Local Transport Plan Implementation report 2019

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Owner	**Gloucestershire County Council**
Target Audience	Anyone wanting to find out about the progress of Gloucestershire's Local Transport Plan. This document specifically includes information on: Gloucestershire's Local Transport Plan County Strategies (Connecting Places Strategies) Policy updates Monitoring and review of targets

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

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
0.1	**1**	**Draft**	**06/03/2020**	**SW**
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1. Introduction

1.1. Monitoring report

Local Transport Plan (LTP) policies aim to ensure that transport will be an enabler and driver of change, the plan was reviewed in 2019 and consulted upon in 2020. The review extends the horizon year by a decide to 2041.

This Implementation Report documents performance against the monitoring indicators, scheme delivery and any changes in policy. A mix of quantitative and qualitative data has been used in measuring performance and is set alongside text, giving context to the progress of the LTP.

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

1.2. Connecting Places Strategy updates

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

2.1 CPS1 – Central Severn Vale **7**

2.2 CPS2 – Forest of Dean **9**

2.3 CPS3 – North Cotswold **9**

2.4 CPS4 – South Cotswold **10**

2.5 CPS5 – Stroud **10**

2.6 CPS6 - Tewkesbury **10**

1.3. Policy updates

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

3.1 PD1 – Bus **12**

3.2 PD2 – Cycle **12**

3.3 PD3 – Freight **12**

3.4 PD4 – Highways **12**

3.5 PD5 – Rail **13**

3.6 PD6 - Thinktravel **13**

1.4. Monitoring targets

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

4.1. LTP PI-1 Journey time reliability on strategic important routes during the AM peak **16**

4.2. LTP PI-2 Number of peak hour vehicle journeys **17**

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4.7. LTP PI-7 Increase use of rail **22**

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4.10. LTP PI-10 Maintain bus passenger access **28**

4.11. LTP PI-11 Reduce the number of highway casualties **29**

4.12. LTP PI-12 Reduce the number of child highway casualties **30**

4.13. LTP PI-13 Reduce levels of traffic derived Nitrogen Dioxide **31**

4.14. LTP PI-14 Reduce per capita transport carbon emissions **34**

1.5. Next steps

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

2. Connecting Places Strategy (CPS) updates

Each CPS identifies key places and how they link across the county. This review gives an update of transport schemes, which are listed alphabetically under each of the place based strategies below.

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

The **Single Local Growth Fund** provides funds to Gfirst Local Enterprise Partnerships for projects that benefit the local area and economy. Details of how the £61 Million Growth Deal Transport Portfolio (excluding Elmbridge Roundabout) is set out in **Table 1**, below.

Western Gateway Sub-national Transport Body update

During 2019/20 the Western Gateway Sub-national Transport Body (STB) has grown in stature and positively engages with the Department for Transport, other STBs and strategic transport operators on behalf of its members. To support the STB, GCC has continued to provide technical input and acted as the Accountable Body for the past 12 months. To date the STB remains 100% self financed. Funding was requested form Government in November 2019, it is hoped this will be awarded for 2020/21. To manage the increased funding allocation and provide much needed additional capacity, a new Programme Management Group has been formed and the West of England Combined Authority has now been appointed as secretariat lead for the STB.

During 2019/20 the following key projects were completed:

Major Road Network (MRN) and Large Local Major (LLM) scheme submission

In July 2019 the Western Gateway STB submitted its Major Road Network (MRN) and Large Local Major (LLM) scheme priorities for funding consideration by the Department for Transport (DfT) using the newly created National Road Fund. The fund will be generated securing money through English Vehicle Excise Duty and is expected to raise £28.8 billion for highway improvements between 2020 and 2025.

A pre-strategic Outline Business Case was submitted by Gloucestershire for the M5 Junction 9 and A46 (Ashchurch) scheme. In March 2020 the Department for Transport assessed the scheme as 'good' and requested the Gloucestershire submit a Strategic Outline Business Case. We now await approval to progress to the next stage (Outline Business Case) which would include an element of funding being awarded to help cover costs. A decision on this is expected during 2020/21.

Sub-national Rail Strategy

The first phase of the Sub-national Rail strategy has been completed and outlines a clear vision for the network. It also sets of objectives and priorities for the network under five clear themes:

- Choice
- Decarbonisation
- Social Mobility
- Productivity
- Growth

At this stage no schemes are identified, but the strategy includes a set of Conditional Outputs which identify minimal service standards. The second phase of the strategy is due for completion in July 2020 and will include specific infrastructure scheme(s) or train service specification(s) to achieve the Conditional Outputs identified in phase 1. Stakeholders have been fully engaged through the process and a separate Sub-national Rail Officer group has been established to over see this delivery of this work stream.

