did see a small increase, however, it is not clear to what extent 2021 was still impacted by the covid 19 related decrease in traffic.

Figure PI-1

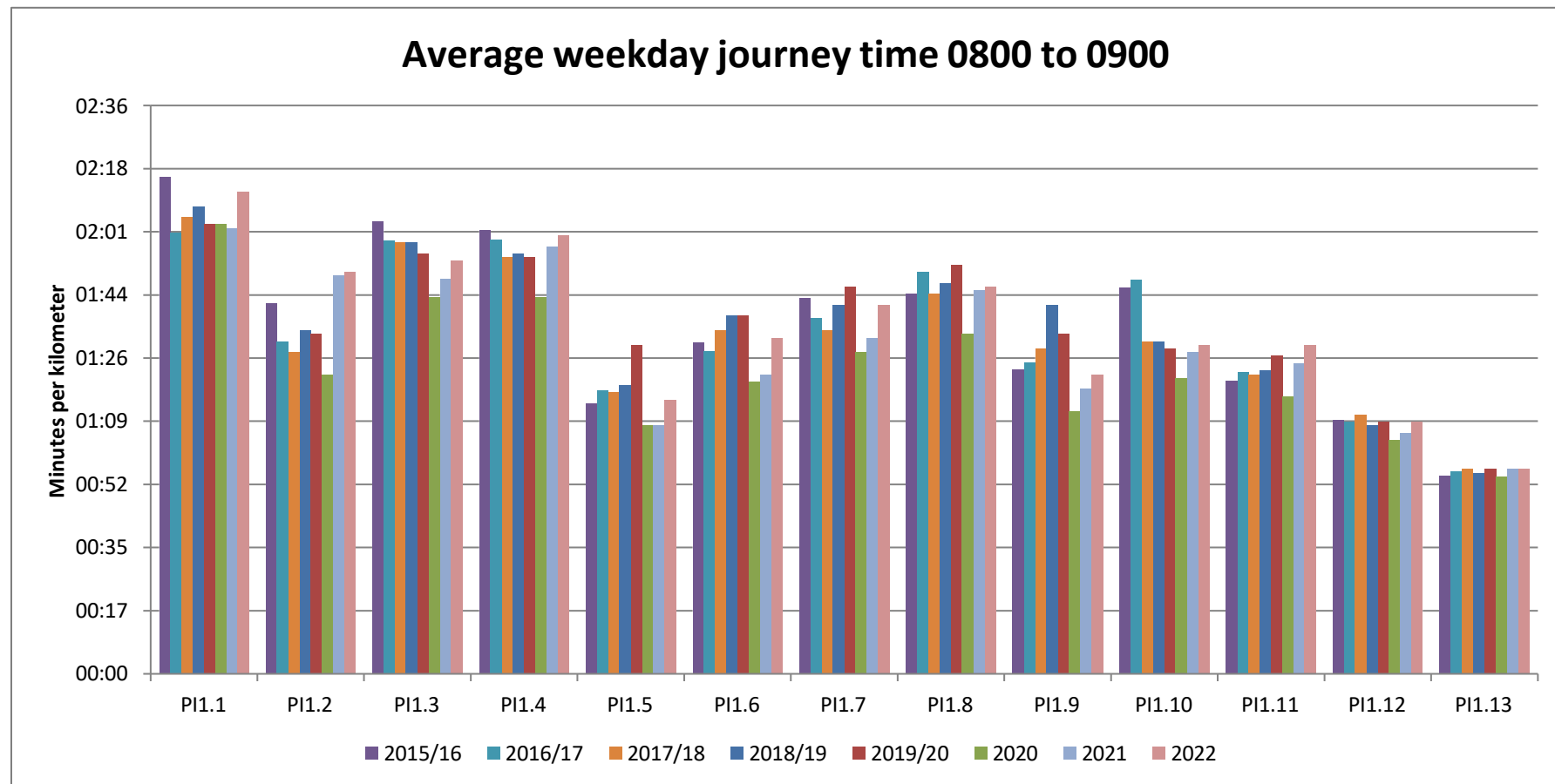
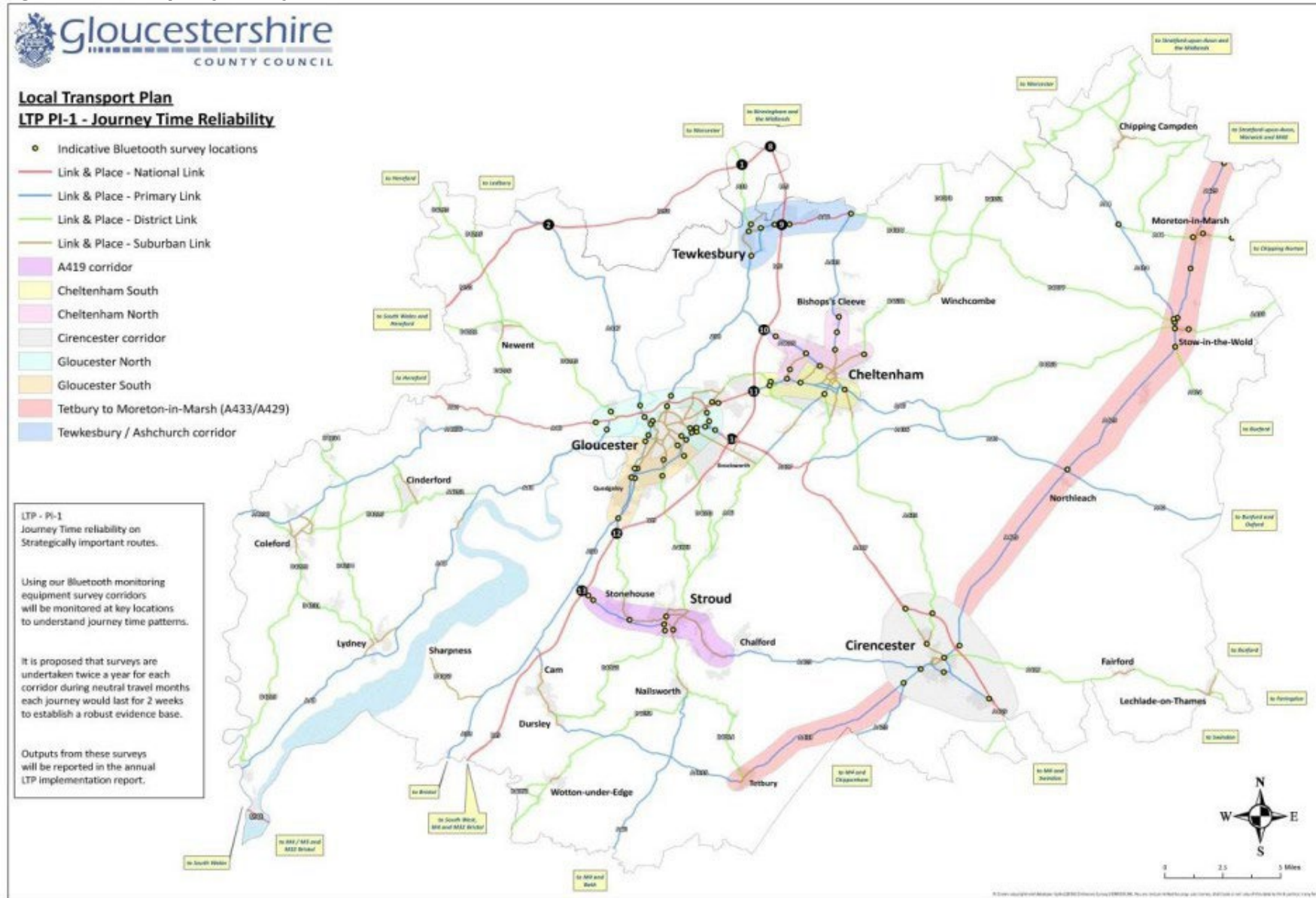


Figure PI-1.1 Map of journey time routes



1.2. PI-2 Number of peak hour vehicle journeys

Target

Restrict annual growth in the number of peak demand vehicle journeys to 1% per annum.

Scope

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. The AM and PM peak journey times, extracted from Highways Analyst software by Basemap Ltd, provide year on year comparisons of minutes per kilometre across 13 selected routes. GCC report the annual percentage change per year across the 13 sites.

Data comparison from 2020 onwards is no longer comparable with data from 2011 to 2020 due to the removal of two sites and a change in data collection methods that differs from previous years. However, the general overall picture is maintained.

Progress

In 2022 the AM and PM peak flows increased by c. 8% from 2021, however it is not entirely clear to what extent the 2021 figures were still impacted by the travel restrictions that followed from the 2020 pandemic. Data from 2023 shows that AM flows decreased by 0.9% and PM flows decreased by 0.3% when compared to 2022.

A comparison of peak hour flows against 2019 pre-COVID 2019 figures show a decrease in the am and pm peak flows of 5% and 5.9% respectively in 2023. Whilst figures remain lower than those reported in 2019, the latest figures indicate that peak flows are levelling off, however it is still unclear what the 'new normal' peak flows are.

Figure PI-2 Map of peak hour ATC sites

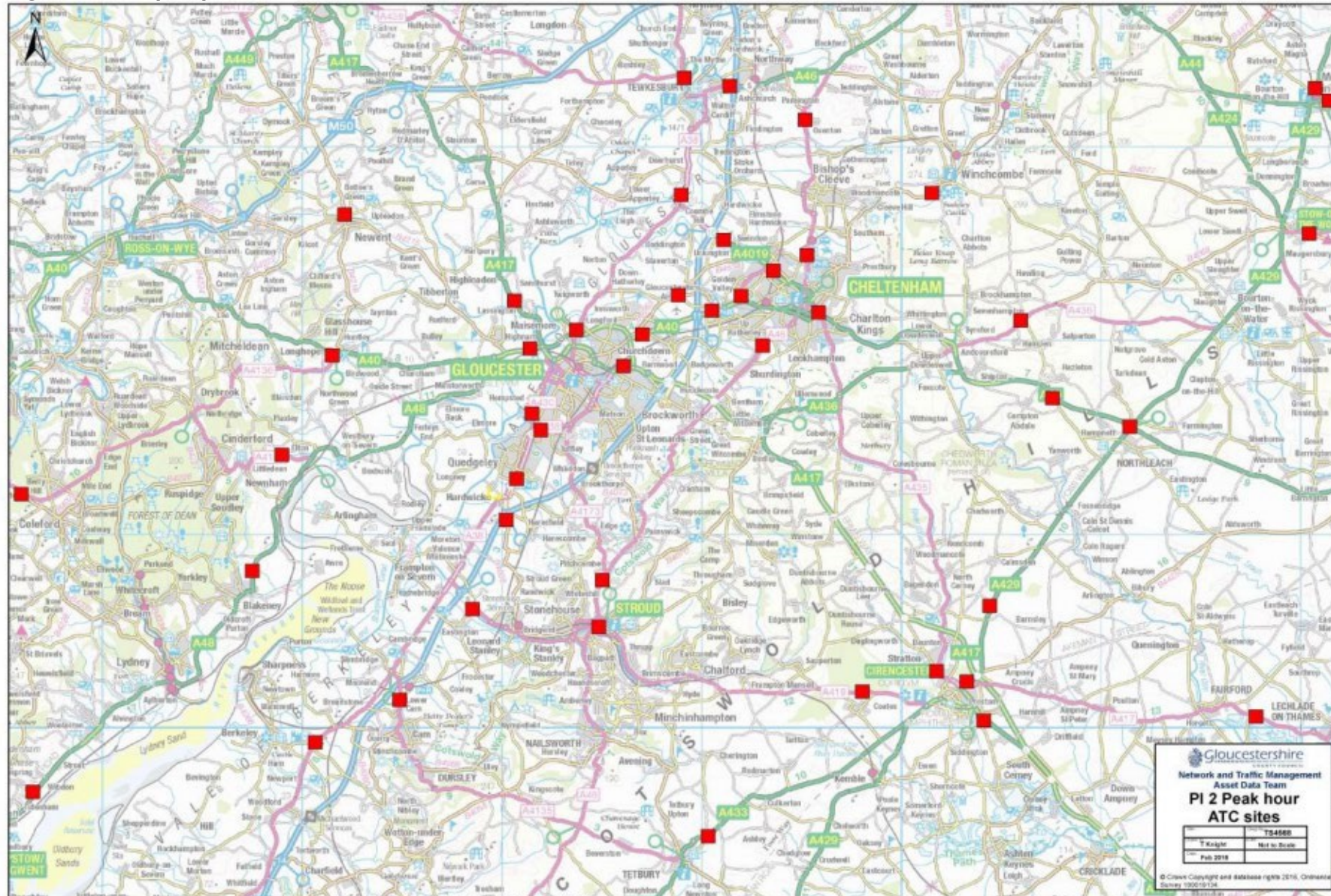


Figure PI-2.1

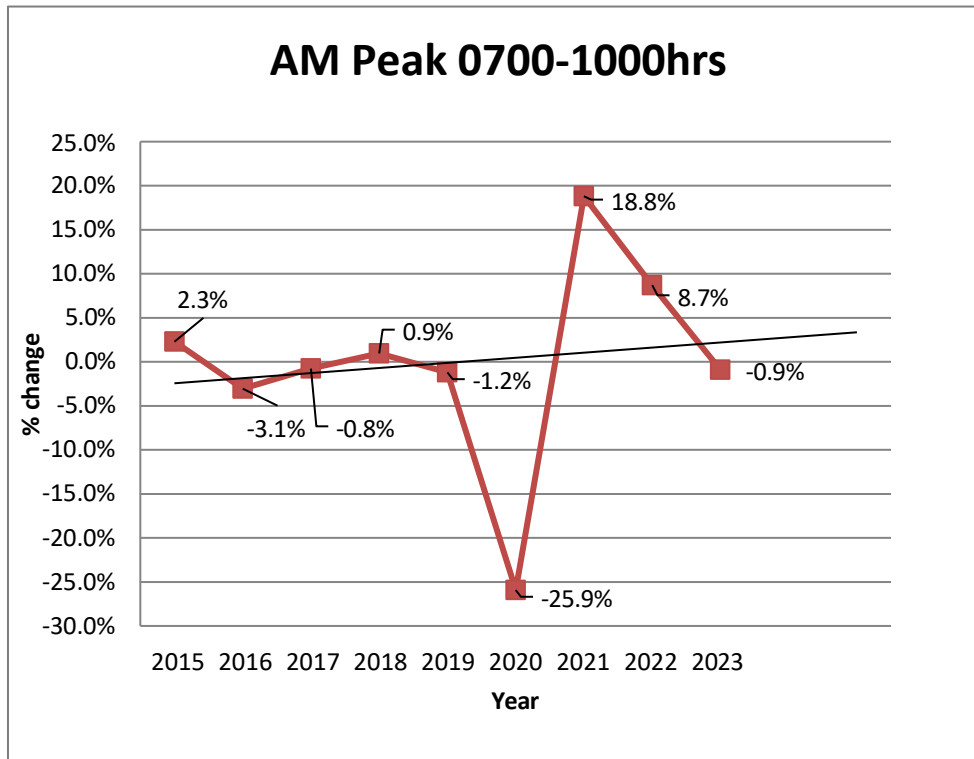
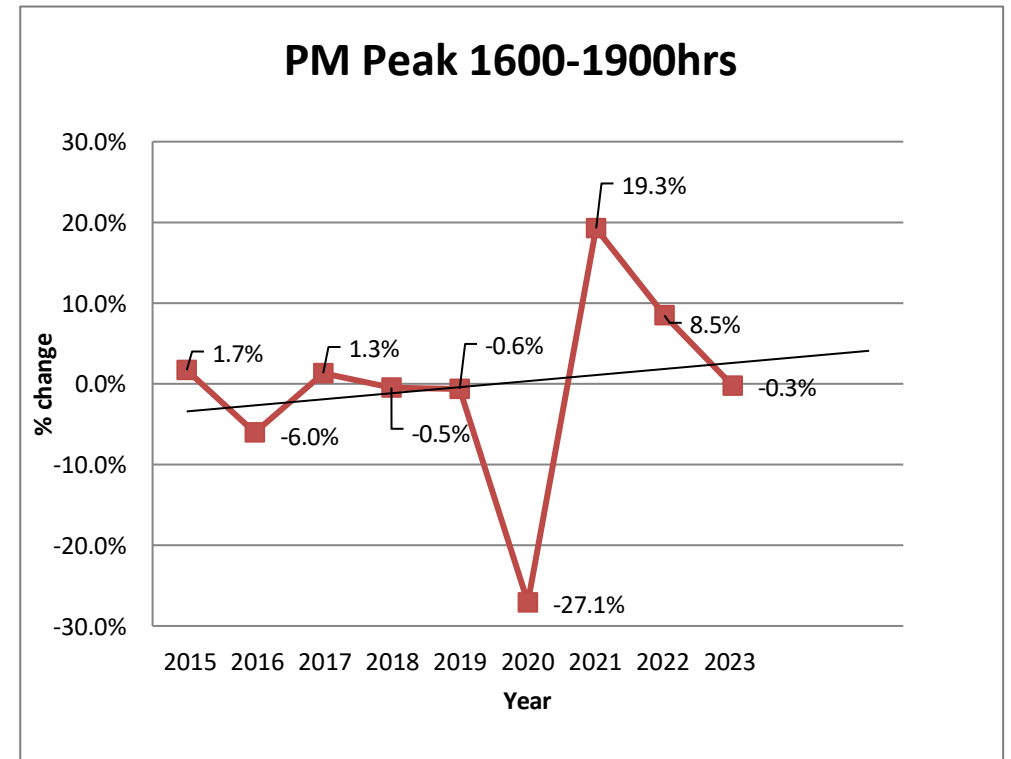


Figure PI-2.2



1.3. PI-3 Reduction in inappropriate freight travel

Target

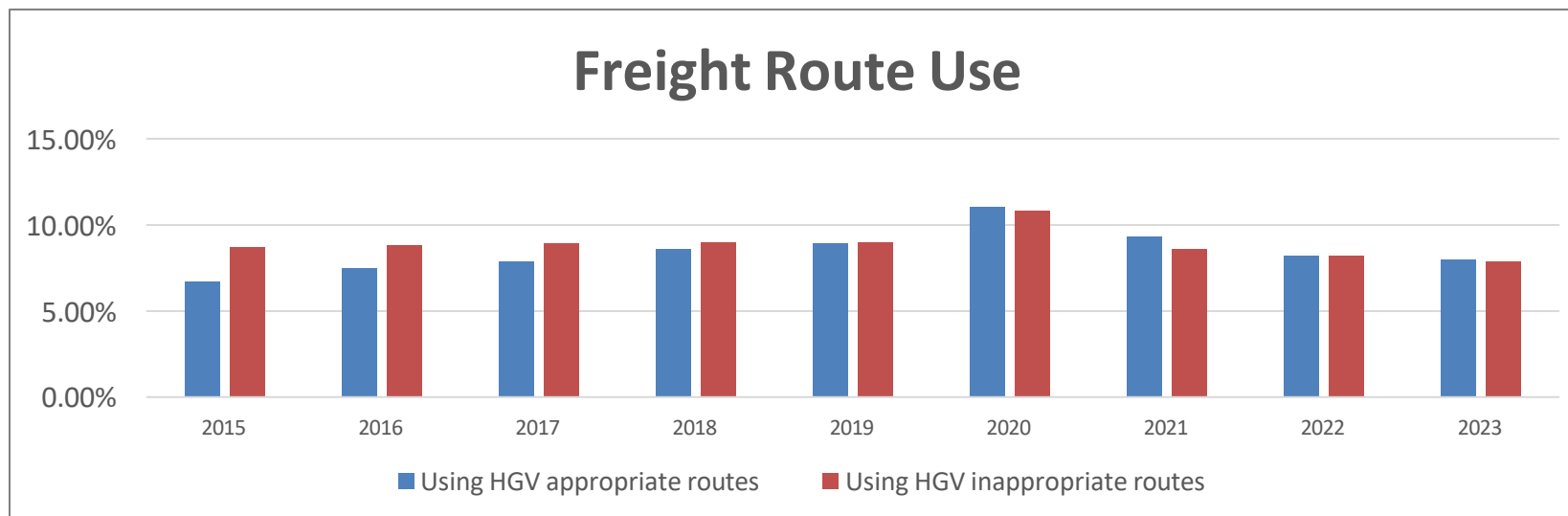
To maintain the % of HGV traffic on inappropriate roads to less than 5%

Scope

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

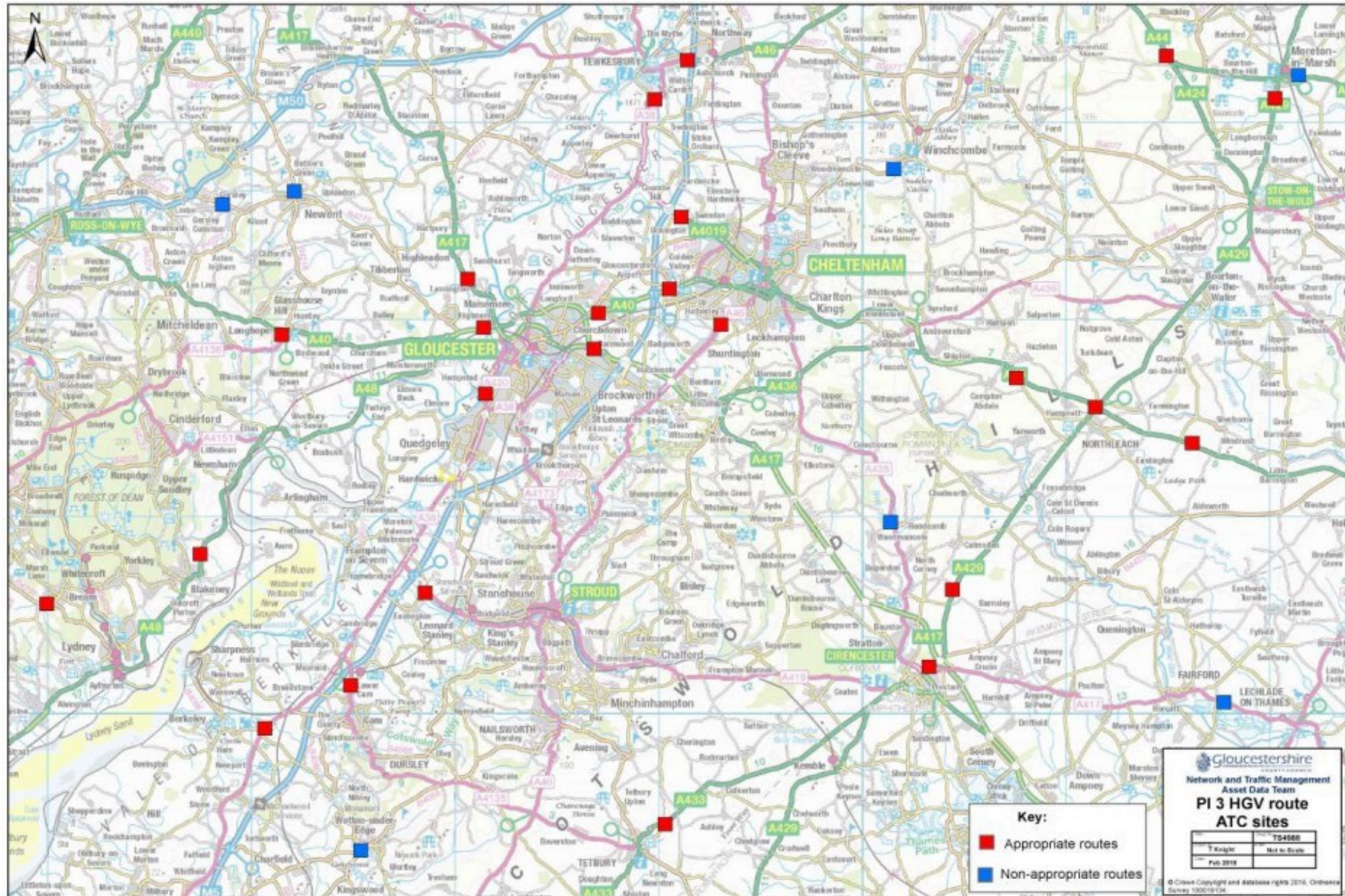
Progress

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 although this does not indicate an absolute increase in HGV traffic. In 2023 HGV traffic has since decreased to pre-pandemic levels. Note figures can vary as adjustments for updated equipment is factored in year on year.