Port Access Strategy

In a post-Brexit economy international trade and the role of the Western Gateway's ports and airports will become ever more important. Board members requested a review of multi-modal access to the ports and airports in the Western Gateway area which identified additional work streams to consider when developing a long-term Sub-national Strategic Transport Plan; including a future Freight Strategy, and options for better highway and rail integration. This additional work will be considered by the STB board and subject to funding could be commissioned during 2020/21.

Inaugural Strategic Transport Plan (2020-25)

Work has commenced on the production of the Western Gateway's Inaugural Strategic Transport Plan with the aim of undertaking a public consultation in May 2020 and approval by the STB Board in September 2020.

Strategic Transport is defined as travel between two local authority areas. All improvements identified will set within the overarching need to decarbonise the transport network. Due to the scale of this challenge the STB is well placed to take strategic leadership of this issue on behalf of its local authority members.

Formation of Strategic Corridor Partnership Groups

To manage the production of the regional evidence required to inform this strategy a set of Strategic Corridor Partnership Groups will be formed. In addition to those local authorities located on the corridor membership of the group will include the Western Gateway Powerhouse, neighbouring STBs and strategic infrastructure providers. Four partnership groups have been identified and Gloucestershire will lead the Midlands to South West corridor which includes the M5 and the Bristol to Birmingham mainline.

- H1 - South East to South Wales
- H2 - South East to South West
- V1 - Midlands to South West
- V2 - Midlands to South Coast

The following table sets how the £61 Million Growth Deal Transport Portfolio is set out:

RAG stage:	Scheme not started	In delivery	Completed

Table 1 – Growth Deal Transport Portfolio

Scheme & Promoter	Growth Deal allocation £'000	Indicative LEP Board decision date on final funding approval	CPS Area	RAG Stage
A419 corridor Gloucestershire County Council	4,360	10/10/2017 - approved	Stroud	
Lydney strategy Gloucestershire County Council	1,000	04/12/2018 - approved	FoD	
Berkeley bridges Gloucestershire County Council	1,990	15/12/2015 - approved	Stroud	
Cinderford Northern Qtr Gloucestershire County Council	3,800	15/12/2015 - approved	FoD	
Glos South West Bypass Gloucestershire County Council	2,000	20/02/2018 - approved	CSV	
A40 corridor: West Cheltenham Walking and Cycling Improvements (former B4063 Junction) Gloucestershire County Council	1,600	09/06/2020 - approved	CSV	
A40 Over Rnd & Highnam Gloucestershire County Council	2,230	13/12/2016 - approved	FoD	
Abbeymead / Metz Way Gloucestershire County Council	500	04/10/2016 - approved	CSV	
Gloucester Transport Hub Gloucester City Council	6,400	16/02/2016 - approved	CSV	
Cheltenham Spa Railway Great Western Railway	1,497	12/12/2017 – approved	CSV	
Longford Housing Robert Hitchins Limited	4,530	02/07/2019 - approved	CSV	
West Cheltenham Transport Improvement Schemes (WCTIS) - UK Cyber Business Park Gloucestershire County Council				
• WCTIS Business Case preparation	3,300	04/12/2018 - approved	CSV	
• WCTIS Phases 1 and 2	11,805	10/12/2019 - approved	CSV	
• WCTIS Phases 3 and 4	6,895	09/06/2020 - approved	CSV	
Total Growth Deal Transport Portfolio:	51,907			