**Figure PI-3
Freight Route
Use**

Figure PI-3 Map of HGV route ATC sites



1.4. PI-4 Principal road network condition

Target

To maintain the percentage of principal road network requiring maintenance at or below 4%

Scope

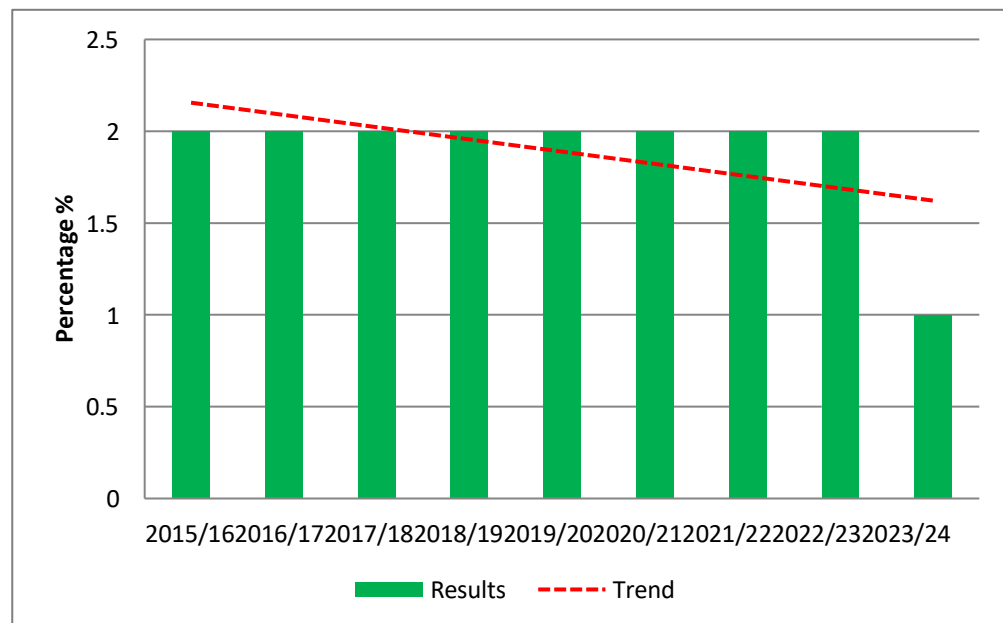
The principal road network (PRN), which includes Gloucestershire's A roads, provides significant regional and district routes. The PRN is very important economically, and its condition impacts on network resilience and safety. 50% of the principal road network is surveyed in both directions, every year.

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.

Progress

Figure PI-4 shows that a good data led maintenance programme is ensuring remedial work is undertaken effectively and exceeding the target of 4%. Figures for 2023/24 show that this has decreased further to 1% of the principal road network requiring maintenance.

Figure PI-4 Percentage of principal network requiring maintenance



1.5. PI-5 Non-principal road network condition

Target

To maintain the percentage of non-principal classified road network where maintenance should be considered at or below 9%

Scope

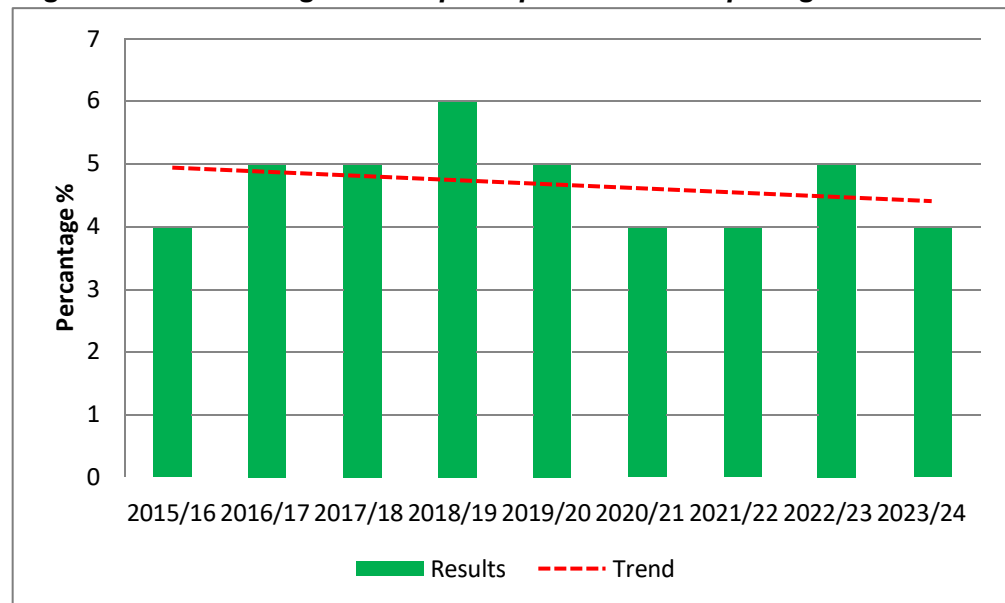
Non-principal roads are designated as B and C roads. In Gloucestershire there are 1966 km of classified non-principal road. These are main and secondary routes, linking urban centres, larger villages and freight to the wider network. Preserving the condition of these routes ensures access and journey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

Progress

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 Percentage of non-principal network requiring maintenance



1.6. PI-6 Unclassified road network condition

Target

To maintain the percentage of unclassified road network where maintenance should be considered at or below 18% (BVPI 224B Ref M7)

Scope

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.

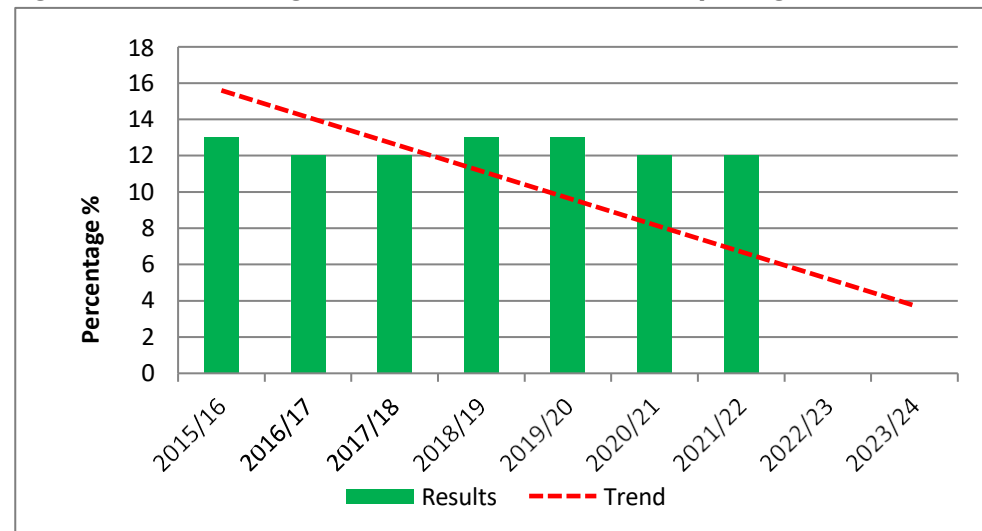
An MRM (Multi Road Monitor) vehicle is used to monitor the condition of the unclassified network. The County has been split into three geographical areas, and one of these areas will be surveyed every year. Due to the nature of this network some very minor roads will not be able to be surveyed by this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

Progress

Figure PI-6 shows that a data led maintenance programme is being undertaken efficiently the target of 18% is exceeded.

Data for 2023/24 has not been reported as there is no longer a nationally recognised figure for measuring the condition of the unclassified network. In light of this we have changed the methodology employed to assess the maintenance requirement for this part of the Gloucestershire highway network. This new method is not comparable with our previous method, and we will not have a network-wide figure available till 2024 at the earliest.

Figure PI-6 Percentage of unclassified network requiring maintenance



1.7.PI-7 Increase use of rail

Target

To increase rail use within the county by 30% from 2015 to 2031.

Scope

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.

Progress

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 248% passenger increase across the county in 2021/22 when compared to 2020/21. The substantial surge in these figures can be attributed to a notable recovery following the impact of the COVID-19 pandemic. This trend is further highlighted by the results comparing 2023/22 data with 2021/22 data, showing a countywide increase in passengers of 19%. This significant rise indicates that passenger numbers are recovering towards pre-pandemic levels. It will be interesting to see what the 2024 data reveals.

Table PI-7.1

Station Name	2021/22	2022/23	% change
<i>Ashchurch</i>	68,810	81,830	74%
<i>Cam & Dursley</i>	131,894	182,976	119%
<i>Cheltenham Spa</i>	1,793,710	1,965,252	37%
<i>Gloucester</i>	1,213,642	1,492,948	71%
<i>Kemble</i>	259,100	352,838	142%
<i>Lydney</i>	128,444	144,988	47%
<i>Moreton-In-Marsh</i>	200,094	269,072	136%
<i>Stonehouse</i>	123,140	157,108	85%
<i>Stroud</i>	447,232	545,068	67%
Gloucestershire	4,366,066	5,192,080	66%

Figure PI-7.1 County Rail Station Usage

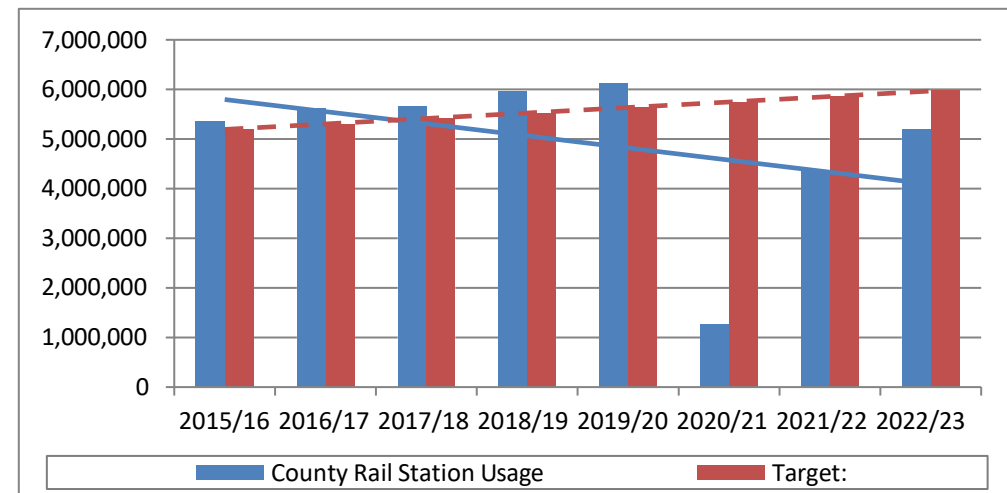


Figure PI-7.2 Rail Station usage in Cheltenham & Gloucester

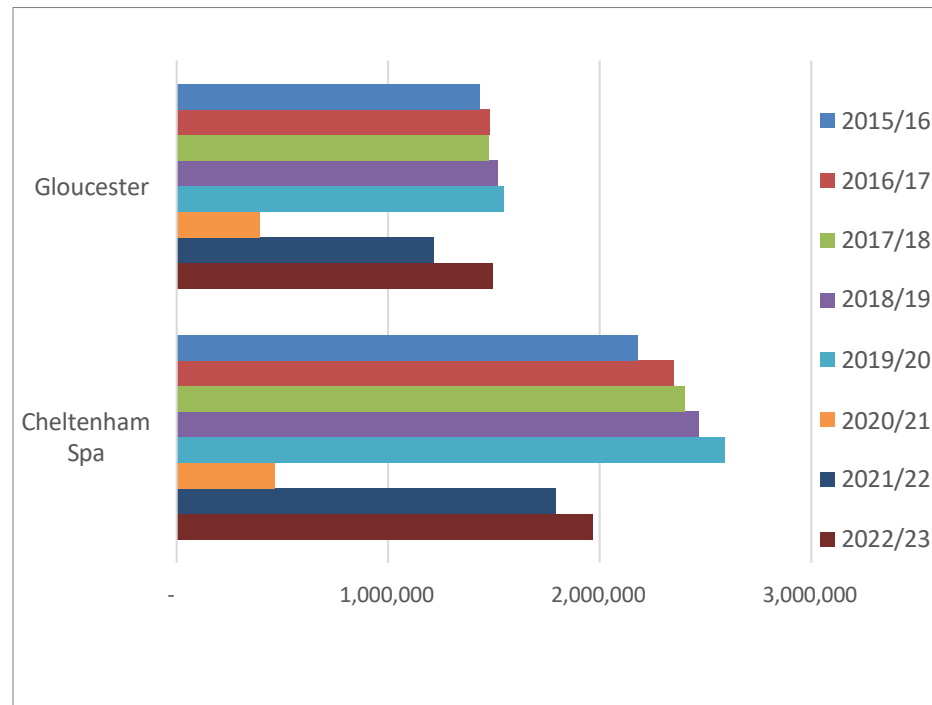
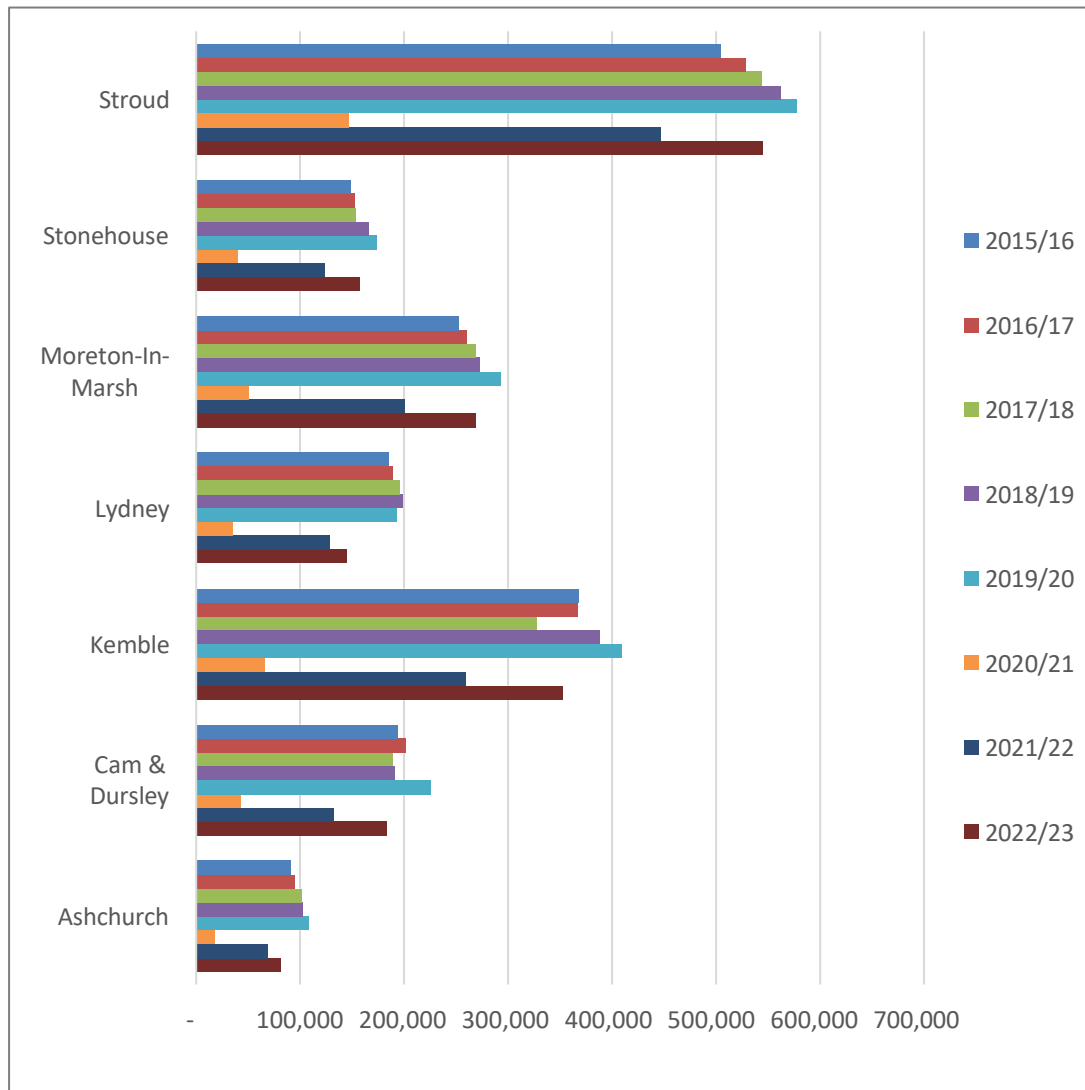


Figure PI-7.3 Rail Station usage in the rest of Gloucestershire



1.8. PI-8 Increase use of cycling

Target

To increase cycle use within the county by 50% from 2015 to 2031.

Scope

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. As of 2023, GCC also utilises VivaCity cycle counters, which employ AI and computer vision to accurately monitor and analyse cyclist movements in urban areas.

All cycling sensors are on cycle paths and designated cycle ways, cyclists on roads and carriageways are only included in VivaCity data. The map below highlights the locations of cycle counters across the county. New sensors are gradually enhancing our understanding of Gloucestershire's emerging cycle spine.

Progress

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. Overall, figures have remained relatively steady across all sites, with some declines attributed to the COVID-19 pandemic. Notably, Cannop's figures remained stable for some time but are now starting to drop, whereas Henrietta Street has nearly doubled in annual average daily flows since 2015. However, when comparing yearly data, the 2023 average annual flows have decreased by 1% compared to 2015.

Figure PI-8

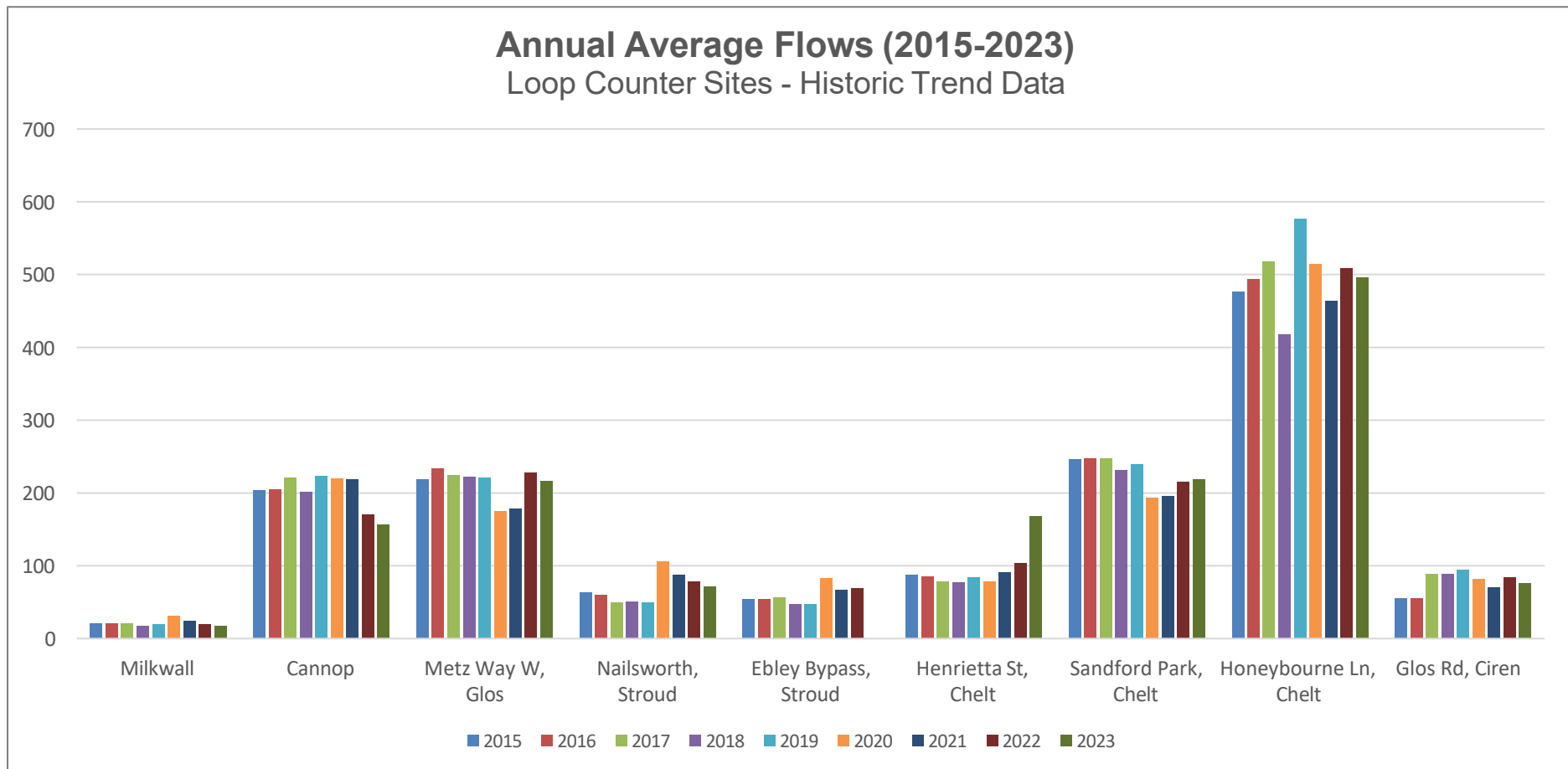
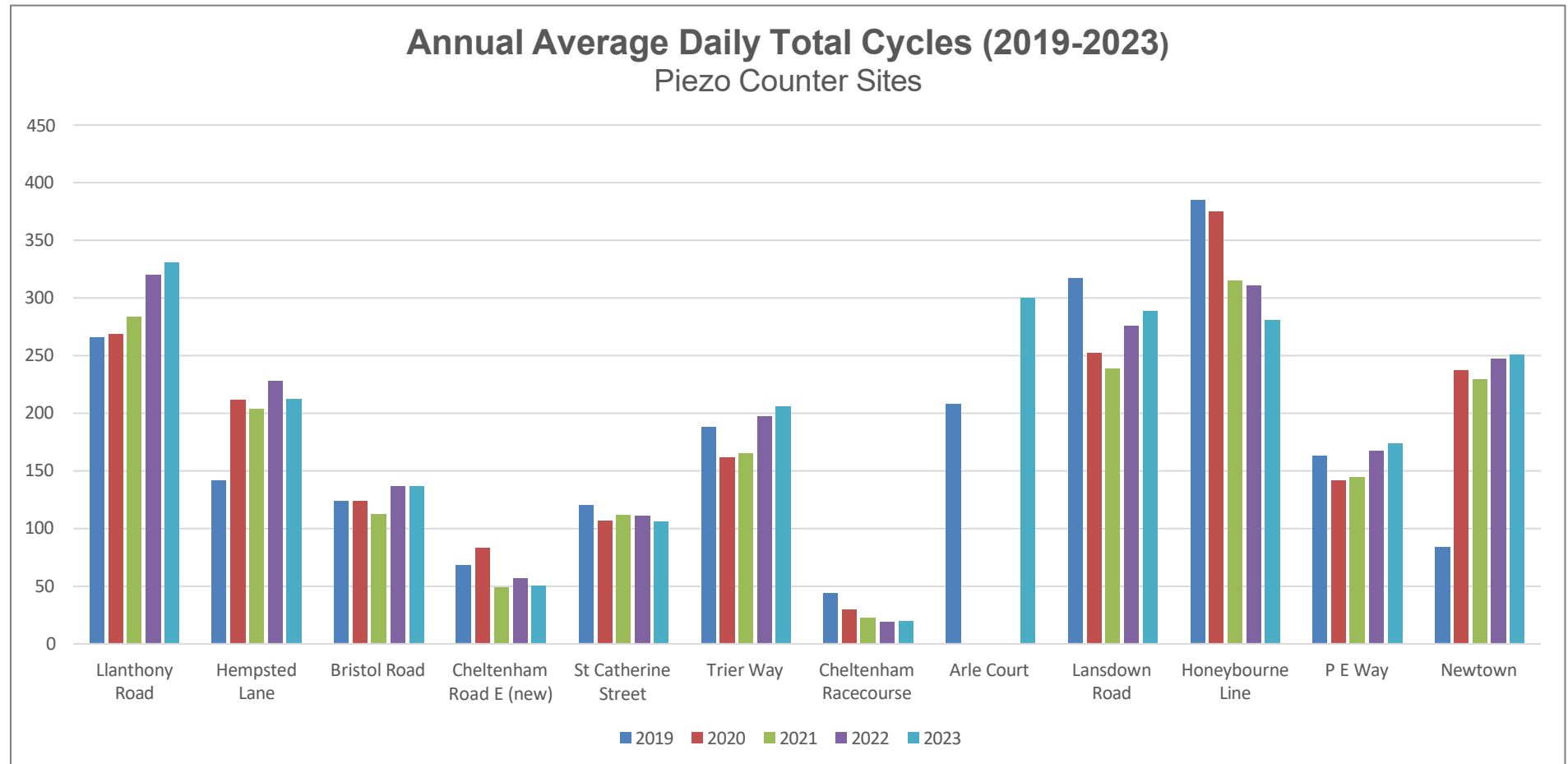


Figure PI-8.1 shows the emerging trend of piezo counters across the county for the 5yrs (2019-2023), since being installed these counters provide more accurate data. Data for 2020-2022 at Arle Court was discontinued due to major road works. Similar to loop site data, some locations, such as Llanthony Road and the Honeybourne Line, have seen changes in average annual daily flows, with some increasing and others decreasing. Comparing yearly data, the 2023 average annual flows have increased by 12% compared to 2019.

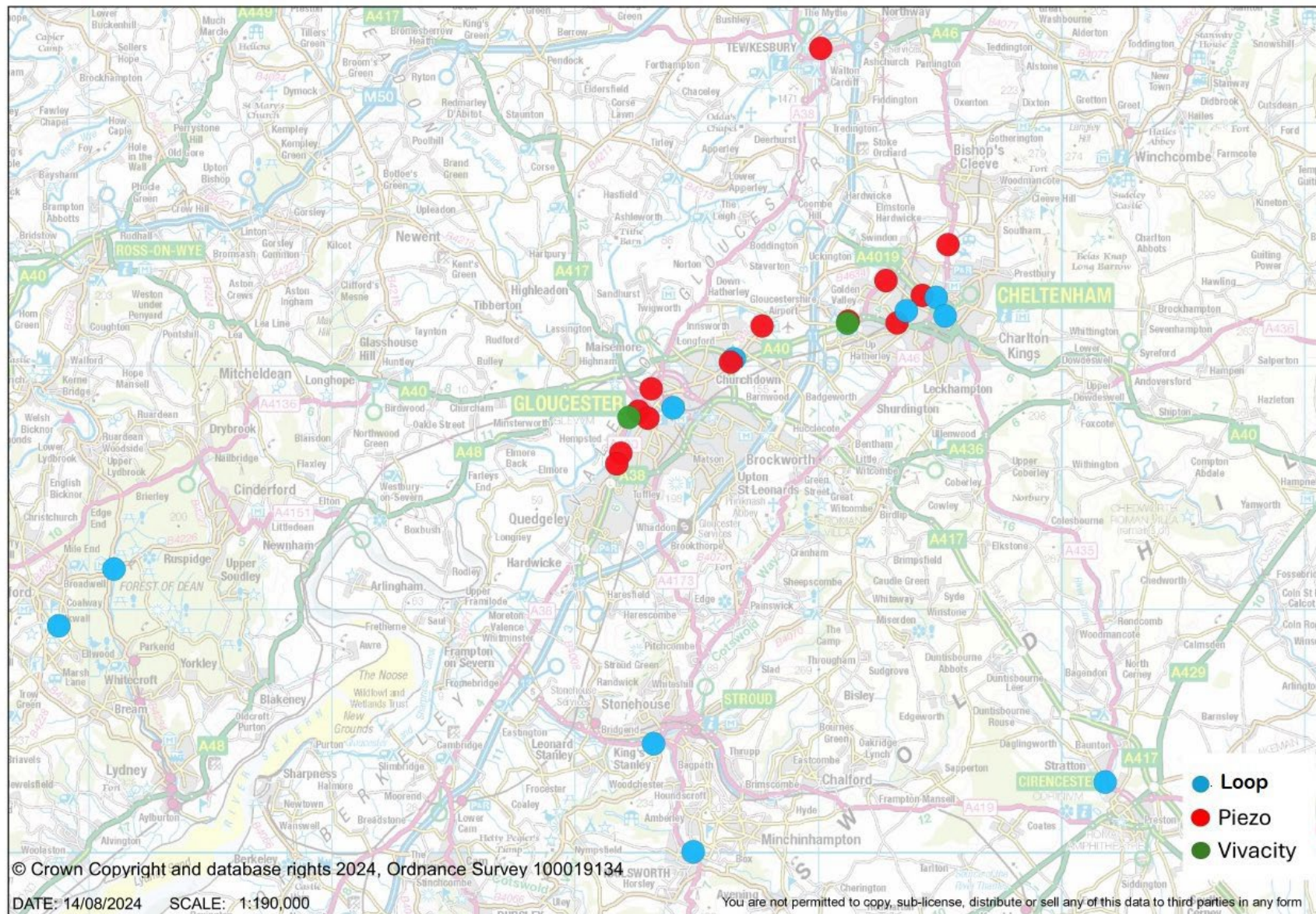
Figure PI-8.1



The VivaCity data has only been available since August 2023; however, we anticipate that complete monthly data will be accessible for 2024. Given this limited timeframe, drawing meaningful conclusions remains challenging without a comprehensive data set. However, the available data reveals higher cycling figures along new VivaCity monitored routes, including Llanthony Road, St Ann Way, Hempsted Lane, and the Arle Court cycle path, peaking in August and September before gradually decreasing toward December, a trend likely influenced by seasonal weather in the UK.

Notably, the Arle Court cycle path has seen significant usage, highlighting its role in Gloucestershire's developing 26-mile cycle spine. This usage reinforces the importance of establishing a continuous cycling route across Gloucestershire. As the cycle spine progresses, we anticipate that data will reflect increased demand along routes with upgraded infrastructure, supporting further growth in active travel.

The map on the next page outlines the locations of various cycle counters and sensors across the county.



1.9. PI-9 Increase use of bus

Target

To maintain number of bus passenger journeys (PUT 01).

Scope

This indicator is based on the DfT statistical data from the financial year 2009/2010 onward, specifically focusing on Passenger journeys (in millions and per head of population) on local bus services within Gloucestershire (Local bus passenger journeys - BUS01, Table BUS01e, and Table BUS01f).

Progress

Figure PI-9.1 illustrates an unprecedented decline in patronage likely attributed to the impact of the COVID-19 pandemic. Bus travel 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 despite a small decrease since 2009/10 and is struggling to return to pre-pandemic levels.

Figure PI-9.1 Bus passenger journey numbers

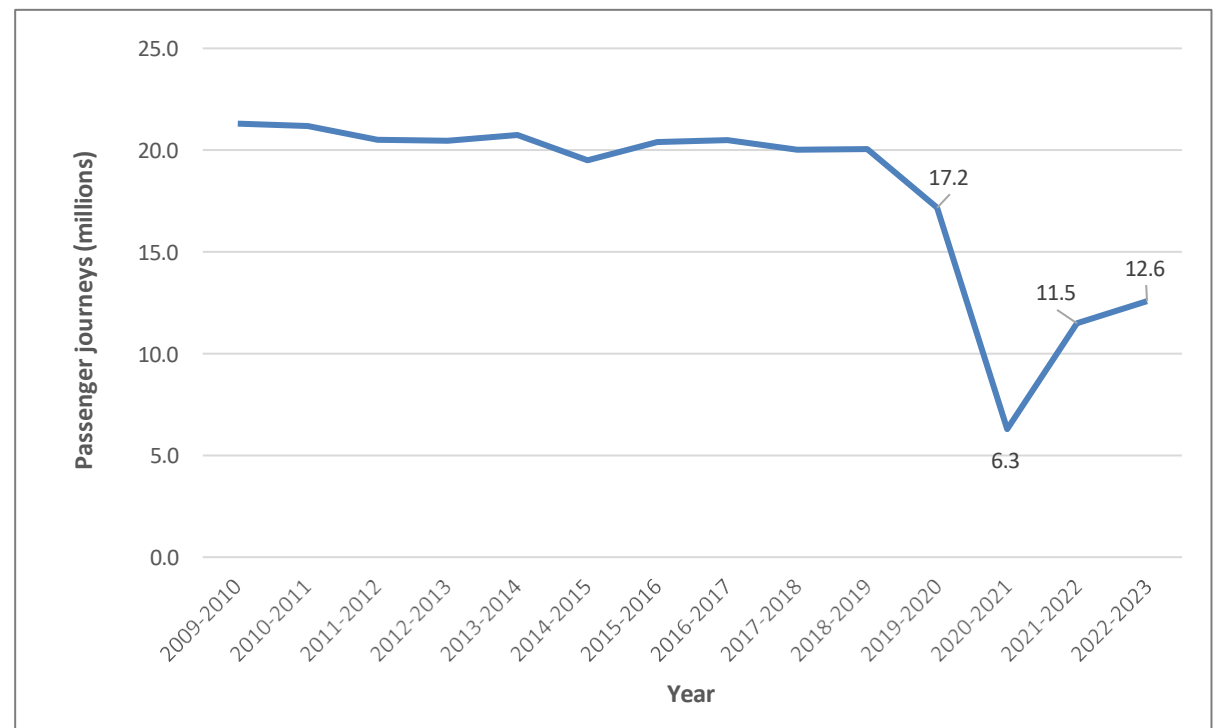
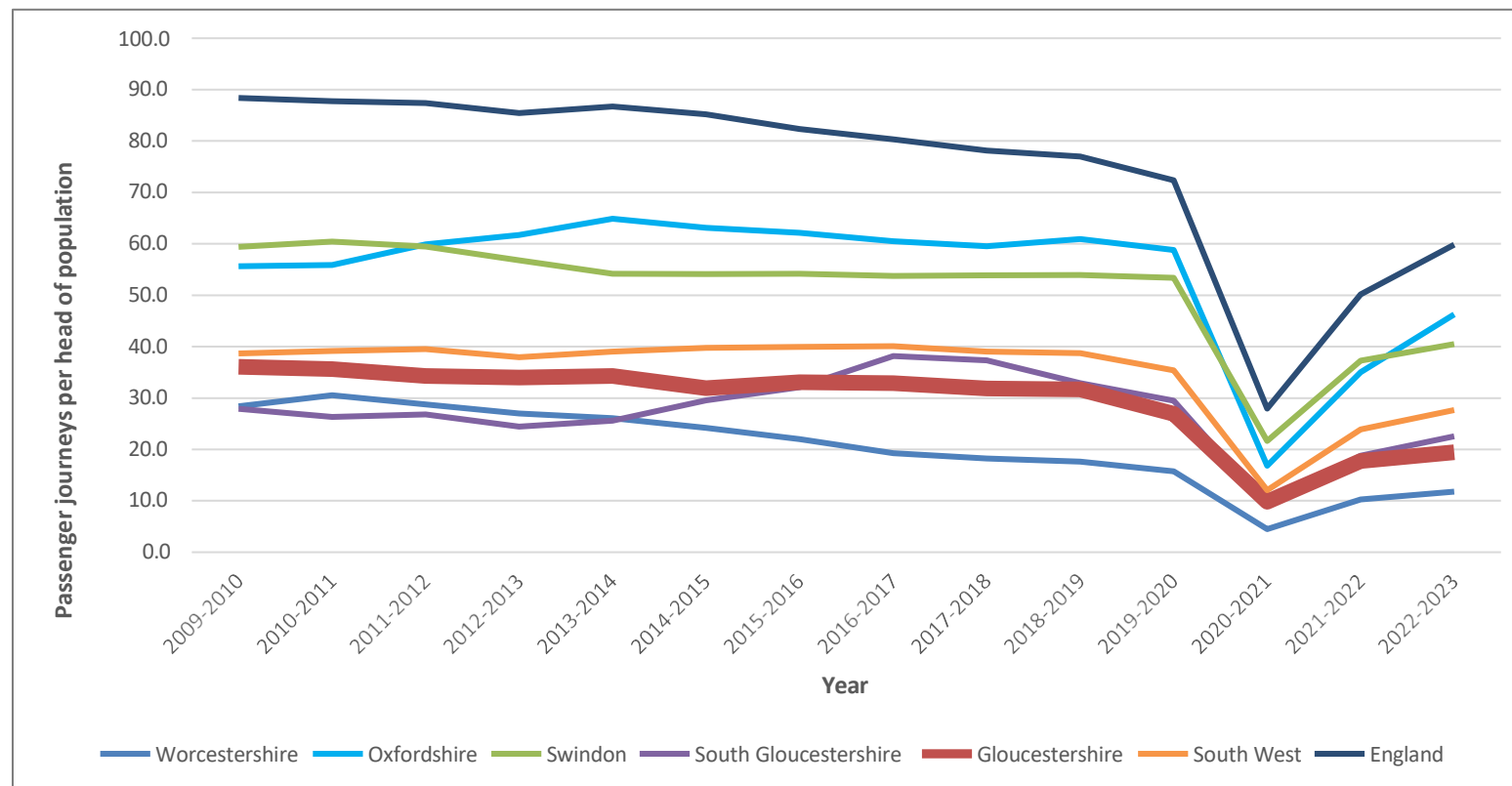


Figure PI-9.2 focuses on passenger journeys on local bus services per head. The graph indicates a gradual decrease in bus passenger journeys across Gloucestershire and neighbouring counties from 2009 to 2019. The trend extends beyond regional boundaries, illustrating a widespread decline in bus patronage which was further impacted by the subsequent lockdown restrictions that took place during the COVID-19 pandemic. While bus passenger journey is recovering, this resurgence has not yet reached the levels observed before the onset of the COVID-19 pandemic. Additionally, the declining trend in bus passenger numbers in Gloucestershire aligns with the overall trend across England, including London, and mirrors figures from neighbouring authorities. However, some areas, like South Gloucestershire, have seen an increase in passenger numbers since 2015. Despite the impact of COVID-19, the rise in bus passengers in South Gloucestershire can be attributed to the MetroBus scheme, which introduced new express services connecting South Gloucestershire to central Bristol.

Figure PI-9.2 Passenger journeys on local bus services per head by local authority



1.10. PI-10 Maintain bus passenger access

Target

To maintain level of access to GP services and facilities by public transport within 45 minutes (PUT 08a).

Scope

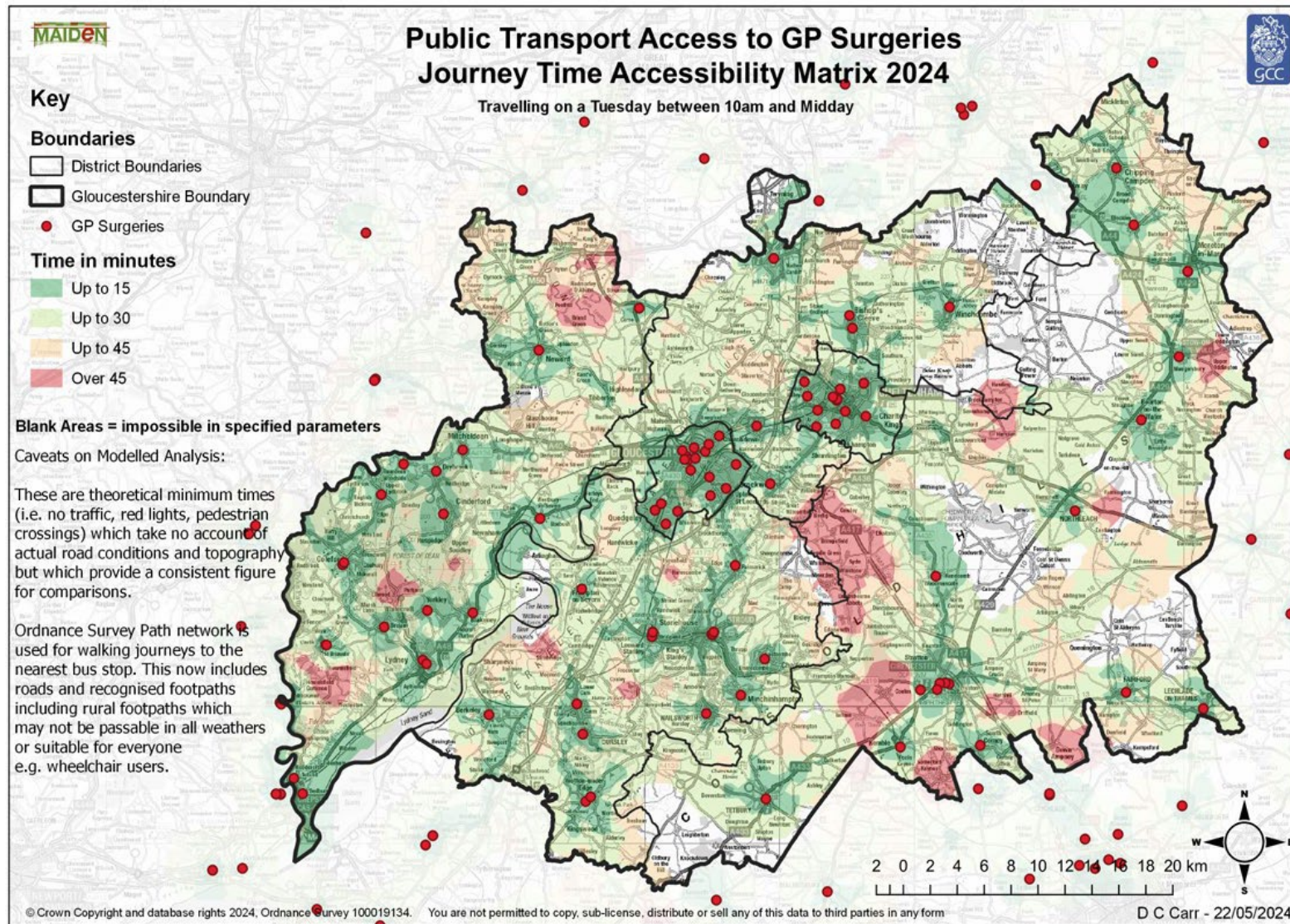
This indicator reports access by public transport within 45 minutes to GP surgeries. This is used as an example of accessibility to all key services coverage as GP surgeries tend to be located close to other local amenities.