3. CPS1 - Central Severn Vale Connecting Places Strategy

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

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

Scheme not started	In delivery	Complete	Not a scheme

Priority	***Update***	***RAG***
3.1.1. A417 Missing Link	For more than 20 years, Gloucestershire and surrounding counties have been looking for a solution to the 'Missing Link' on the A417. The 5km stretch of road, near Nettleton Bottom, is the only single carriageway along the strategic 50km route between the M4 and M5. Highways England announced their preferred route for the project in March 2019. Statutory consultation to get people's views on more refined proposals was undertaken between September and November 2019 . This consultation informed the application for a Development Consent Order (DCO); a special type of planning application, which is needed for a Nationally Significant Infrastructure Project (NSIP). The submission of the planning application is currently scheduled for April 2020 and the Planning Inspectorate will hold a public examination before making a recommendation to the Secretary of State for Transport, who will decide whether or not the project should go ahead. If the project achieves planning permission a start on site will take place late in 2021.	
3.1.2. Cheltenham Spa Rail Station	Work has now been completed on extending the rail station's platforms in preparation for new Inter City Express Trains, which will run direct hourly services to London from May 2019. The existing bund of earth in the car park has been removed to ensure an efficient layout and additional car parking. There will be some additional planting to maintain screening by trees. The Forecourt area will be partially pedestrianized with a safe, accessible, walking route to Queens Road and the station building. Cycle parking will be provided close to the building for convenience, and a bus interchange with a raised kerb will improve access and create space for buses to manoeuvre safely. A new taxi rank and drop off facility will also be provided. The car park and forecourt proposals, recently commenced , are part of a larger plan of improvements around the station which include: • A new pedestrian and cycle link between the station forecourt and Lansdown Road, with better access to the station and Arle Court Park & Ride • Network Rail are adding passenger lifts to the platforms as part of their Access for All programme with funding from the Department for Transport The scheme has now received LEP Board approval for £1.497m Local Growth Deal funding.	

3.1.3. Cheltenham Transport Plan	A restriction of Boots Corner was trialled between June 2018 and December 2019 using Experimental Traffic Regulation Orders (ETROs). A Traffic Regulation Committee was held on 17th December 2019 to consider the ETROs. The cross-party Traffic Regulation Committee spent a whole day analysing this matter fully and publicly; and concluded that, on balance, the scheme's drawbacks outweighed the benefits and recommended that the trial closure of Boots Corner should not be made permanent.	
3.1.4. B4063 Cycle Route Improve-ments	A package of improvements is proposed by Highways England for the B4063 with a mandatory completion deadline of the end of the 2020/21 financial year. £1.165m has been allocated by Highways England for Gloucestershire County Council to undertake the Detailed Design for the project.	
3.1.5. Gloucester Railway Station	Gloucester City Council has successfully obtained £4.3 Local Growth Deal Funding through GFirst LEP to improve Gloucester Railway Station. The project aims to improve connectivity to the city and to enhance the appearance of the station building. The project is intended to emphasise the gateway to the city and to complement the investment made in the new Transport Hub opposite. The project consists of three main components: • Subway and Forecourt Improvements • Building Enveloping • Highway Works The project will improve the connectivity between both sides of the railway linking 9,000 existing jobs in the Great Western Road area (including the Hospital) with the station, Transport Hub and the vibrant and dynamic City centre beyond, including the forthcoming King's Quarter development project.	
3.1.6. Joint Core Strategy Transport Strategy	The Joint Core Strategy (JCS) is a partnership between Gloucester City Council, Cheltenham Borough Council, and Tewkesbury Borough Council. Following on from adoption, the JCS authorities are now taking forward a review. An Issues and Options consultation took place between 12th November 2018 and 11th January 2019.	
3.1.7. M5 Junction 10	M5 Junction 10 only allows movements to and from the north. GCC has lobbied for many years to have the junction made 'all ways'. An Expression of Interest for funding through the Housing Infrastructure Fund (HIF) was successful which has led to the production of a bid for HIF funding. The bid for £219.8M was approved by Homes England in March 2020. Work is now underway to enter into contract with Homes England and begin work on preferred route selection. Construction completion date is March 2024	
3.1.8. Metro-west rail extension	Funding has been agreed for the remodelling of Bristol east junction on the approach to Bristol Temple Meads. This will increase capacity at the bottleneck and improve resilience. It is hope that this will enable Phase 2 Gloucester extension to take place.	
3.1.9. South West Bypass	The scheme consists of the widening on Llanthony Road between Castlemeads Way and St Anne Way, incorporating a junction improvement at Sudmeadow Road and St Anne Way and improvements to pedestrian crossings and shared pedestrian and cycle facilities. With planning permission secured, GCC is now working with interested parties regarding the acquisition of land required for the works. The Local Enterprise Partnership (LEP) has made a provisional allocation of £2 million with the remaining £5.45m committed from the County Council's Capital Programme.	

3.1.10. West Cheltenham Transport Improvements Scheme – UK Cyber Business Park	In February 2017, Government announced a Growth Deal 3 allocation of £22M for infrastructure to accelerate the release of employment land to house the Cheltenham Cyber Business Park.	
3.1.11. A40 corridor: West Cheltenham Walking and Cycling Improvements (former B4063 Junction)	The £1.6m West Cheltenham Walking and Cycling Improvements scheme provides for upgraded infrastructure to increase the uptake of walking and cycling for commuting, leisure purposes and business along the A40 corridor, in Cheltenham. The scheme will create a mix of segregated and shared use cycling and walking routes along the A40 from Arle Court roundabout to the Triumph Traffic Lights, providing a direct route for users to access Cheltenham Spa Railway Station and the town centre. Secondary routes are included to provide alternative routes and choice for less experienced or confident cycle users	

3.2. CPS2 - Forest of Dean Connecting Places Strategy

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

The M4 / M48 Bridge Tolls impact freight movements in the area (A48) and the impact of toll elimination remains to be seen since tolls were removed in January 2019.