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

Progress

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% of Gloucestershire residents can access a GP in less than 45 minutes in 2023.

Figure PI-10



1.11. PI-11 Reduce the number of highway casualties

Target

50% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) on the highway between 2022 to 2031

Scope

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

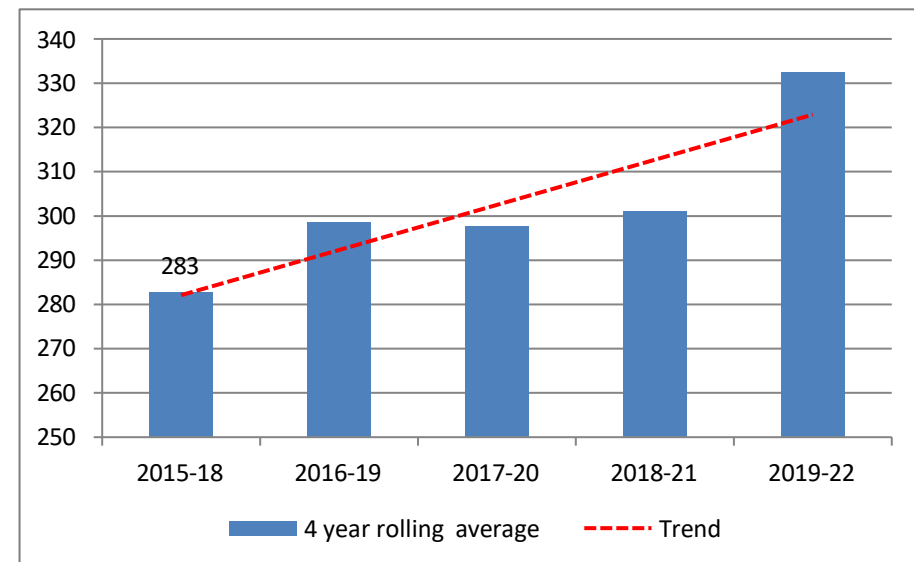
Progress

Gloucestershire adopted the national aspiration for a 40% reduction in the number of KSI casualties in the 10yr period to 2020. Unfortunately, this target was not achieved with an increase in KSI casualties in the years leading up to 2020 though some of this increase is likely to be related to a change in the method of reporting injury collisions in 2015². There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2022 to 2031.

² 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 killed and serious injury (KSI) figures should be viewed with caution. The number of KSI casualties recorded in 2020 was 277. 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>.

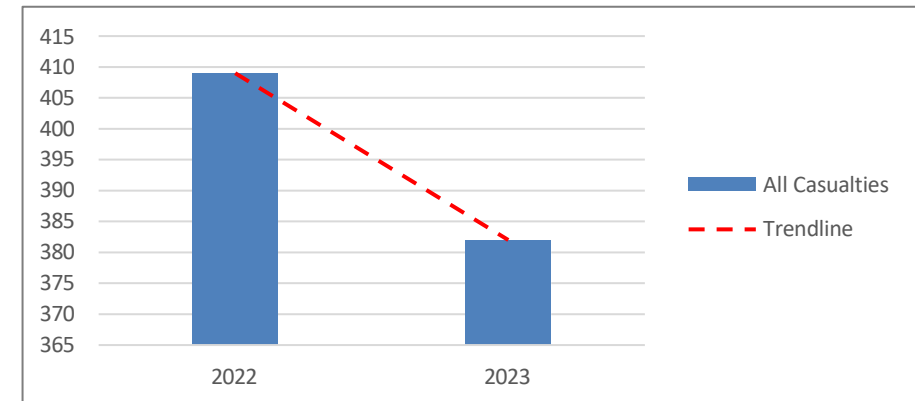
Figure PI-11 Killed & Seriously Injured Casualties Old Target



With the recent changes in data reporting and targets, the current data indicates that the number of KSI casualties is on target. However, since this dataset has recently changed target, it's challenging to confirm with certainty that this target is on track. We will have a clearer understanding in the next LTP Monitoring Report.

The graphs below present a snapshot of KSI casualty numbers up to the point when the target changed. The following graph reflects the latest figures with the new target in mind. However, given the early stage of reporting, no conclusions can be drawn yet.

Figure PI-11.1 Killed & Seriously Injured Casualties Old Target



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

Target

50% reduction (from the 2005-2009 average) in the number of children Killed or Serious injuries (KSI) on the highway between 2022 to 2031

Scope

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

Progress

Gloucestershire adopted the national aspiration for a 40% reduction in the number of KSI casualties in the 10yr period to 2020. Unfortunately, this target was not achieved with an increase in KSI casualties in the years leading up to 2020 though some of this increase is likely to be related to a change in the method of reporting child casualties in 2015³.

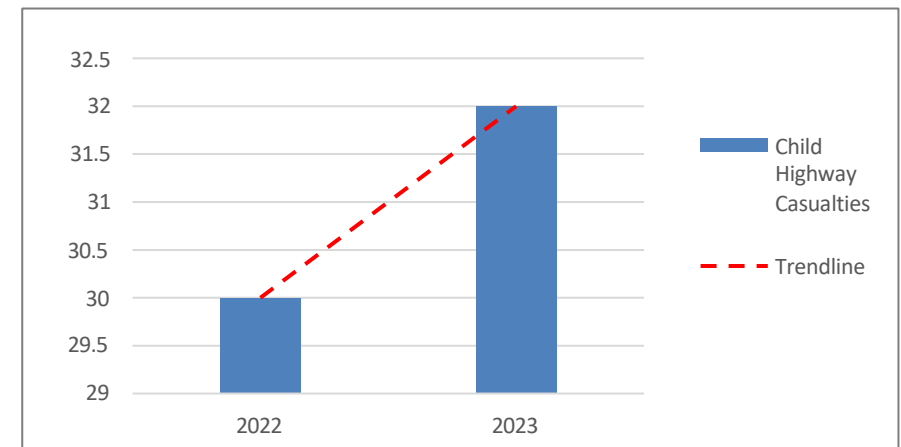
³ A change in the method of reporting injury collisions in 2015 has resulted in a 20% increase in the number of serious casualties both locally and nationally. Comparison with previous years reporting of killed and serious injury (KSI) figures should be viewed with caution. The number of child KSI casualties recorded in 2020 was 24. 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>

There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2022 to 2031.

With the recent changes in data reporting and targets, the current data indicates that the number of KSI casualties is on not target. However, since this dataset has recently changed target, it's challenging to confirm with certainty that this target is not on track. We will have a clearer understanding in the next LTP Monitoring Report.

The graphs below present a snapshot of KSI casualty numbers up to the point when the target changed. The following graph reflects the latest figures with the new target in mind. However, given the early stage of reporting, no conclusions can be drawn yet.

Figure PI-12a Child Highway Casualties



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

Target

50% reduction (from the 2005-2009 average) in the number of older people over 70yrs Killed or Serious injuries (KSI) on the highway between 2022 to 2031

Scope

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

Progress

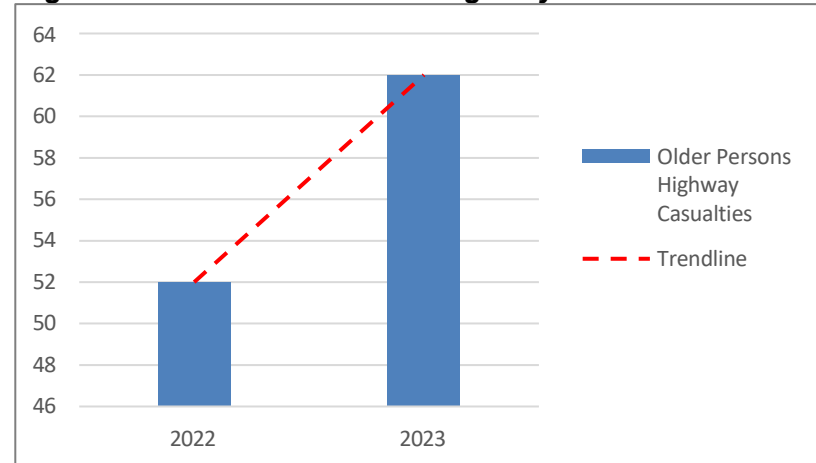
Gloucestershire adopted the national aspiration for a 40% reduction in the number of KSI casualties in the 10yr period to 2020. Unfortunately, this target was not achieved with an increase in KSI casualties in the years leading up to 2020 though some of this increase is likely to be related to a change in the method of reporting older casualties in 2015⁴. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2022 to 2031. We will report on this new target in the next annual progress report.

GCC previously reported data on older people aged 60 and over. However, the definition for this category has now changed to those aged 70 and over. Reporting will continue to monitor this updated age group.

With the recent changes in data reporting and targets, the current data indicates that the number of KSI casualties is not on target. However, since this dataset has recently changed target, it's challenging to confirm with certainty that this target is not on track. We will have a clearer understanding in the next LTP Monitoring Report.

The graphs below present a snapshot of KSI casualty numbers up to the point when the target changed. The following graph reflects the latest figures with the new target in mind. However, given the early stage of reporting, no conclusions can be drawn yet.

Figures PI-12b Older Persons Highway Casualties



⁴ 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 killed and serious injury (KSI) figures should be viewed with caution. The number of older KSI casualties recorded in 2020 was 61. 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>

6.13 PI-13 Reduce levels of traffic derived Nitrogen Dioxide

Target

To reduce the annual mean concentration level of transport derived NO₂ at each of the county's Air Quality Management Areas (AQMAs).

Scope

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.

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

Progress

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/>. 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 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.

Figures PI-13.1 to PI-13.6 show that the annual mean levels of NO₂ remain similar since the start of the local transport plan period in 2015-2020.⁵ 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.

Tewkesbury Town Centre AQMA has been revoked (formally cancelled) in August 2022 due to the fall in NO₂ below the threshold for a sustained number of years. Tewkesbury Borough Council continues to monitor air quality. The Air Balloon area in Cotswold is designated as an AQMA, and recent data from diffusion tubes at the Air Balloon Roundabout in Birdlip indicates a decrease in NO₂ levels compared to 2019.

⁵ Local Authority (AQMAs) - <https://uk-air.defra.gov.uk/aqma/list>

The adjusted concentrations are slightly below the national objective level, attributed to traffic emissions. Despite being close (within 10%) to the objective level, monitoring and maintaining the AQMA at this location are planned to confirm the sustained improvement. The Government's Road Investment Strategy: 2015-2020 initially recognised the need for measures to enhance safety, alleviate congestion, and reduce pollution at the Air Balloon Roundabout, referring to this road section as the "Missing Link." Anticipated improvements from the scheme aim to significantly decrease nitrogen dioxide concentrations, with the ultimate goal of formally revoking the AQMA.

NO² 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. NO² concentration levels in Gloucestershire have seen a gradual increase in 2021 however figures remain steady or have decreased in 2022 and 2023. Overall, figures in Gloucestershire remain lower than figures reported prior to the COVID-19 pandemic.

Figure PI-13.1 Mean Concentration of NO₂ in Cheltenham

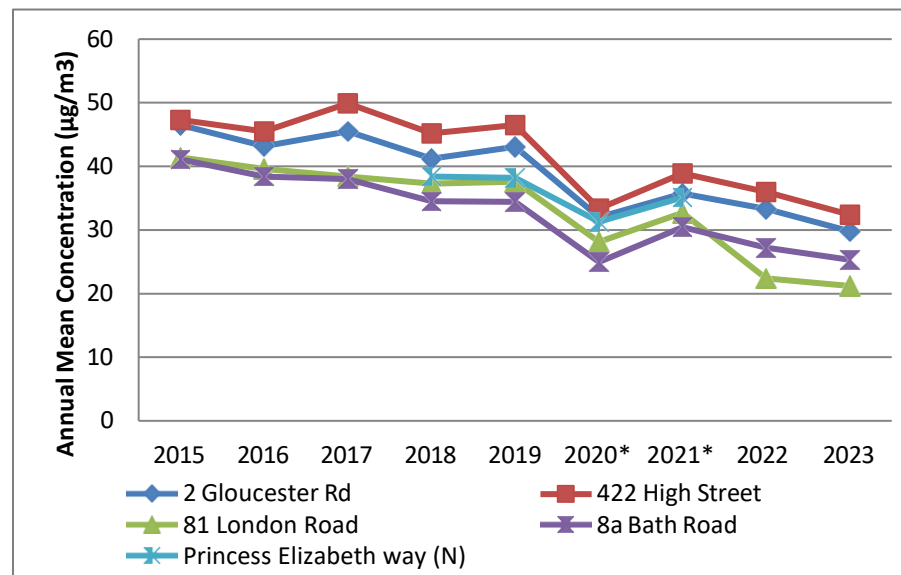


Figure PI-13.2 Mean Concentration of NO₂ in Cotswold

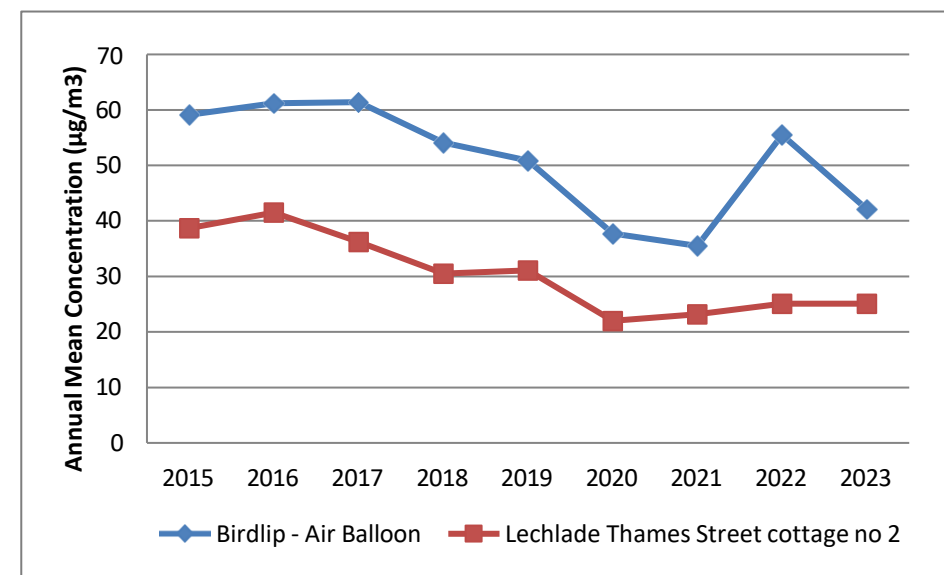


Figure PI-13.3 Mean Concentration of NO₂ in Gloucester (Painswick and Barton)

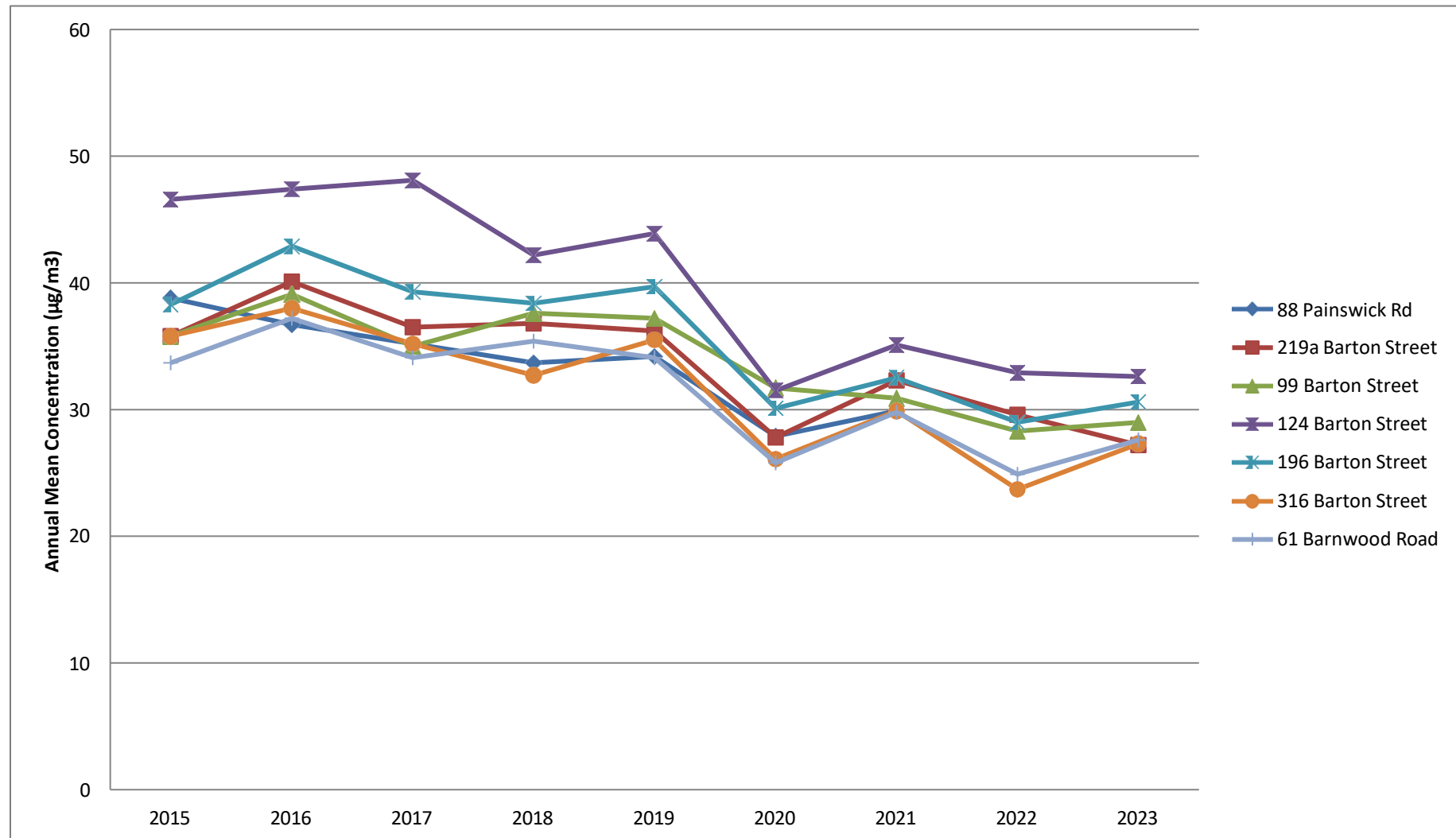


Figure PI-13.3 Mean Concentration of NO₂ in Forest of Dean

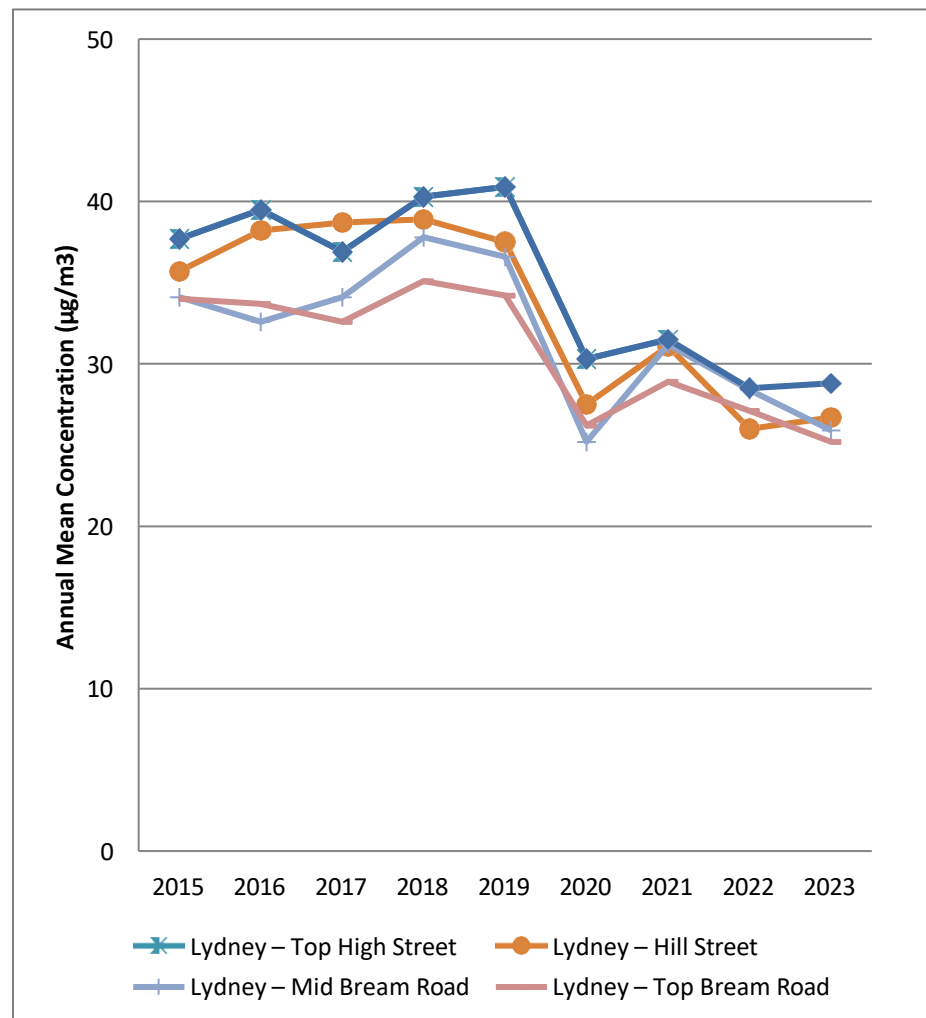


Figure PI-13.4b Mean Concentration of NO₂ in Gloucester (Priory Road)

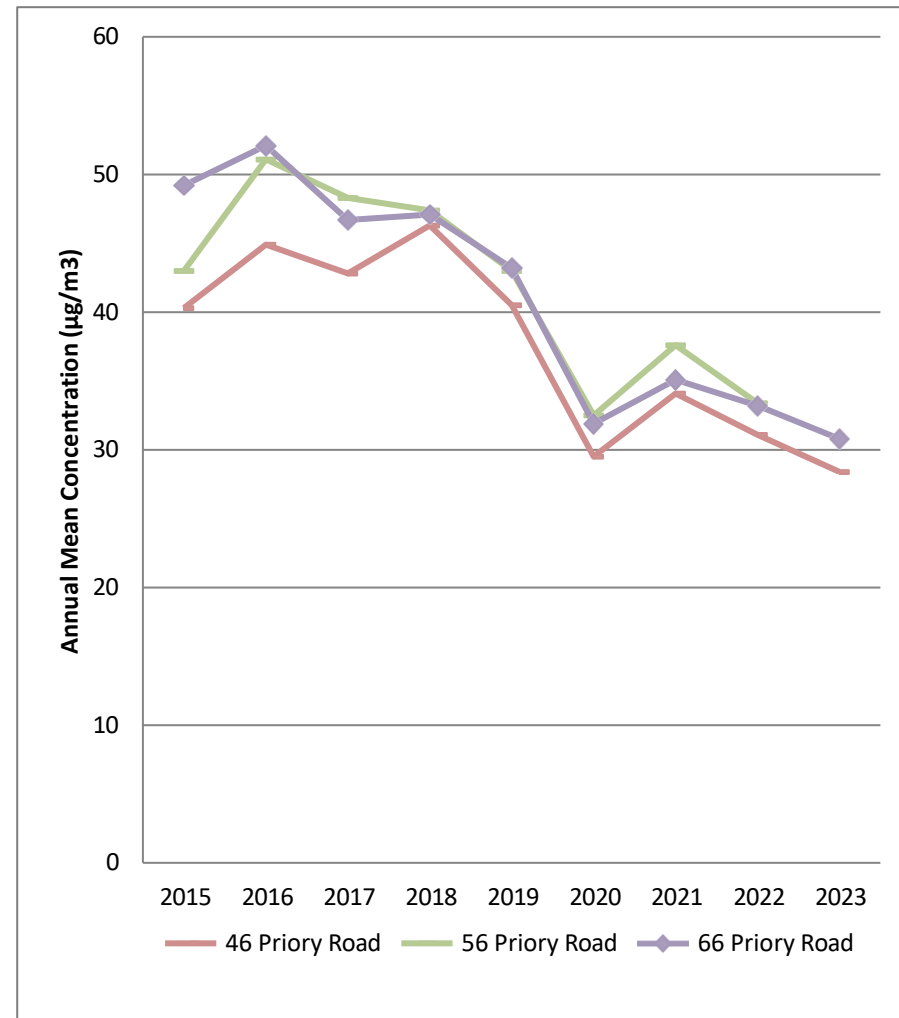


Figure PI-13.5 Mean Concentration of NO2 in Stroud

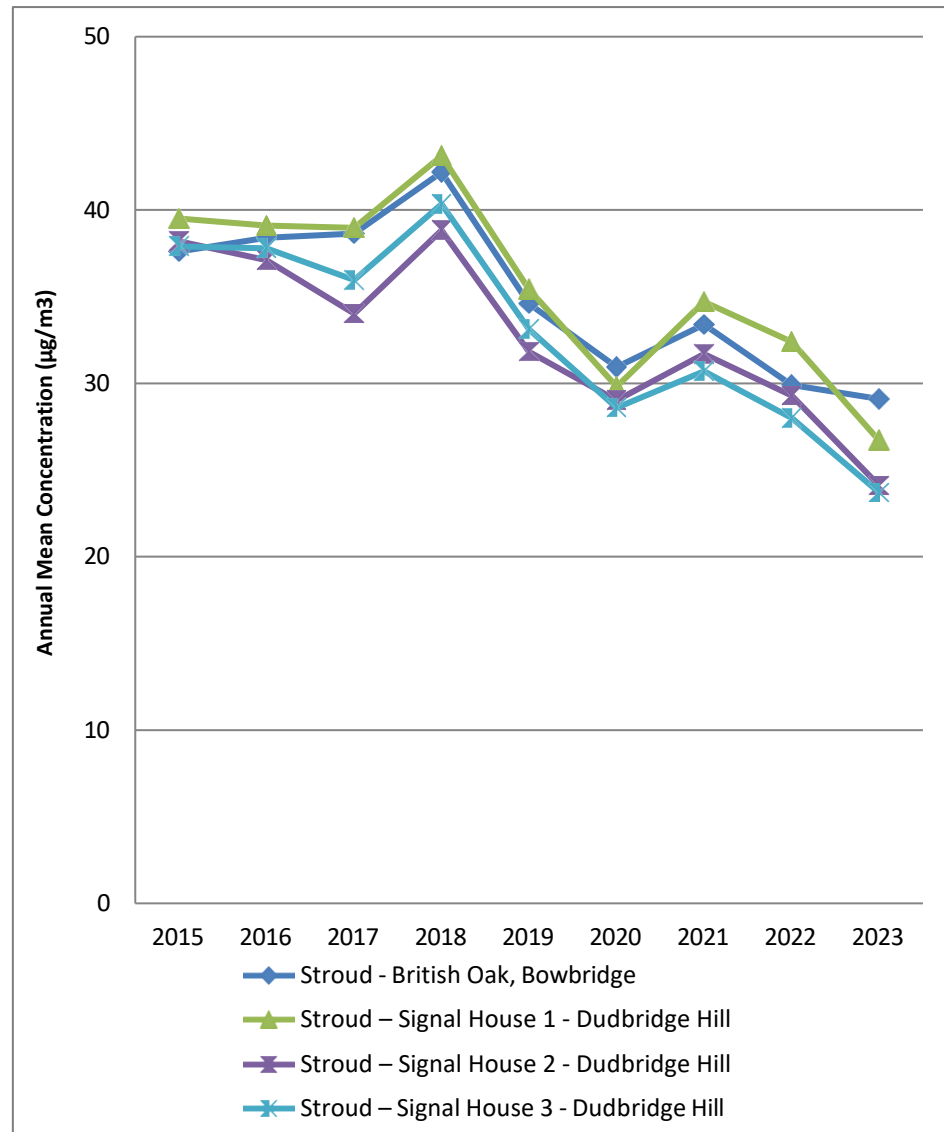
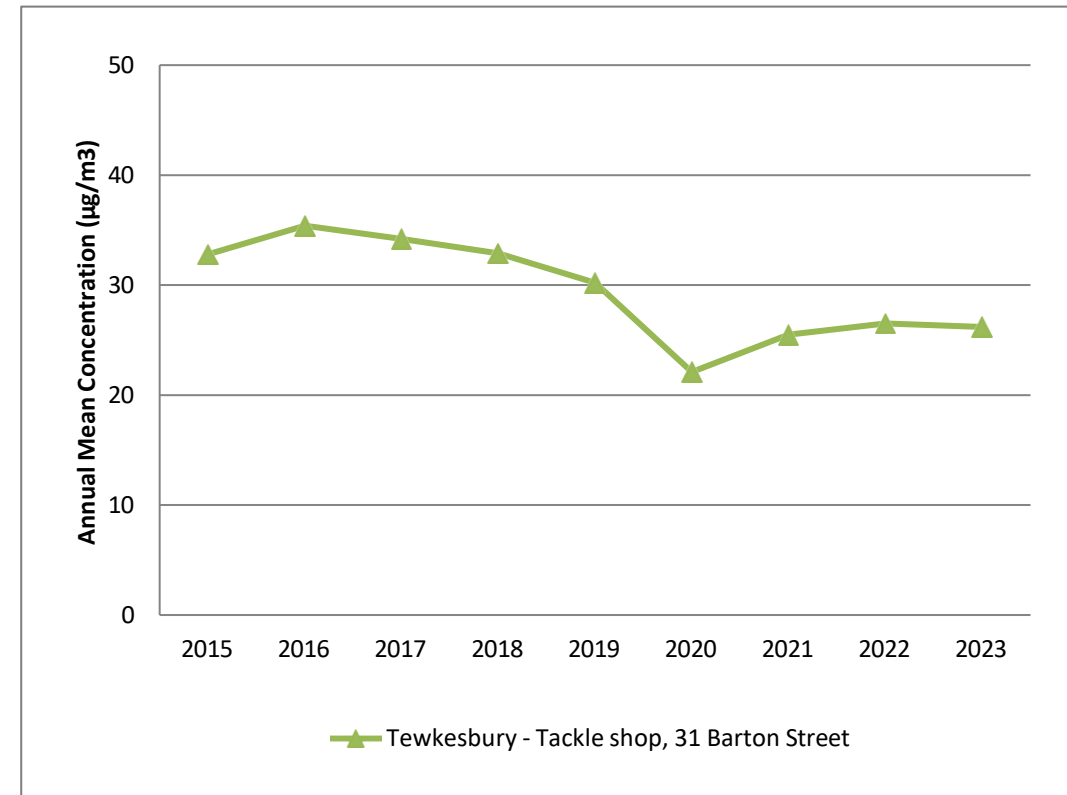


Figure PI-13.6 Mean Concentration of NO2 in Tewkesbury



6.14 PI-14 Reduce per capita transport carbon emissions

Target

To reduce per capita transport carbon emissions, to contribute to achieving the government's climate change commitments (part of COP21).

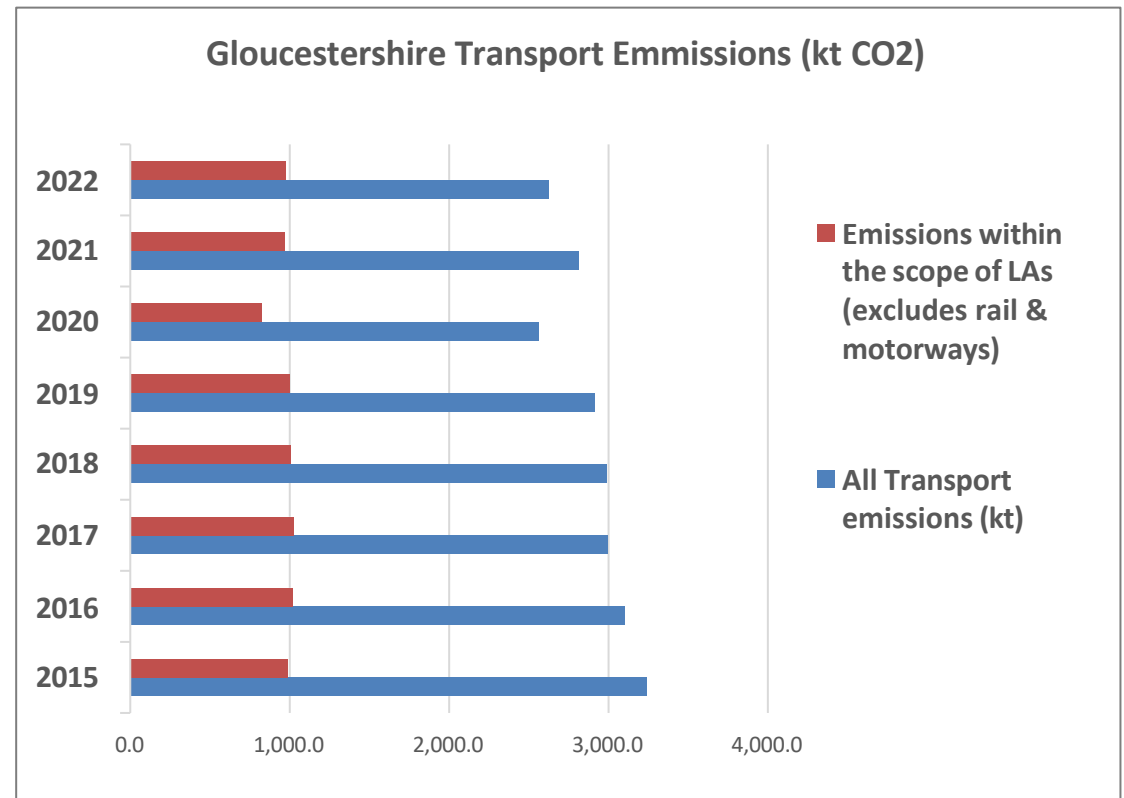
Scope

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 LTP. 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. Data is collected by the department for Business, Energy & Industrial Strategy (BEIS) and published annually.⁶

Progress

Figure PI-14 shows that while tonnes of CO² transport emissions per capita in the county has decreased from 5.2% to 4.0% (2015-22) over the last 8 years, the transport emissions within the scope of Gloucestershire have increased by 6.63% during the same period.

Figure PI-14

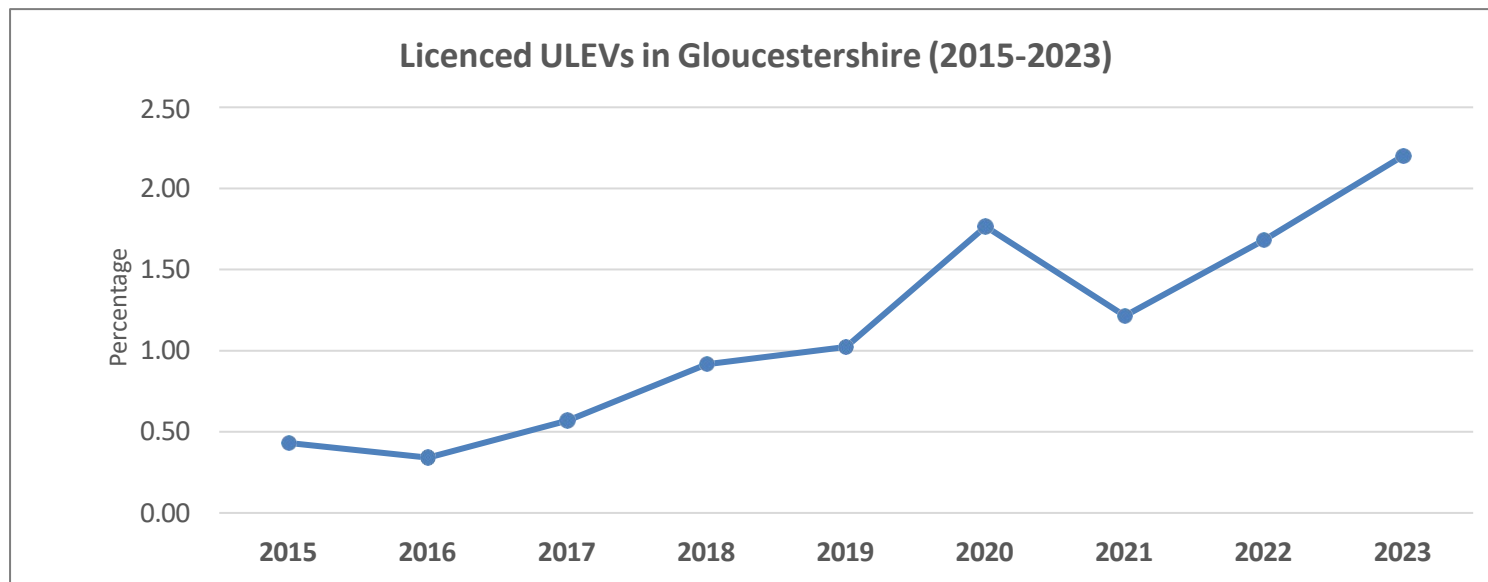


⁶ Local Authority CO2 territorial emissions - <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

In addition to local data, national statistics give context to this target. Department for Transport statistic **ENV0301** shows air pollutant emissions by transport mode⁷: Petrol consumption reduced by 0.4% and diesel consumption remained the same during the period 2015-2019.

Figure PI-14.1 shows licenced Ultra Low Emission Vehicles (ULEV) in the county⁸. Although ULEV licenced vehicles is steadily rising in Gloucestershire up to 2020, there was a decrease in 2021 and levels are increasing, licenced ULEV ownership in the county in 2023 is at just 2.20% of all licenced vehicles. Despite this the number of licensed ULEVs has nearly doubled in 2023 when compared to figures reported in 2021. The LTP highlights the importance of the uptake of ultra-low emissions vehicles and the roll out of charging infrastructure, recognising the particular challenges faced in a rural county like 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 Gloucestershire ULEV Strategy⁹.

Figure PI-14.1



⁷ ENV0301 - <https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#pollutants-emissions-and-noise-env03>.

⁷ ENVO1 - <https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#fuel-consumption-env01>

⁸ ULEV - <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables#ultra-low-emissions-vehicles-ulevs>

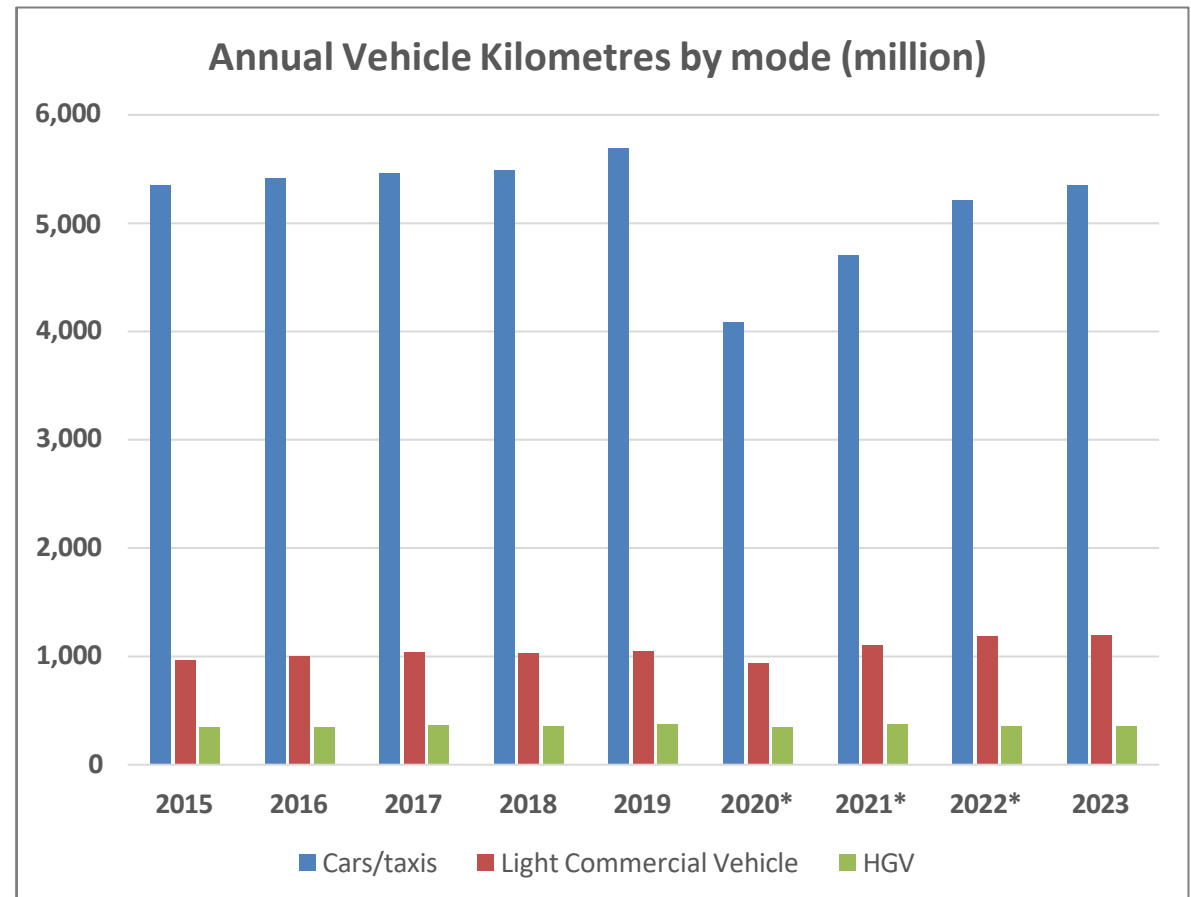
⁹ Gloucestershire ULEV Strategy - <https://glostext.gloucestershire.gov.uk/mgChooseDocPack.aspx?ID=10149>

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 PI-14.2

Figure PI14.2 below show kilometres travelled by vehicles in Gloucestershire¹⁰ - traffic levels in Gloucestershire dipped in 2020 due to a significant reduction in traffic flows as a result of the COVID-19 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, 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 between 2021 and 2023. The increase has appeared to slow in 2023 with figures remaining lower than those reported pre-pandemic. .