Priority	***Update***	***RAG***
3.2.1. Lydney transport strategy	The project delivered a number of walking and cycling improvements on routes through Lydney to promote increased cycle usage and reduce short car journeys by connecting key destinations and planned developments in the town. Construction was completed in 2019.	

3.3. CPS3 - North Cotswold Connecting Places Strategy

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

Priority	***Update***	***RAG***
3.3.1.	There are no current major schemes in this area.	

3.4. CPS4 - South Cotswold Connecting Places Strategy

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

Priority	*Update*	*RAG*
3.4.1. Cirencester Parking & pedestrian zones	Following the Town Centre Improvements Scheme, alterations to parking and pedestrian zones on Cricklade Street and Blackjack Street are ongoing.	

3.5. CPS5 - Stroud Connecting Places Strategy

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

Priority	*Update*	*RAG*
3.5.1. A419 corridor improvements	The contract to construct the scheme was awarded to Knights Brown in February 2019 and work commenced on site in March 2019. Construction of both Chipmans Platt and Old Ends junctions are substantially complete with works progressing well on Downton Road and Horsetrough Roundabout. All work is expected to be complete in the summer of 2020. Utility apparatus has been a significant challenge throughout the construction of the project.	
3.5.2. Stroud Local Plan Review	The Stroud Local Plan is under review, GCC provided a consultee response to the Draft Local Plan as part of the public consultation that ran from 20th November 2019 to the 22nd January 2020. Currently the Local Plan allocations are undergoing traffic modelling to determine their impact. GCC will be providing a detailed assessment of the modelling once it has been completed. It is anticipated that the Local Plan will be adopted winter 2021/2022.	

3.6. CPS6 - Tewkesbury Connecting Places Strategy

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

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

Priority	*Update*	*RAG*
3.6.1. A46 Partnership	The work undertaken by Midlands Connect and the A46 Partnership has raised the regional profile of issues on the A46 and at M5 Junction 9. A full Strategic Outline Business Case was submitted to the Department for Transport in December 2019. See 2.6.4 M5 Junction 9	
3.6.2. Innsworth gateway, formerly known as: Longford development application	To support the proposed development north of Gloucester, funding (£4.53 million) was awarded from GFirst Local Enterprise Partnership's Growth Deal 3 to help mitigate traffic increases in this area on the A40 as well as access the strategic allocation at Innsworth. The Innsworth Gateway Project will deliver a new roundabout on the A40 Gloucester Northern Bypass between Elmbridge and Longford to facilitate development at Innsworth, and will provide an upgrade to Longford Roundabout increasing its capacity to accommodate predicted future traffic flows and assist in	

	relieving existing congestion. Further information can be found here: www.jointcorestrategy.org/a40-innsworth-gateway	
3.6.3. M5 Junction 9	M5 Junction 9 and the A46 through Ashchurch suffer from congestion on a regular basis. Residents and businesses are affected by large numbers of lorries and through traffic affecting their communities and business viability. The County Council are pressing for a bypass for Ashchurch and an upgraded M5 Junction 9. We are working closely with organisations such as Highways England, Homes England, Midlands Connect and the LEPs to bring these necessary improvements into the Government's next Road Investment Strategy. If the Government agrees to prioritise the A46 in the RIS programme Highways England would start the scheme identification process early in 2020. GCC also submitted a Pre-Strategic Outline Business Case and Strategic Outline Business Case to the Department for Transport and its Large Local Major Schemes fund. GCC will progress work on the Outline Business Case in 2020/2021, subject to funding being made available.	

4. Policy Updates

4.1. PD1 – Bus

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

4.1.1. Real Time Passenger Information (RTPI) roll out

Real Time Passenger Information (RTPI) is derived from automatic vehicle location systems. The roll out of RTPI continues in Gloucestershire, where the system is financially and technically viable, with the intention of installing more at rural locations and transport hubs.

4.2. PD2 – Cycle

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

4.2.1. Local Cycling & Walking Infrastructure Plan (LCWIP)

The Central Severn Vale plan is available at www.gloucestersire.gov.uk/lcwip. Phase 3 of the infrastructure plan process will extend to Tewkesbury and Stroud in 2020, with the aim to establishing primary routes into each town centre and links that connect to the proposed countywide strategic desire lines.