*Figures for 2020, 2021 and 2022 are impacted by the pandemic.






¹⁰ Traffic (Table TRA8905 - www.gov.uk/government/organisations/departments-for-transport/statistics/road-traffic-statistics)

Appendix 2 - Bus Service Improvement Plan Targets

1. Bus Service Improvement Plan Targets

Gloucestershire's Bus Service Improvement Plan (BSIP) 2024 establishes six key targets aimed at enhancing bus services, passenger experience, and vehicle quality, all of which contribute to the overall bus journey experience. Currently, the bus sector faces challenges such as fluctuating passenger numbers, service reliability issues, and the need for more sustainable and modern vehicles. These targets aim to address these issues and drive improvements. Progress will be monitored through the LTP annual monitoring report, which will track developments and provide updates wherever feasible.

Table 8 - Summary of performance against BSIP Targets

<u>Paragraph</u>	<u>Performance indicator</u>	<u>Progress summary</u>	<u>Comments</u>
<u>1.1</u>	<u>BSIP-1 Bus Journey Times</u>	<u>2024 base year</u>	A progress summary is not possible, as the base year is 2024. However, chapter 7.2 gives an indication of trends in previous years.
<u>1.2</u>	<u>BSIP-2 Bus Journey Reliability</u>	<u>2024 base year</u>	A progress summary is not possible, as the base year is 2024. However, chapter 7.3 gives an indication of trends in previous years.
<u>1.3</u>	<u>BSIP-3 Bus Passenger Numbers</u>		As outlined in 7.3, the bus passenger number are still significantly impacted by the impacts of Covid 19.
<u>1.4</u>	<u>BSIP-4 Network Accessibility</u>		Significant progress has been made on one of the three ambitions under this target with date for the other two not yet available.
<u>1.5</u>	<u>BSIP-5 Vehicle Quality</u>	<u>2024 base year</u>	A progress summary is not possible, as the base year is 2024. However, chapter 7.6 gives an indication of trends in previous years.
<u>1.6</u>	<u>BSIP-6 Public Satisfaction</u>		While the 2029 target is not yet fully achieved, public satisfaction is improving with most of the indicators on track.

1.1. BSIP Target 1 – Bus Journey Times

Target

A net reduction in journey times across monitored routes between 2024 and 2029 and for journey times on the following Expressbus investment corridors to reduce by 10% between 2024 and 2029:

- Gloucester to Cheltenham following route 10
- Cheltenham to Tewkesbury

Scope

Analyse expected journey time (as timetabled) and actual journey times, using Bus Open Data Service (BODS) data for the Expressbus corridors Gloucester to Cheltenham (data based on route 10) and Cheltenham to Tewkesbury (data based on routes 42, 43, 44). While the target base year is 2024, the data was analysed going back to 2021 to enable some trend analysis.

Progress

The target base year is 2024. However, using BODS data for key corridors we can see that bus journey times have remained relatively stable between 2021 and 2022 but have increased in 2023, continuing the trend of increasing delays before the COVID pandemic.

Figure BSIP 1a - Bus Journey Times (Cheltenham to Gloucester)

For the Gloucester to Cheltenham corridor, following route 10, weekday bus journey times have stayed relatively stable during the period Nov 2021 to Nov 2023. It is noticed that there is a marked increase in journey times in May 2024, possibly as a result of increased traffic congestion, however, further analysis is needed to determine the cause of the delay. Actual journey times tend to be longer than scheduled values, which probably suggests that traffic conditions tend to be slower than anticipated. This has an impact on punctuality especially towards the end of the route, where delays accumulate.

During the weekend scheduled and actual values appear to be closer, which suggests a less busy road network. Some journey time increases are observed in May 2024.

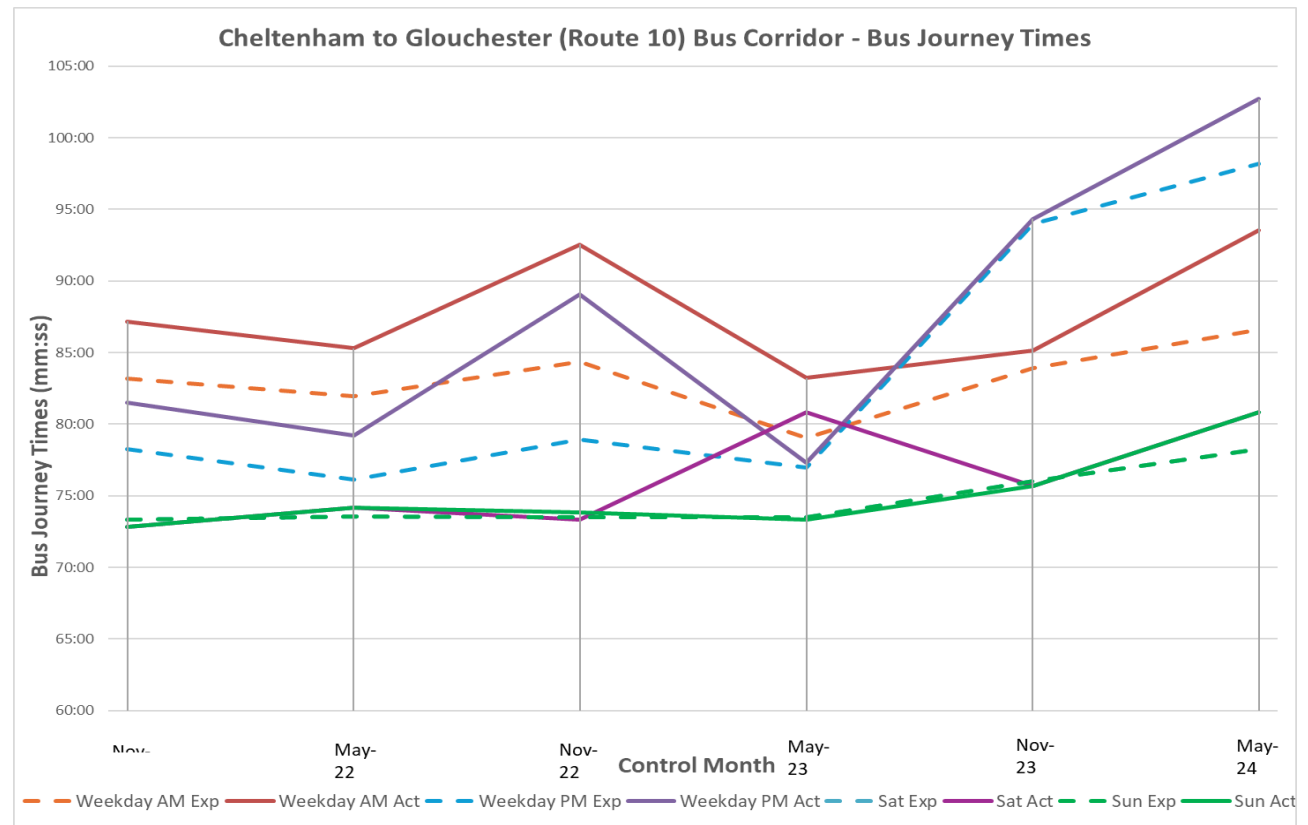
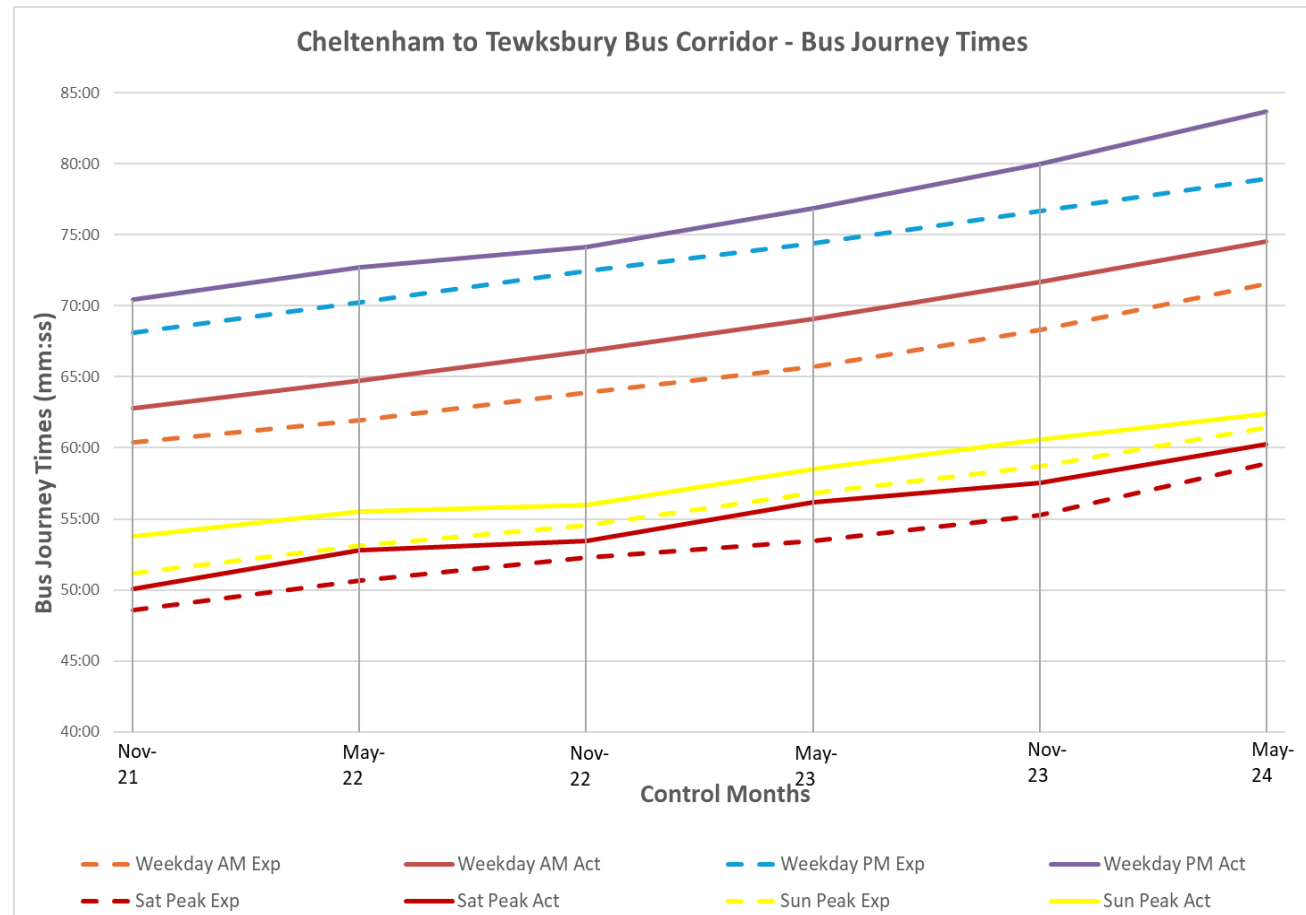


Figure BSIP 1b - Bus Journey Times (Cheltenham to Tewkesbury)

For the Cheltenham to Tewkesbury corridor, a progressive increase in bus journey times over the monitored period between Nov 2021 and May 2024 can be observed. As with the Gloucester to Cheltenham corridor, actual journey times tend to be longer than scheduled values, which may have an impact on punctuality. The progressive increase in bus journey times suggests a deterioration of traffic operations along the corridor over the years, possibly due to increased traffic volumes and / or other initiatives that have reduced traffic throughput. It is noted that there is no bus priority infrastructure along this corridor at present. Further analysis is needed regarding the causes of the increasing delays.

A similar trend is observed during the weekend, although increases in journey times appear less marked and scheduled and actual journey times are very similar, which suggests reduced level of road congestion compared to the average week day.



1.2. BSIP Target 2 – Bus Journey Reliability

Target

To ensure that the Traffic Commissioners guidance of 95% punctuality of low frequency bus services is consistently achieved and met by 2029.

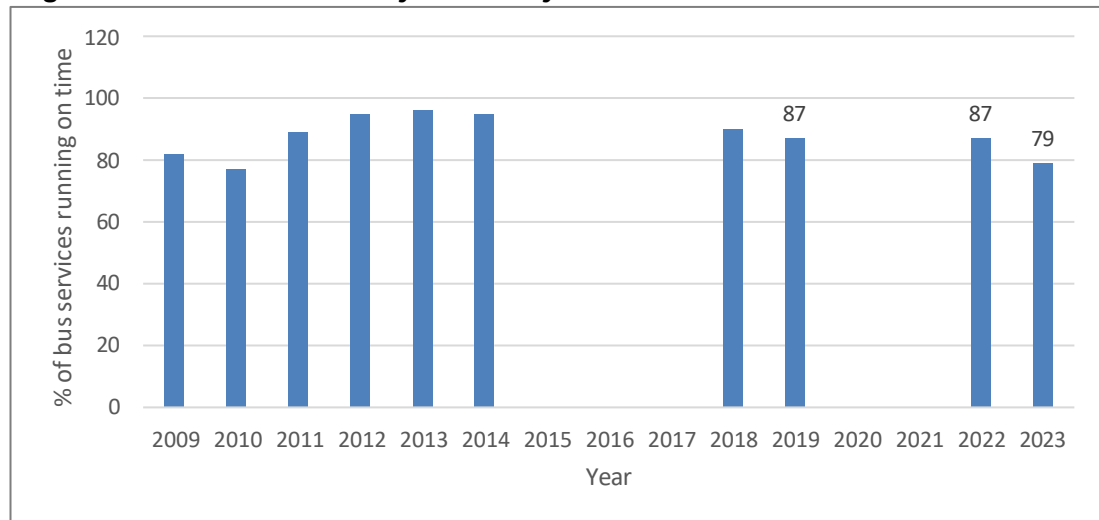
Scope

The DfT statistics on bus reliability and punctuality are collected as average excess waiting time for frequent services and bus services running on time for non-frequent services¹. A frequent service is one that has 6 or more buses per hour which makes the statistic for non-frequent services more relevant to Gloucestershire.

Progress

In 2023, 79% of services were on time, a decrease from 87% in 2019 and 2022. Data is not applicable for 2015 – 2017, 2020 and 2021.

Figure BSIP 2 – Bus Journey Reliability



¹ <https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables#bus-reliability-and-punctuality-bus09>

1.3. BSIP Target 3 – Bus Passenger Numbers

Target

To increase passenger numbers by at least 10% above the 2019 pre-COVID-19 levels by 2029.

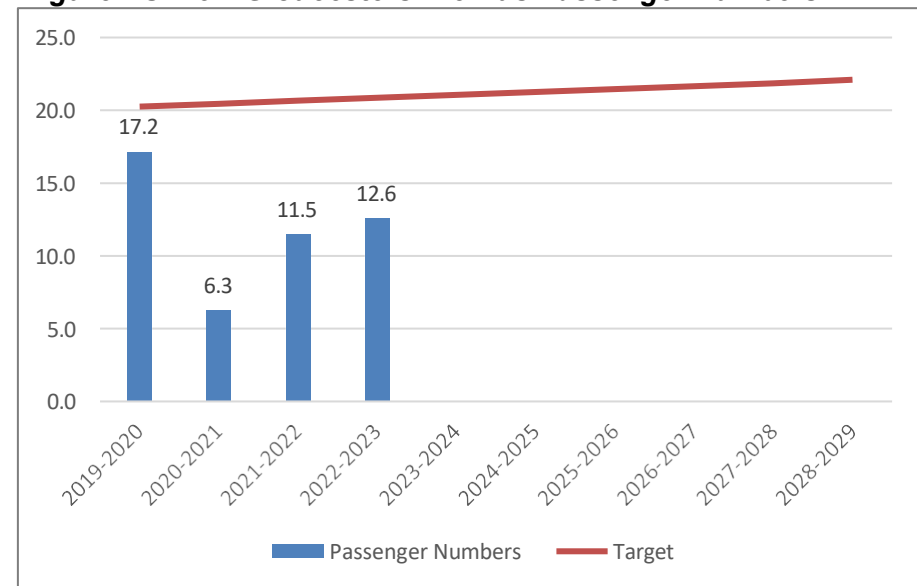
Scope

The DfT statistics on bus passenger numbers are reported annually (in millions and per head of population) on local bus services within Gloucestershire (Local bus passenger journeys - BUS01², Table BUS01e, and Table BUS01f). This data is also referenced in section 6.10 of the report. However, due to the differing targets in each context, the same data has been used in both instances but presented in a different format.

Progress

Passenger numbers in Gloucestershire have recovered since 2021 when they fell from around 20 million bus passenger journeys per annum before COVID-19 to just 6.3 million. However, at 12.6 million bus passenger journeys in 2023, there is still a way to go before passenger levels have returned to their pre-pandemic levels.

Figure BSIP 3 – Gloucestershire Bus Passenger Numbers



² <https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables#local-bus-passenger-journeys-bus01>

1.4. BSIP Target 4 – Network Accessibility

Target

By 2029, GCC and bus operators will work together to achieve:

- A net increase in population within 400m of 4+ buses per hour, achieved through targeted service frequency improvements.
- A net increase in population within 60-minute bus journey into Gloucester or Cheltenham, achieved through implementation of Expressbus concept.
- Double the number of households with access to DRT by 2025.

Scope

The base month for this target will be March 24. The net increase in population with access to 4+ buses per hour will be measured using Podaris. The following will be measured:

- Population with access to 4+ buses per hour in one direction in weekday am peak (7.00 to 10.00 am), interpeak (10.00 to 16.00)pm peak 18.00 to 21.00 pm) , evenings, Saturday 10.00 to 16.00, and Sunday 10.00 to 16.00).
- Additionally, monitoring of access to routes of 1 and 2 buses per hour to provide insights into network development.

Measuring the increase in population within a 60-minute bus journey travel time will also be done using Podaris

For Cheltenham and Gloucester, we selected 37 and 40 road locations, respectively. These sites represent all potential access points to the "town centre" for any bus route. The "town centre" designation was defined broadly to encompass the entire area, rather than a single point, without relying on formal town centre or ward boundaries. We will provide annual reports on this target every March.

Additionally, across Gloucestershire County Council, we have made significant progress in implementing Demand Responsive Transport (DRT), including the rollout of the Robin service.

Progress

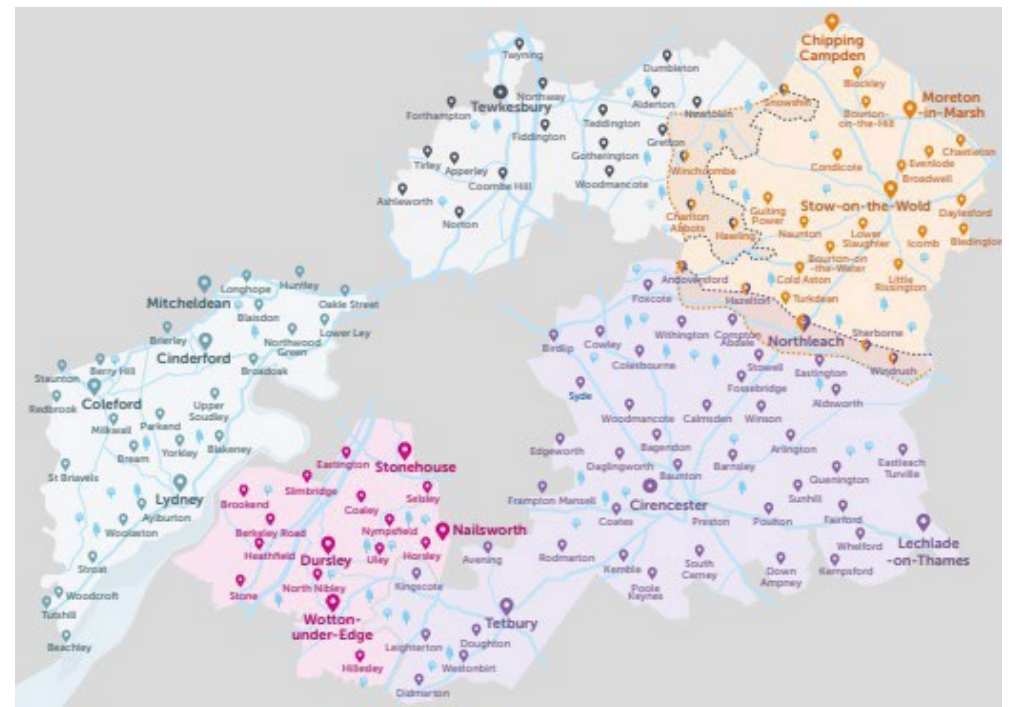
Since 2021 network accessibility has been stable but can be expected to start to increase as a result of the BSIP+ funding and Express bus. Our ambition is to build from this and significantly expand the population of Gloucestershire who have access to frequent bus services.

Mar-24	Stop within X meters of persons home	Mon - Fri AM (07:00-10:00)	Mon - Fri Daytime (10:00-16:00)	Mon - Fri Evening (18:00-21:00)	Mon - Fri PM (16:00-18:00)	Sunday (10:00-16:00)	Saturday (10:00-16:00)
% of population with access to 4 or more buses per hour	Within 400m	22%	24%	19%	6%	11%	7%
	Within 800m	35%	38%	32%	13%	20%	14%
% of population with access to 1 bus or more per hour	Within 400m	46%	46%	46%	37%	33%	35%
	Within 800m	62%	61%	62%	52%	49%	48%

Figure BSIP 4

In March 2024, 35% of the county population has access to Gloucester district within 60 minutes transit. 28% of the county population has access to Cheltenham district within 60 minutes transit.