4.3. PD3 – Freight

The authority has worked with partners to ensure freight operating route planning systems are up to date and is in negotiation with a company to provide a replacement for Freight Gateway.

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4.4. PD4 – Highways

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

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

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

Following on from the first Road investment strategy (RIS 1), which covered investment in England's motorways and major roads, work is now underway to deliver the second RIS, known as RIS 2, which will span from 2020-2025. More information is available at http://maps.dft.gov.uk/road-investment-strategy-2/

4.4.2. Growth Fund

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

As the Local Highway Authority, GCC has successfully delivered, or will be responsible for the delivery of 10 of the 13 transport related growth deal schemes, including the West Cheltenham Transport Improvement Schemes – UK Cyber Business Park project, as well as the Elmbridge Roundabout Scheme. Gloucestershire County Council also acts as the Accountable Body to Gfirst LEP, supporting the decision making process and funding release.

4.5. PD 5 – Rail

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

4.5.1. Rail infrastructure Improvements:

GCC continues to work with the West of England Combined Authority, Network Rail, South Gloucestershire Council, and Great Western Railway to run additional services beyond Yate to Gloucester as part of an extension to the MetroWest Phase 2 project. The County Council has joined the North Cotswold Line Task Force (NCLTF) which aims to promote additional services on the north Cotswold line to Oxford and London. The County Council is working with Tewkesbury Borough Council to implement the Ashchurch for Tewkesbury Rail Strategy. GCC will continue to engage with the Western Gateway Sub National Transport Body on their emerging rail strategy and with Network Rail on their Bristol to Birmingham Corridor Study.

4.5.2. Rail Service Capacity Improvements

GCC will respond to the Williams Review when it is published as this is likely to recommend substantial changes to the current franchise system. The County Council continues to lobby Network Rail, West Midlands Rail and West Midland Trains for new services between Birmingham-Worcester-South Wales calling at Ashchurch for Tewkesbury. Part of the remit of the North Cotswold Line Task Force (NCLTF) mentioned earlier in the longer term includes looking at the reopening of the Stratford - Honeybourne line which requires infrastructure improvements on the North Cotswold line to be delivered as part of the overall package of service enhancements. We are working with West of England authorities to improve services between Gloucester and Bristol. The recently completed Gloucestershire Rail Investment Strategy has, amongst other things, identified which routes are the most economically important for the County and this will inform our responses to future consultations from and lobbying to the rail industry.

4.5.3. Railway Stations

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

Ashchurch for Tewkesbury	Working with Tewkesbury Borough Council on delivering the Ashchurch for Tewkesbury Rail Strategy;
Cam and Dursley	Investigating options to expand the car park;
Cheltenham	Working with stakeholders on a range of improvements including car parking, improved cycle and pedestrian access from the A40, forecourt improvements and general enhancements to the fabric of the building;
Gloucester	Access, parking and general improvements.
Moreton in Marsh	Seeking enhanced capacity to the station car park
Stroud	Working on the emerging station masterplan with partners;

4.6. PD 6 - Thinktravel

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

especially associated around the school run and daily commute.

- **Transport plans and strategic importance:**
  The Thinktravel team work collaboratively with internal/external partners and local stakeholders to ensure active and sustainable travel is prioritised and embedded across local and regional transport strategies and travel plans particularly associated with school, commercial, leisure, or residential schemes and their travel planning.