Additionally, across Gloucestershire County Council, we have made significant progress in implementing Demand Responsive Transport (DRT), including the rollout of the Robin service as shown below.



1.5. BSIP Target 5 – Vehicle Quality

Target

- For more than 20% of Gloucestershire's bus fleet to be zero emission by 2029.
- By 2029: aim for all GCC contracted bus services to be a minimum Euro 6 Standard.

Scope

Monitoring vehicle quality will be completed through the enhanced partnership working group. In 2025 will conduct an annual survey of all bus operators within the county. This survey will align with the Department for Transport's fleet data requirements³, enabling consistent and comprehensive oversight of vehicle performance and compliance.

Progress

Across Gloucestershire's 10 largest bus operators, Gloucestershire's vehicle fleet comprises approximately 250 buses.20 Of this, more than 115 buses (46%) are Euro VI compliant. The quality of vehicles since 2021 has seen some small improvements with investment in EURO 6 buses by Stagecoach and the introduction of Gloucestershire's first Zero Emission Bus by Newport Transport. Pulhams have also purchased 4 new Euro 6 local bus vehicles in 2023 and a further 12 second hand Euro 6 to the fleet so far.

Following the successful ZEBRA bid this will be accelerated.

³ <https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables#vehicles-operated-by-local-bus-operators-bus06>

1.6. BSIP Target 6 – Public Satisfaction

Target

Reach the national average for satisfaction by 2029 for the 8 indicators listed in Table BSIP 6a below.

Exceed the national average by 2029 for the 8 indicators listed in Table BSIP 6b below.

Scope

Gloucestershire participates in the annual National Highways and Transport Network's Public Satisfaction survey which includes data on satisfaction with bus services and bus infrastructure. The above indicators have been selected as the most relevant to measure public satisfaction with bus service provision.

[Survey Annual Report 2024](#)

Progress

2024 results show that public transport satisfaction improved across several indicators, with the greatest increase in satisfaction relating to frequency of bus services, buses arriving on time, the local bus service overall and bus fares. Of the indicators Gloucestershire's BSIP aims to bring in line with the national average by 2029, 4 are already slightly above average, however another 4 are slightly below. Of the indicators for which Gloucestershire's BSIP aims exceed the national average by 2029, 6 are already slightly above average, however 2 are slightly below.

Table BSIP 6a - BSIP target to reach the national average for satisfaction by 2029:

Ref	Indicator	Score	Trend	Average	Gap
PTBI01	Frequency of bus services	50%	4%	52%	-2%
PTBI17	Information about accessible buses	45%	3%	46%	-1%
PTBI02	Number of bus stops	64%	2%	66%	-2%
PTBI04	Whether buses arrive on time	51%	5%	48%	3%

PTBI06	The local bus service overall	57%	6%	55%	2%
PTBI07	Bus fares	60%	7%	59%	1%
PTBI18	Info to help people plan journeys	52%	2%	54%	-2%
PTBI19	Reliability of electronic display info	48%	3%	47%	1%

Table BSIP 6b - BSIP target to exceed the national average by 2029:

Ref	Indicator	Score	Trend	Average	Gap
PTBI03	The state of bus stops	52%	-2%	55%	-3%
PTBI10	Personal safety on the bus	67%	0%	65%	2%
PTBI11	Personal safety at bus stops	61%	0%	60%	1%
PTBI08	Quality and cleanliness of buses	63%	-1%	61%	2%
KQI05	Public transport information related indicators	49%	2%	50%	-1%
PTBI05	How easy buses are to get on/off	71%	0%	70%	1%
PTBI09	Helpfulness of drivers	70%	2%	67%	3%
KBI10	Community Transport	54%	1%	54%	0%

Appendix 3 – Schemes Tables (Strategic Schemes / Major Schemes / Local Schemes)

Key to Schemes Tables

Ref	Reference number identifies the schemes in the Connecting Places Strategy (CPS) maps in Chapter 4 The reference CSV (Central Severn Vale), S Cot (South Cotswold) N Cot (North Cotswold), SD (Stroud), SV (Severn Vale), TKS (Tewkesbury)		
Mode	Primary transport mode for each scheme		
Benefits	Highlights the 3 main benefits of each scheme: Local Plan Growth (LPG), Active Travel / Health & Wellbeing (AT/HW), Network Capacity Optimisation (NCO), Environmental (ENV), Safety (S), Sustainable Transport (ST), CO2 Reduction (CO2)		
Funding	✓ funding secured	Indicative offer made	Funding still required
Scheme Status	Some schemes have progressed further than others in terms of creating detailed plans or producing business cases and may be at delivery sooner than others.		
Cost Band	High level indication of the likely cost of delivering each scheme		

Strategic Schemes

REF	MODE	SCHEME	BENEFITS			Indicative Funding Status	Scheme Status	Cost Band
CSV 1	Highways	M5 Junction 10 'All Movements' access and Link Road to West Cheltenham	LPG	NCO	Road Safety	✓ secured	In delivery	>£20m
CSV 2	Highways	Improvements to M5 J11 and the A40 Corridor, including WCTIS, in West Cheltenham	LPG	NCO	CO2	✓ secured	Delivery complete	>£20m
CSV 3	Public Transport - Bus	Elmbridge Strategic Interchange hub	ST	CO2	AT / HW	Still required	Scoping stage	£200k - £5m
CSV 4	Public Transport - Bus	Strategic Park & Interchange hub scheme for A46 Brockworth/Shurdington	ST	CO2	AT / HW	Still required	Scoping stage	£200k - £5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Status	Scheme Status	Cost Band
CSV 5	Public Transport - Bus	Strategic Park & Interchange hub scheme at Uckington, Cheltenham	ST	CO2	AT / HW	Still required	Scoping stage	£200k - £5m
S Cot 1	Highways	A417 Missing Link	NCO	Road Safety		✓ secured	Under construction	>£20m
TKS 1	Highways	'New Offline' A46 and M5 Junction 9 improvements, Tewkesbury	LPG	Road Safety	NCO	Still required	Pre-design stage	>£20m
CSV 6	Public Transport - Bus	Strategic Park & Interchange hub scheme for M5 J11a	ST	CO2	AT / HW	Still required	Scoping stage	£200k - £5m
CSV 7	Public Transport - Bus	Strategic Park & Interchange hub scheme for M5 J12	ST	CO2	AT / HW	Still required	Scoping stage	£200k - £5m
SD 1	Public Transport - Bus	Strategic Park & Interchange hub scheme for M5 J13/A419	ST	CO2	AT / HW	Still required	Scoping stage	£5m - £20m
CSV 8	Highways	Innsworth Gateway New A40 roundabout	LPG	NCO		✓ secured	Delivery complete	£5m - £20m
CSV 9	Highways	A40 Viaduct widening to increase capacity between Longford and Over Roundabouts	NCO	LPG		Still required	Scoping stage	>£20m
FOD 1	Highways	Chepstow Congestion Relief Scheme	NCO	ST		Still required	Scoping stage	>£20m
CSV 10	Public Transport - Bus	Strategic Park & Interchange hub upgrade at Cheltenham Racecourse, Cheltenham	ST	CO2	AT/ HW	Still required	Pre-design stage	£200k - £5m
CSV 11	Public Transport - Bus	Strategic Park & Interchange upgrade hub at Waterwells, Gloucester	ST	CO2	AT/ HW	Still required	Pre-design stage	£200k - £5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Status	Scheme Status	Cost Band
CSV 12	Public Transport - Bus	Arle Court Strategic Park & Interchange expansion	ST	CO2	AT/ HW	✓ secured	Delivery complete	£5m - £20m
CSV 13	Highways	M5 J12 capacity and safety Improvements	LPG	NCO	Road Safety	Still required	Scoping stage	£5m - £20m
SD 2	Ped/Cycle	Access improvements for Cam & Dursley Greenway 'Active Travel Route' to Railway station	AT/ HW	ST	CO2	Still required	Pre-design stage	£200k - £5m
TKS 2	Ped/Cycle	Tewkesbury to Bishop's Cleeve 'Active Travel' / Cycle Route	AT/ HW	ST	CO2	Still required	Pre-design stage	<£5m
CSV 14	Ped/Cycle	Cycle access improvements for A40/B4063 Corridor between Cheltenham and Gloucester	AT/ HW	CO2	ST	✓ secured	Under construction	£200k - £5m
CSV 15	Highways	St Barnabas Roundabout capacity and accessibility Enhancement	LPG	Road Safety	ST	Still required	Pre-design stage	£5m - £20m
CSV 16	Highways	M5 J11a Upgrade	LPG	NCO		Still required	Scoping stage	£200k - £5m
CSV 17	Highways	Junction improvement, A40 Over roundabout. Enhancement for outbound traffic with alternative river crossing	LPG	NCO		Still required	Scoping stage	£5m - £20m
TKS 3	Ped/Cycle	Cycle/Walking access improvements for Ashchurch Road Corridor including M5J9 to link Tewkesbury	AT/ HW	Road Safety	ST	Still required	Scoping stage	£200k - £5m
CSV 18	Highways	C&G Roundabout Upgrade	LPG	NCO		Still required	Scoping stage	£200k - £5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Status	Scheme Status	Cost Band
CSV 19	Public Transport - Bus	Gloucester - Cheltenham via Churchdown bus corridor improvements	ST	CO2		Still required	Scoping stage	£5m - £20m
CSV 20	Public Transport - Bus	A40 Corridor bus priority, Cheltenham	ST	CO2		Still required	Scoping stage	£200k - £5m
CSV 21	Ped/Cycle	Cheltenham - Bishop's Cleeve Corridor cycle scheme	AT/HW	ST	CO2	Still required	Under construction	£200k - £5m
CSV 22	Ped/Cycle	Cycle access improvements linking Honeybourne Line to A40, Cheltenham	AT/HW	ST	CO2	✓ secured	Design stage	£200k - £5m
CSV 23	Ped/Cycle	Cycle access improvements for Outer Ring Road corridor, Gloucester	AT/HW	Road Safety	CO2	Still required	Scoping stage	£200k - £5m
CSV 24	Ped/Cycle	Gloucester - Sharpness walking & cycle Improvements	AT/HW	CO2		✓ secured	Delivery complete	£200k - £5m
CSV 25	Public Transport - Bus	Innsworth Lane and Oxstalls Lane, Gloucester	ST	CO2		✓ secured	Under construction	£200k - £5m
SD 3	Ped/Cycle	Active Travel Route' - Stroudwater Navigation to Gloucester & Sharpness Canal	AT/HW	Road Safety	CO2	✓ secured	Pre-design stage	>£20m
CSV 26	Highways	New A40 Junction and Link Road to B4063	LPG	NCO		Still required	Scoping stage	£200k - £5m
SD 4	Public Transport - Rail	Rail junction and capacity improvements (Dynamic Loops) to rail lines between Cam & Dursley and Charfield	ST	CO2	NCO	Still required	Scoping stage	>£20m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Status	Scheme Status	Cost Band
TKS 4	Public Transport - Rail	Rail junction and capacity improvements (Dynamic Loops) to Birmingham - Bristol Mainline near Ashchurch	ST	CO2	NCO	Still required	Scoping stage	>£20m
CSV 27	Ped/Cycle	LCWIP Walking Corridor, Cheltenham	AT/ HW	Road Safety	CO2	Still required	Pre-design stage	£200k - £5m
CSV 28	Ped/Cycle	LCWIP Cycling Corridor, Cheltenham (Phase 1 - 4)	AT/ HW	Road Safety	CO2	Still required	Design stage	£200k - £5m
CSV 29	Ped/Cycle	LCWIP Walking Corridor, Gloucester (Phase 1 - 4)	AT/ HW	Road Safety	CO2	✓ secured	Pre-design stage	£200k - £5m
CSV 30	Ped/Cycle	LCWIP Cycling Corridor, Gloucester (Phase 1 - 4)	AT/ HW	Road Safety	CO2	Still required	Design stage	£200k - £5m
SD 5	Public Transport - Bus	Bus stop and bus advantage improvements for Stroud - Gloucester corridor	ST	CO2		Still required	Scoping stage	£200k - £5m
SD 6	Ped/Cycle	Access improvements ' Active Travel Route' - B4008 between little Haresfield (M5 J12) and Stonehouse Corridor	AT/ HW	ST	CO2	Still required	Scoping stage	£200k - £5m
CSV 31	Public Transport - Bus	Bus advantage improvements for Bruton Way, Gloucester	ST	CO2		Still required	Pre-design stage	£200k - £5m
SD 7	Public Transport - Bus	Cycle access improvements to National Cycle Network, Route 45, Stroud	AT/ HW	Road Safety	CO2	Still required	Scoping stage	£200k - £5m
CSV 32	Highways	A40/A48 Highnam roundabout signalisation	LPG	NCO		Still required	Scoping stage	£200k - £5m
CSV 33	Highways	Junction improvement - Priory Rd providing bus advantage, Glos.	ST	CO2	NCO	Still required	Scoping stage	£200k - £5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Status	Scheme Status	Cost Band
CSV 34	Highways	Junction Improvement - A417 - Brockworth Bypass / A46 Shurdington Rd, Brockworth	NOC	Road Safety		Still required	Scoping stage	£200k - £5m
CSV 35	Highways	Junction improvement - A417 C&G roundabout,	NOC	Road Safety		Still required	Scoping stage	£5m - £20m
TKS 5	Highways	Junction Improvements - Northway Lane / A46	LPG	NCO		Still required	Scoping stage	£200k - £5m
TKS 6	Highways	Junction Improvements - Alexandra Way / A46	LPG	NCO		Still required	Scoping stage	£200k - £5m
TKS 7	Highways	Junction Improvements - Fiddington Lane / A46	LPG	NCO		Still required	Scoping stage	£200k - £5m
CSV 36	Highways	Over Roundabout Upgrade – Left Slip from A40 East.	LPG	NCO		✓ secured	Delivery complete	£5m - £20m
CSV 37	Highways	A40/A417 Over Roundabout Improvement - Signalisation	LPG	NCO		Still required	Scoping stage	£200k - £5m
CSV 38	Highways	A417 Zoons Court Roundabout	LPG	NCO		Still required	Scoping stage	£200k - £5m
TKS 8	Public Transport - Bus	Strategic Park and Interchange hub for Tewkesbury/Ashchurch M5 J9	ST	CO2	AT/HW	Still required	Scoping stage	£5m - £20m
SD 20	Public Transport - Rail	A new railway station(s) south of Gloucester, north of Bristol	ST	CO2		Still required	Scoping stage	>£20m

Major Schemes

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
CSV 39	Highways	A4019/A4013 Corridor improvements	ST	CO2		Still required	Scoping stage	£5m - £20m
CSV 40	Highways	A430 Llanthony Rd and St Ann Way, Gloucester (South West Bypass)	LPG	NCO		✓ secured	Under construction	£5m - £20m
SD 8	Highways	Improvements for A419 Corridor, Stonehouse	NCO			✓ secured	Delivery complete	£200k -£5m
SD 9	Public Transport - Bus	Park & Interchange Hub at Cam & Dursley Railway Station	ST	CO2	AT/H W	Still required	Scoping stage	£200k -£5m
CSV 41	Highways	Highway Improvements A435 Corridor, Bishop's Cleeve	LPG	NCO		✓ secured	Delivery complete	£200k -£5m
S Cot 2	Ped/Cycle	Cycle access improvements linking Cirencester to Kemble Railway Station	ST	CO2	AT/H W	Still required	Scoping stage	£5m - £20m
TKS 9	Highways	Junction Improvement to the - Shannon Way / A438 traffic signal junction	LPG	NCO		Indicative offer made	Scoping stage	£200k -£5m
CSV 42	Highways	A38 / Walls Roundabout	LPG	NCO		Still required	Scoping stage	£200k -£5m
CSV 43	Highways	Highway improvements - A38/A430/B4008 Cole Avenue Junction	LPG	NCO	Road Safety	Still required	Scoping stage	£200k -£5m
SD 10	Highways	Highway Improvement - Merrywalk	LPG	Road Safety	AT/H W	Still required	Scoping stage	£200k -£5m
CSV 44	Highways	Signal Upgrades through CSV	NCO	CO2		Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
TKS 10	Public Transport - Rail	Ashchurch for Tewkesbury Station improvements	ST	CO2	NCO	Still required	Scoping stage	£5m - £20m
CSV 45	Public Transport - Bus	Bus advantage improvements for A435 Tewkesbury - Cheltenham Corridor	ST	CO2		Still required	Scoping stage	£200k -£5m
S Cot 3	Ped/Cycle	Access improvements 'Active Travel Route' - A417 between Fairford and Lechlade	AT/H W	ST	CO2	Still required	Scoping stage	£200k -£5m
CSV 46	Highways	Highway Improvements A46 (Shurdington Road) Corridor	LPG	NCO	Road Safety	Still required	Scoping stage	£5m - £20m
FOD 2	Highways	Junction Improvements - B4226/B4227 Bridge Junction (Including new highway) - Cinderford Bridge	LPG	NCO		Still required	Scoping stage	£200k -£5m
FOD 3	Highways	Bream Road Junction Improvement - Lydney	LPG	Road Safety	CO2	Still required	Scoping stage	£200k -£5m
S Cot 4	Ped/Cycle	Cycle access improvement, reuse of old railway line between Tetbury and Kemble	AT/H W	CO2	ST	Still required	Scoping stage	£200k -£5m
S Cot 5	Ped/Cycle	Cycle access improvements between South Cerney and Cirencester	AT/H W	CO2	ST	Still required	Scoping stage	£200k -£5m
S Cot 6	Ped/Cycle	Cycle access improvements for Cotswold Water Park, Fairford	AT/H W	CO2	ST	Still required	Scoping stage	£200k -£5m
FOD 4	Highways	A4136 Corridor highway Improvements	NCO	Road Safety		Still required	Scoping stage	£5m - £20m
S Cot 7	Ped/Cycle	Access improvements for Tetbury Rd and London Rd corridors, Cirencester	AT/H W	Road Safety		Still required	Scoping stage	£200k -£5m
CSV 47	Highways	Junction Improvement - A4019/A4013	LPG	NCO		Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
CSV 48	Highways	Connecting Cheltenham	NCO	Road Safety	AT/H W	Still required	Scoping stage	£200k -£5m
FOD 5	Ped/Cycle	Cycle improvements linking Gloucester – Huntley, Churcham , Maisemore, Hartpury, Highnam and Newent	AT/H W	CO2	ST	Still required	Scoping stage	£200k -£5m
SD 11	Ped/Cycle	Cycle access improvements between Chalford and Cirencester	AT/H W	CO2	ST	Still required	Scoping stage	£200k -£5m
SD 12	Ped/Cycle	Cycle access improvements between Stroud and Chalford	AT/H W	CO2	ST	Still required	Scoping stage	£200k -£5m
CSV 49	Highways	A38 Crosskeys - Signalisation Upgrades	LPG	NCO		✓ secured	In delivery	£200k -£5m
FOD 6	Highways	Junction improvements, A48 Highfield Rd/Lydney Bypass	LPG	NCO	Road Safety	Still required	Scoping stage	£200k -£5m
FOD 7	Public Transport - Bus	Bus stop and bus advantage improvements for Gloucester - Lydney / Coleford / Cinderford corridors	CO2	ST		Still required	Scoping stage	£200k -£5m
CSV 50	Highways	Highway improvements, A38 Outer Ring Road corridor, Gloucester	LPG	Road Safety	AT/H W	Still required	Scoping stage	£200k -£5m
FOD 8	Ped/Cycle	Cycle access improvements between Lydney and Parkend	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
SD 13	Ped/Cycle	Cycle access improvements for Cam and Dursley Active Travel Route to Uley	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
FOD 9	Ped/Cycle	Cycle access improvements to Lydney - Cinderford corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
FOD 10	Ped/Cycle	Cycle access improvements to Cinderford - Highnam corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
FOD 11	Ped/Cycle	Cycle access improvements to A48 - Lydney - Westbury-on-Severn corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
CSV 51	Ped/Cycle	Cycle access improvements to A40 - Cheltenham - Andoversford corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
CSV 52	Highways	Highway improvement - Westgate Gyratory, Gloucester	Road Safety	NCO		Still required	Scoping stage	£200k -£5m
SD 14	Highways	B4066 corridor improvements, Berkeley	LPG	NCO		Still required	Scoping stage	£200k -£5m
FOD 12	Highways	Replacement of existing A417 highway with elevated section, Maisemore	ENV	Road Safety		Still required	Scoping stage	£5m - £20m
SD 15	Highways	Access improvements for Cainscross roundabout, Stroud	Road Safety	AT/ HW		Still required	Scoping stage	£200k -£5m
CSV 53	Highways	A4019/ B4634 Old Gloucester Rd/Gallagher Retail Park Junction	LPG	NCO		✓ secured	In delivery	£200k -£5m
TKS 11	Highways	Highway improvement - Tewkesbury Northern Relief Road	LPG	NCO		Still required	Scoping stage	£5m - £20m
FOD 13	Public Transport - Bus	West of Severn Transport Interchange Hub	ST	CO2		Still required	Scoping stage	£5m - £20m
S Cot 8	Ped/Cycle	Cycle access improvements, Cirencester – Fairford corridor	AT/ HW	ST	CO2	Still required	Scoping stage	£5m - £20m