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

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

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

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

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

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

5. Monitoring targets

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

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

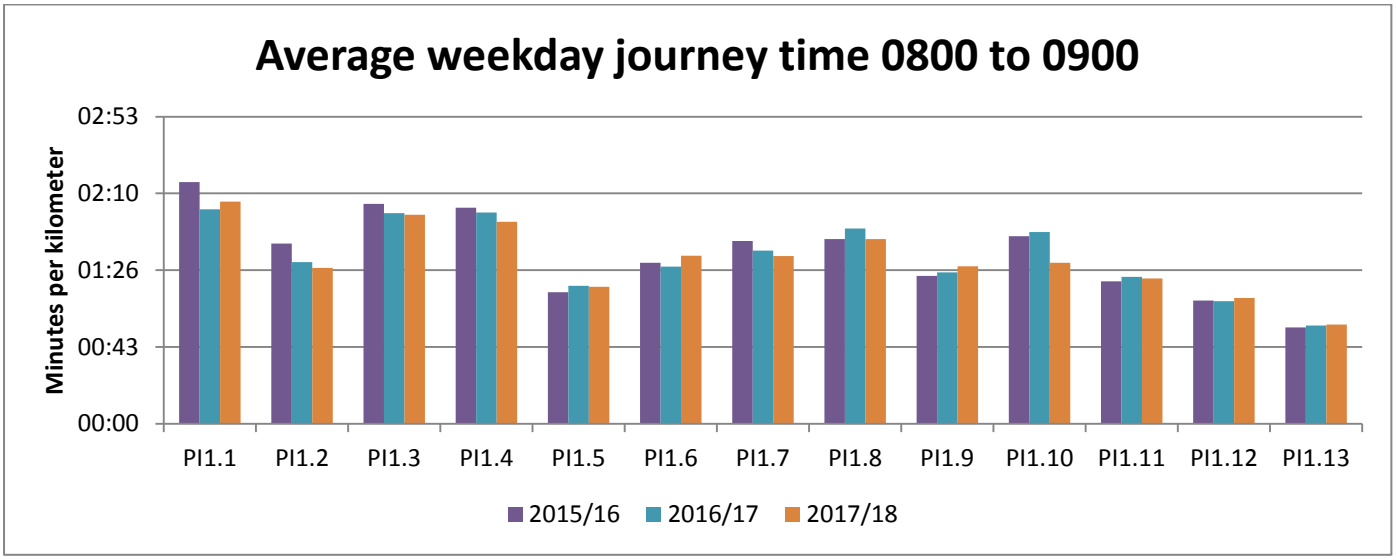
National and primary links have been identified as being strategically critical for the local economy and therefore journey time reliability is an important factor. GCC Strategic trips include:

1. PI1.1 Charlton Kings to M5 junction 11
2. PI 1.2 Churchdown to Kings ditch Retail park
3. PI 1.3 Coombe Hill to Charlton Kings
4. PI 1.4 Bishop's Cleeve to Shurdington
5. PI 1.5 Highnam Court roundabout to Barnwood Business Park
6. PI 1.6 Highnam Court roundabout to M5 junction 12
7. PI 1.7 M5 junction 12 to Barnwood Business Park
8. PI 1.8 Gloucester Railway Station to Cheltenham Railway Station
9. PI 1.9 Teddington Hands roundabout to M5 junction 9
10. PI 1.10 A38 Odessa PH junction to M5 junction 9
11. PI 1.11 Brimscombe to M5 junction 13
12. PI 1.12 Stratton to South Cerney junction on A417
13. PI 1.13 Tetbury to Moreton-Marsh using A433 and A429

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

Table PI-1 shows that journey times along strategic corridors have slowed by an average of 1.3% since 2016/17. The Department for transport has not yet issued more up to date data.

Table PI-1



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

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

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

Figures PI-2.1 & 2.2 show that journeys in Gloucestershire are decreasing at an average of 0.7% and 0.05% in the AM and PM peaks respectively, suggesting that people are adapting their journey times, possibly extending the peak period while commuters vary their travel times to avoid peak congestion.

Significant growth will require a continued commitment to providing a range of travel choices that ensure the network remains efficient as journeys continue to increase.

Figure PI-2.1

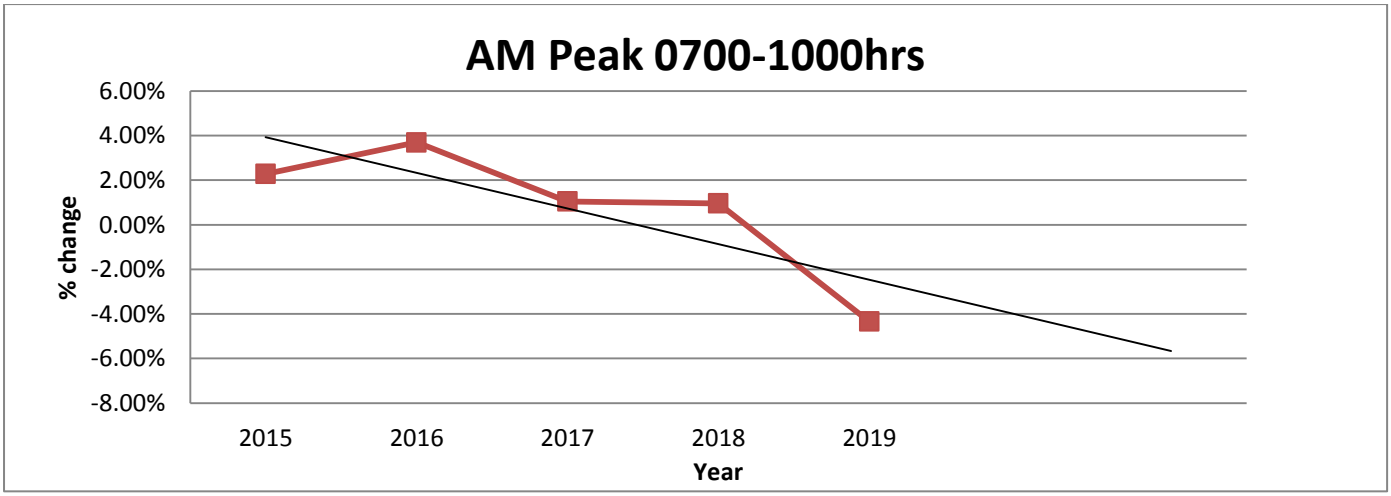
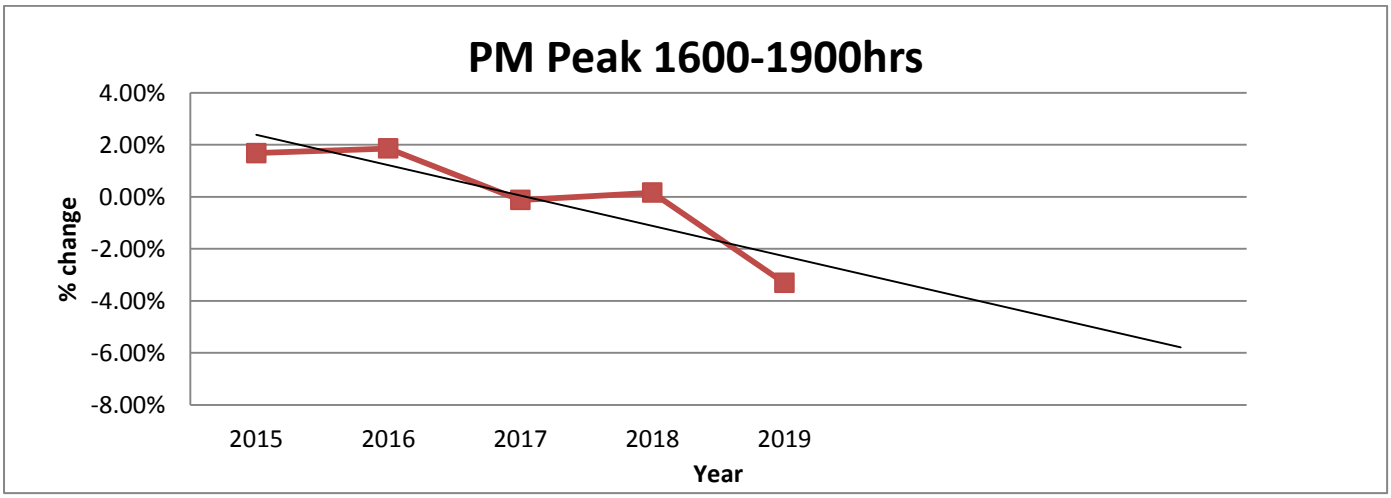