Local Schemes

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
N Cot 1	Highways	Junction improvement A429 - Unicorn Junction (A436/B4068) - Stow-On-The-Wold	LPG	NCO	Road Safety	Still required	Pre-design stage	£200k -£5m
CSV 54	Highways	Staverton Cross Roads (B4063/B4634)	LPG	ST		✓ secured	Delivery complete	£200k -£5m
N Cot 2	Ped/Cycle	Resolve pedestrian access arrangements in Moreton-in-Marsh	AT/ HW	Road Safety		Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
CSV 55	Public Transport - Rail	Gloucester Railway Station Enhancement	ST	ENV		✓ secured	Under construction	£200k -£5m
CSV 56	Ped/Cycle	Alterations to Horton Rd level crossing	AT/ HW	ST	CO2	Still required	Scoping stage	£5m - £20m
TKS 12	Highways	Closure of Grange Rd/Aston Fields Railway level crossing	LPG	NCO		Still required	Scoping stage	£5m - £20m
FOD 14	Ped/Cycle	Cycling and Walking access improvements to Lydney Station and Lydney Harbour	AT/ HW	CO2	Road Safety	✓ secured	Delivery complete	£200k -£5m
FOD 15	Ped/Cycle	Cycling and Walking access improvements – Lydney Town Centre	AT/ HW	CO2	Road Safety	✓ secured	Delivery complete	£200k -£5m
SD 16	Public Transport - Rail	Cam & Dursley Railway Station enhancements	ST	CO2	ENV	Still required	Scoping stage	£200k -£5m
SD 17	Public Transport - Rail	Stroud Railway Station enhancements	ST	CO2	ENV	Still required	Pre-design stage	£200k -£5m
CSV 57	Public Transport - Rail	Cheltenham Spa Railway Station Enhancements	ST	CO2	ENV	✓ secured	completed	£200k -£5m
CSV 58	Ped/cycle	Foot/cycleway bridge infrastructure north of Pirton Fields and link connection to existing highway	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
FOD 16	Public Transport - Rail	Lydney Railway Station Enhancements	ST	CO2	ENV	Still required	Scoping stage	£200k -£5m
N Cot 3	Public Transport - Rail	Moreton in Marsh Railway Station car park enhancements	ST	CO2	ENV	Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
S Cot 9	Highways	Junction improvement - A429/A433 - Kemble	Road Safety	LPG		Still required	Scoping stage	£200k -£5m
SD 18	Highways	Highway improvements Dursley Relief Road	LPG	NCO		Still required	Scoping stage	£200k -£5m
TKS 13	Ped/Cycle	Pedestrian and cycle access improvements using disused railway bridge over Northway Ln, Ashchurch	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
TKS 14	Highways	A438/A38 Tewkesbury bypass	LPG	NCO		Still required	Scoping stage	£200k -£5m
FOD 17	Highways	Cinderford Northern Quarter Spine Road	LPG			Still required	Scoping stage	£200k -£5m
SD 19	Highways	Junction improvement - A4135/B4066 Dursley Rd roundabout, Dursley	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 21	Ped/Cycle	Access improvements for Stroud Town Centre	Road Safety	AT/ HW	CO2	Still required	Scoping stage	£200k -£5m
SD 22	Highways	Junction improvements - A38/B4066	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 23	Highways	Junction improvement - A4135/B4060, Woodfield roundabout, Dursley	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 24	Highways	Junction Improvements - A419/A46 Dudbridge Rd Roundabout, Stroud	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 25	Highways	Junction improvement - A419 / Dr Newton's Way, Stroud	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 26	Highways	Junction improvement A46 / Bath Rd (Dudbridge Rd)	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 27	Ped/Cycle	Cycle and walking access improvements between Eastington and Nailsworth	Road Safety	AT/ HW	CO2	Still required	Scoping stage	£200k -£5m

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REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
CSV 59	Highways	Highway improvement London Road/Denmark Road junction, Gloucester	ST	CO2	NCO	Still required	Scoping stage	£200k -£5m
S Cot 10	Public Transport - Rail	Kemble Railway station enhancements	ST	CO2	ENV	Still required	Scoping stage	£200k -£5m
N Cot 4	Highways	Highway improvement - A429 Fosseway	LPG	NCO	Road Safety	Still required	Scoping stage	£5m - £20m
N Cot 5	Highways	Highway improvement, A44/A429 mini roundabouts	LPG	NCO	Road Safety	Still required	Scoping stage	£200k -£5m
S Cot 11	Highways	Junction improvement - A433 London Rd Tetbury	LPG	NCO	Road Safety	Still required	Scoping stage	£200k -£5m
S Cot 12	Highways	Highway improvement - Thames St - High St, Lechlade	LPG	NCO	Road Safety	✓ secured	Delivery complete	£200k -£5m
S Cot 13	Highways	Junction improvement - Five Ways junction, including crossing facilities, Cirencester	NCO	Road Safety		Still required	Scoping stage	£200k -£5m
S Cot 14	Highways	Junction improvement - Allotment Corner, Kempsford	NCO			Still required	Scoping stage	£200k -£5m
S Cot 15	Highways	Junction improvements - Tetbury Town Centre	NCO	Road Safety		Still required	Scoping stage	£200k -£5m
S Cot 16	Highways	Junction improvement - A417/Whelford Rd Junction, Fairford	NCO	Road Safety		Still required	Scoping stage	£200k -£5m
S Cot 17	Highways	Junction improvement - A429, Cherry Tree Junction, Cirencester	NCO			✓ secured	Delivery complete	£200k -£5m
SD 28	Highways	Junction improvement - A38/Alkington Lane	LPG	NCO		Still required	Scoping stage	£200k -£5m
CSV 60	Highways	Highway improvement - B4063 Corridor, Churchdown	NCO			Still required	Scoping stage	£200k -£5m
CSV 61	Highways	Highway Improvements, Down Hatherley Lane Corridor, Gloucester	NCO			Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
CSV 62	Highways	Highway Capacity improvements A435-Stoke Road/Finlay Road Roundabouts	LPG	NCO		Still required	Pre-design stage	£200k -£5m
CSV 63	Highways	Highway Capacity improvements A435 - Racecourse roundabout	LPG	NCO		Still required	Pre-design stage	£200k -£5m
CSV 64	Highways	Junction Improvement A38/Down Hatherley Ln Junction Upgrade	LPG	NCO		Still required	Scoping stage	£200k -£5m
CSV 65	Highways	Highway capacity improvements at A435 / GE roundabout	LPG	NCO		Still required	Pre-design stage	£200k -£5m
FOD 18	Highways	Highway improvement - Newerne Link Road, Lydney	LPG	Road Safety	CO2	Still required	Scoping stage	£200k -£5m
CSV 66	Highways	Highway improvement - A4019 Honeybourne Railway bridge Cheltenham	NCO	Road Safety		Still required	Scoping stage	£200k -£5m
CSV 67	Highways	Junction Improvement - A430/A417 Castlemeads	LPG	NCO		Still required	Scoping stage	£200k -£5m
FOD 19	Highways	Junction improvements - Highfield Hill including Traffic Calming, Lydney	Road Safety	NCO		✓ secured	Delivery complete	£200k -£5m
CSV 68	Highways	Close Withybridge lane access to A4019	LPG	NCO		Still required	Scoping stage	£200k -£5m
SD 29	Ped/Cycle	Cycle access improvements to Stroud Road, Gloucester - Stroud Corridor	AT/ HW	CO2	ST	Still required	Pre-design stage	£200k -£5m
CSV 69	Ped/Cycle	Cycle access improvements to the Churchdown - Brockworth (Gloucester Business Park) Corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
CSV 70	Ped/Cycle	Cycle access improvements to the Bishop's Cleeve, Swindon Village, North West Cheltenham Corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
CSV 71	Ped/Cycle	Cycle access improvements to the Gloucester - Tewkesbury Corridor including access to developments at Twigworth and Longford	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
TKS 15	Ped/Cycle	Cycle access improvements to the Walton Cardiff, Newtown, Ashchurch corridor	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m

REF	MODE	SCHEME	BENEFITS			Indicative Funding Source	Scheme Status	Cost Band
SD 30	Ped/Cycle	'Active Travel Route' Wotton-Under-Edge to Charfield	AT/ HW	CO2		Still required	Scoping stage	£200k -£5m
SD 31	Public Transport - Rail	Stonehouse Railway Station improvements	ST	CO2	ENV	Still required	Scoping stage	£200k -£5m
FOD 20	Ped/Cycle	Newent to Dymock Active Travel route.	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
N Cot 6	Ped/Cycle	Andoversford – Bourton on the Water Active Travel route	AT/ HW	CO2	ST	Still required	Scoping stage	£5m - £20m
N Cot 7	Ped/Cycle	Bourton on the Water – Kingham Active Travel route	AT/ HW	CO2	ST	Still required	Scoping stage	£5m - £20m
S Cot 18	Ped/Cycle	Andoversford – Cirencester Active Travel route	AT/ HW	CO2	ST	Still required	Scoping stage	£5m - £20m
SD 32	Ped/Cycle	Walking and cycle access improvements, A4135 Box Road – A38 corridor	AT/ HW	CO2	Road Safety	Still required	Scoping stage	£200k -£5m
TKS 16	Ped/Cycle	Tewkesbury to Upton upon Severn Active Travel route	AT/ HW	CO2	ST	Still required	Scoping stage	£200k -£5m
CSV 72	Ped/Cycle	Cycle access improvements A46 Corridor – Cheltenham - Brockworth	AT/ HW	S	CO2	Still required	Scoping Stage	£200k-£5m

Appendix 4 - Strategic context and influences

1. Transport policy 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.

Sir Keir Starmer became Prime Minister on 5 July 2024, and the new Government has set five strategic priorities, focusing on transport. These include improving railway performance and reform, enhancing bus services, transforming infrastructure to promote social mobility and tackle regional inequality, delivering greener transport, and better integrating transport networks. At the point of writing this report is it too early to have certainty on how these strategic priorities will translate in policy and guidance (though some bills and draft bills released in the early days of the new government are listed below).

The adopted LTP reflects national and regional policy as well as district local plans published in 2021. Policy updates since LTP adoption are summarised in the following tables.

Table 1 – National policy updates since 2022:

Title	Author	Published	Summary	Link
<i>Strategic Road Network and the Delivery of Sustainable Development</i>	DfT and National Highways	10/09/2013 Updated: 23/12/2022	This policy explains how National Highways engages in plan-making and decision-taking to support the delivery of sustainable development.	Strategic Road Network and the Delivery of Sustainable Development
<i>Great British Railways: Williams-Shapps Plan for Rail</i>	DfT	20/05/2021 Updated: 14/12/2023	The government's plan to transform the railways in Great Britain.	Great British Railways: Williams-Shapps Plan for Rail
<i>Road Investment Strategy 3: Our Role and Approach</i>	Office of Rail and Road	04/05/2022	RIS3 will set out investment in the strategic road network (SRN) during the third road period (2025 to 2030). It will build on the work taken forward in RIS2 on investing in the network and improving the way it is operated and maintained.	Road Investment Strategy 3: Our Role and Approach
<i>Future of Freight: A Long-term Plan</i>	DfT	15/06/2022	A cross-modal and cross-government plan for the UK freight transport sector.	Future of Freight: A Long-term Plan
<i>The Second Cycling and Walking Investment Strategy</i>	DfT and Active Travel England (ATE)	06/07/2022 Updated: 10/03/2023	The government's ambition for walking and cycling until 2025.	The Second Cycling and Walking Investment Strategy (CWIS2)
<i>The Plan for Drivers</i>	DfT	02/10/2023	Published during the 2022 to 2024 Sunak Conservative government, this policy supports motorists by making driving as straightforward, accessible, environmentally responsible, and safe as possible.	The Plan for Drivers
<i>Automated Vehicles Bill 2023</i>	DfT and Centre for Connected and Autonomous Vehicles	21/11/2023 Updated: 16/02/2024	The 2023 Automated Vehicles Bill will set the legal framework for the safe deployment of self-driving vehicles in Great Britain.	Automated Vehicles Bill 2023
<i>Rail Freight Growth Target</i>	DfT	20/12/2023	This policy sets out to increase the amount of freight transported on the rail network by setting a rail freight growth target for 2050.	Rail Freight Growth Target
<i>Active Travel England Standing Advice Note: Active travel and sustainable development</i>	ATE	03/07/2023	This guidance document sets out how planning applications should be considered when Active Travel England does not undertake a detailed assessment of development proposals.	Active Travel England Standing Advice Note: Active travel and sustainable development
<i>DVSA Sustainability Strategy</i>	Driver and Vehicle Standards Agency	12/03/2024	This strategy sets out what the Driver and Vehicle Standards Agency (DVSA) will do to keep Britain moving safely and sustainably.	DVSA Sustainability Strategy
<i>National Networks National Policy Statement</i>	DfT	06/03/2024 Updated: 24/05/2024	The National Networks National Policy Statement provides planning guidance for nationally significant road, rail and strategic rail freight interchange projects.	National Networks National Policy Statement

<i>Passenger Railway Services (Public Ownership) Bill</i>	DfT	18/07/2024	Published under the new labour government, this bill sets the legal framework for transferring passenger rail service operations into public ownership.	Passenger Railway Services (Public Ownership) Bill
<i>Proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system (in consultation)</i>	Ministry of Housing, Communities and Local Government	30/07/2024 Updated 02/08/2024	This consultation is seeking views on our proposed approach to revising the NPPF. It also seeks views on a series of wider national planning policy reforms.	Proposed reforms to the National Planning Policy Framework and other changes to the planning system (in consultation)
<i>Buses Bill (DRAFT)</i>	DfT	09/09/2024	The new labour government published draft legislation to give all local transport authorities across England new powers to run their own bus services – powers previously limited to mayoral combined authorities.	Buses Bill (DRAFT)
<i>Proposed changes to bus franchising guidance (in consultation)</i>	DfT	09/09/2024	Seeking views on proposed changes to the Department for Transport's guidance on setting up a bus franchising scheme.	Proposed changes to bus franchising guidance (in consultation)

Table 2 – Regional policy updates since 2022:

Title	Author	Published	Summary	Link
<i>South West Rural Mobility Strategy</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	March 2022	This strategy sets out mobility policy for the whole South West of England to support the levelling-up of our local rural communities and economies.	South West Rural Mobility Strategy
<i>South West Freight Strategy</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	July 2022	This strategy addresses the challenges, opportunities, and priorities for freight transport across the South West for the next 30 years to 2050.	South West Freight Strategy
<i>Alternative Fuels for Road Freight Strategy</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	June 2023	This strategy sets out opportunities and barriers for transitioning freight and logistics vehicles in the South West of England to alternative fuels, building on a previous study for Midlands Connect.	Alternative Fuels for Road Freight Strategy
<i>Western Gateway Coach Strategy</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	August 2023	This strategy aims to capture the current state of play for different types of coach services operating across the STB region and identify future priorities for improving coach services and supporting infrastructure	Western Gateway Coach Strategy
<i>Electric Vehicle Charging Study</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	February 2024	This strategy aims to analyse the uptake of electric vehicles (EV) and the requirements for electric vehicle charge points (EVCP) across the region up to 2050, with a primary focus on the period up to 2030.	Electric Vehicle Charging Study
<i>Western Gateway Strategic Transport Plan 2024-2050</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	April 2024	Western Gateway's Strategic Transport Plan (STP) provides a link between national policy and local strategy.	Western Gateway Strategic Transport Plan 2024-2050
<i>South West Freight Strategy monitoring reports</i>	Western Gateway Sub-national Transport Bodies (STBs) and Peninsula Transport	May 2023 & July 2024	The Year 1 and year 2 monitoring reports – 2023 & 2024 represent the first and second year of the Freight Strategy implementation phase, which has seen very encouraging contributions from a variety of stakeholders across the freight industry to help progress the freight interventions that were developed.	South West Freight Strategy Yr 1 monitoring report South West Freight Strategy Yr 2 monitoring report

Table 3 – Local policy updates since 2021:

Title	Author	Published	Summary	Link
<i>Gloucestershire's Bus Service Improvement Plan (BSIP) 2024</i>	GCC	June 2024	GCC has responded to the Government's National Bus Strategy, by making an Enhanced Partnership (EP) with operators, and committing to developing and delivering a Bus Service Improvement Plan (BSIP).	Gloucestershire's Bus Service Improvement Plan (BSIP) 2024
<i>Gloucestershire's Economic Strategy</i>	GCC	April 2024	Gloucestershire's Economic Strategy (2024-2034) covers the next 10 years and introduces a new long-term vision for the county, Gloucestershire 2050, which sets out the plan to achieve greener and inclusive growth that all residents can contribute to and benefit from.	Gloucestershire's Economic Strategy
<i>Gloucestershire County Council Road Safety Strategy 2022-2032</i>	GCC	2022	This document complements and updates the Local Transport Plan for Gloucestershire 2021-2040 in respect of Road Safety. The policy covers the actions of the County Council as Highway Authority and as the Fire and Rescue Service Authority.	Gloucestershire County Council Road Safety Strategy 2022-2032

1.1. Land use planning

Development patterns that reduce the need to travel long distances and encourage active travel modes are an essential element of sustainable development. The location and nature of all new development, commercial and residential, has a major bearing on both the need to travel and how people choose to travel. The integration between land use planning and transport determines the basis of our travel patterns and demand management is therefore at the heart of a more sustainable transport network.

The National Planning Policy Framework (NPPF) provides the national guidance on which local land use policies and decisions are based. The new Labour government consulted on changes to this guidance between July and September 2024 and revised guidance is expected to be published later this year. This is likely to result in an increase in housing numbers for Gloucestershire and may impact timescales for the development of local plans. It is also likely to change the approach to integrating transport and land use and seeking transport works. The draft NPPF (2024) refers to taking a 'Vision Led' approach to transport for development and this can be expected to impact both how development is

assessed and also the basis for seeking transport and highways works and services. This may result in less focus on major works to accommodate increases in vehicles at peak hours and more focus on supporting sustainable transport.

In order to coordinate land use and transport planning across Gloucestershire, the Local Transport Plan is mindful of adopted local plans. Since the LTP was adopted, a number of Local Plans have started review processes. This chapter provides an update on all District Local Plans.

1.1.1. Joint Core Strategy/Cheltenham, Gloucester, Tewkesbury Strategic and Local Plan

The Joint Core Strategy (JCS) 2011-2031 was adopted by Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council in December 2017 ([Joint Core Strategy](#))

The three authorities are now progressing a Strategic and Local Plan (SLP). The SLP will provide an overarching planning strategy and cross-boundary strategic policies covering the whole area, and local policies for each local authority. The SLP has now gone out to a Regulation 18 consultation which ran through Spring 2024. This consultation explored some of the different issues and priorities the SLP needs to consider. The proposed timescales for the plan's preparation will be published here ([Joint Strategic Plan — Joint Core Strategy](#)). The proposed changes to the National Planning Policy Framework (see above) may affect this.

When adopted the SLP will supersede:

- i. Gloucester, Cheltenham, and Tewkesbury Joint Core Strategy 2011-2031 (adopted December 2017) – see above.
- ii. Gloucester City Plan 2011-2031 (adopted Jan 2023) - [Adopted Development Plan - Gloucester City Council](#)
(as well as remaining, yet to be replaced 'saved' policies of the City of Gloucester Local Plan (1983))
- iii. Cheltenham Plan (adopted July 2020) - [Overview | The Cheltenham Plan | Cheltenham Borough Council](#)
(as well as remaining, yet to be replaced 'saved' retail policies of the Cheltenham Borough Local Plan Second Review (adopted June 2006))
- iv. Tewkesbury Borough Plan 2011- 2031 (adopted June 2022) - [Adopted development plans - Tewkesbury Borough Council](#)

1.1.2. Cotswold Local Plan 2011 to 2031

Cotswold District Council adopted its Local Plan on 3 August 2018 ([Local Plan 2011 to 2031 - Cotswold District Council](#)).

The District Council is partially updating its Local Plan. An 'Issues and Options' consultation was held in 2022. The next stage will be an informal engagement (regulation 18) on the proposed Local Plan policies, which is planned for 2024. The draft Local Plan is scheduled for

2025, anticipating examination and adoption in 2026. The supporting evidence base is available to view under 'Issues and Options Consultation' via the [Evidence Base and Monitoring](#) webpage. The proposed changes to the National Planning Policy Framework (see above) may affect this.

1.1.3. Forest of Dean Local Plan 2026

Forest of Dean District Council adopted its Local Plan in June 2018 ([Our current Local Plan - Forest of Dean District Council](#)).

The District Council is currently preparing a new Local Plan to 2041 ([Developing our new Local Plan - Forest of Dean District Council](#)). This process started with an Issues and Options consultation in 2019 and the development of a Preferred Option in 2020 and a second Preferred Option strategy in 2022. The next stage in the Local Plan process will be to consult on a draft plan which is planned for Spring 2024. This will feed into the publication version of the plan which will be made available for formal representations in Spring 2025. The District Council plans to submit this plan for examination in Autumn/Winter 2025/2026, so it can be examined and formally adopted by the council. The proposed changes to the National Planning Policy Framework (see above) may affect this timeline.

1.1.4. Stroud Local Plan 2031

Stroud District Council adopted its Local Plan on 19 November 2015 ([Stroud District Local Plan | Stroud District Council](#)).

The District Council is currently reviewing this Local Plan, developing Issues and Options in 2017, and Emerging Strategy in 2018 and a Draft Local Plan in 2019. In addition, it consulted on additional housing options in 2020. On 25th October 2021, the Stroud District draft Local Plan and Evidence Base documents were submitted to the Planning Inspectorate for examination ([Local Plan Examination | Stroud District Council](#)). The Examination is ongoing, and the Inspectors have requested further information from various parties regarding the future direction of the Plan.