Figure PI-2.2



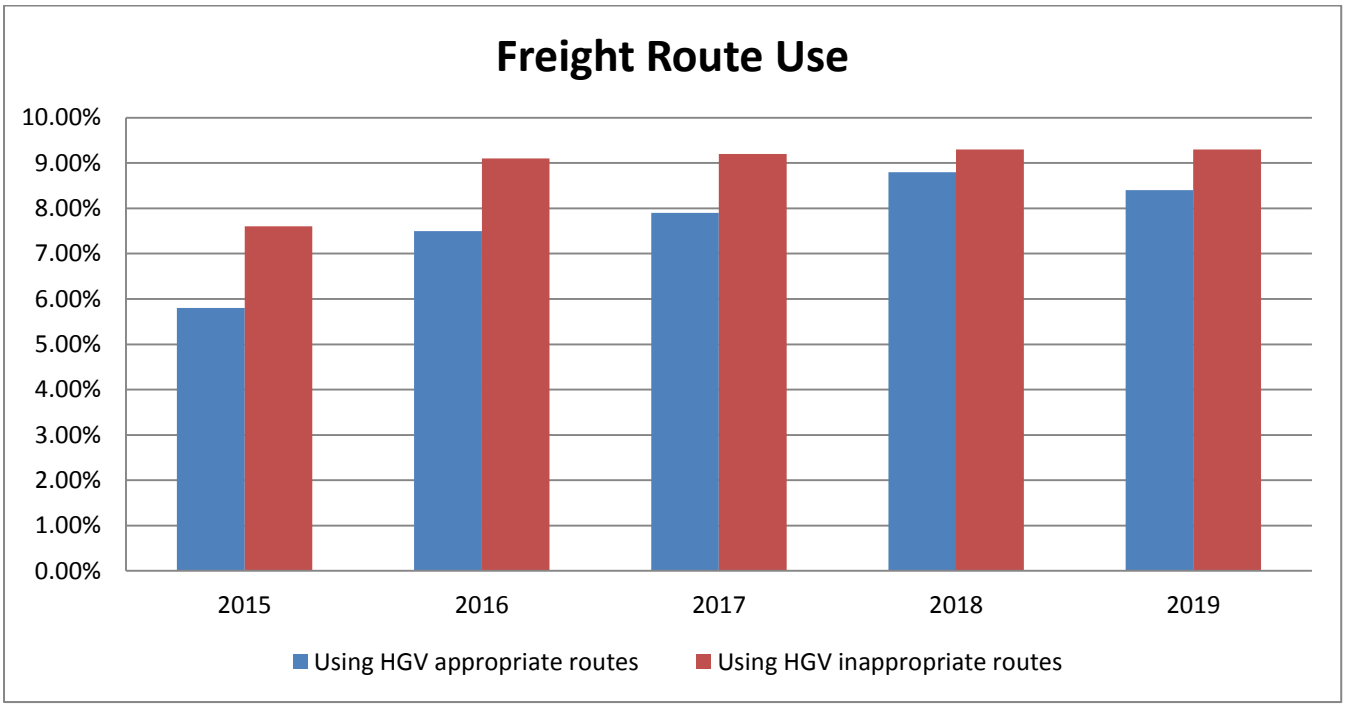
5.3. LTP PI-3 Reduction in inappropriate freight travel

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

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

There are a number of freight movements that have historically used lower specification roads, causing concern to local communities. For this reason the Policy LTP PD3.1 outlines an advisory HGV route network whose primary purpose is the movement of high traffic volumes. Monitoring of the advisory routes shows whether the routes are understood and followed by hauliers. Table PI-3 suggests that the increase in freight has plateaued since 2016.

Figure PI-3



5.4. LTP PI-4 Principal road network condition

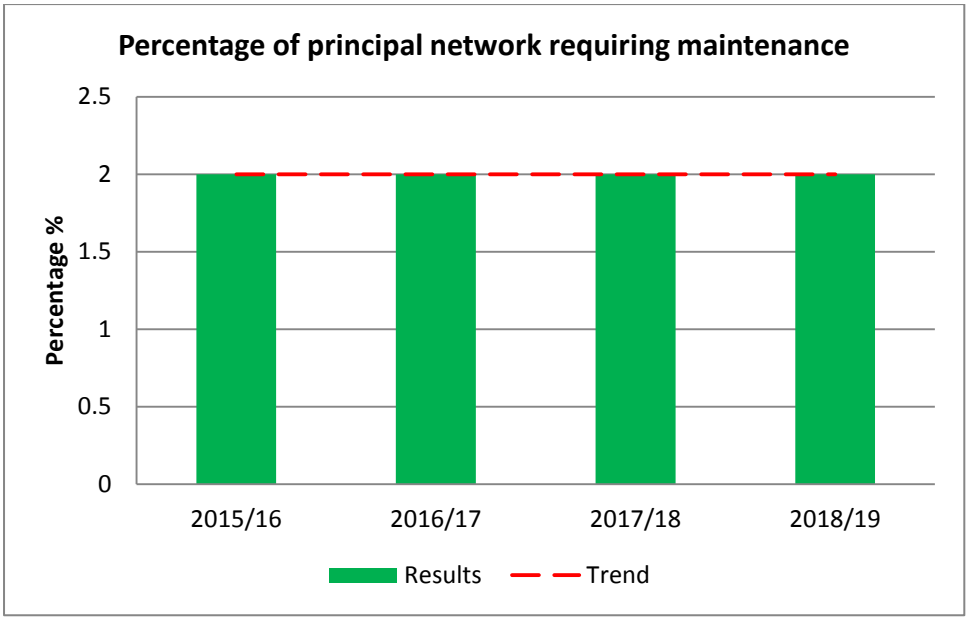
The principal road network (PRN), which includes Gloucestershire's A roads, provides significant regional and district routes. The PRN is very important economically, and its condition impacts on network resilience and safety. 50% of the principal road network is surveyed in both directions, every year.

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

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

Figure PI-4 shows that a good data led maintenance programme is ensuring remedial work is undertaken effectively and exceeding the target of 4%.

Figure PI-4



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

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

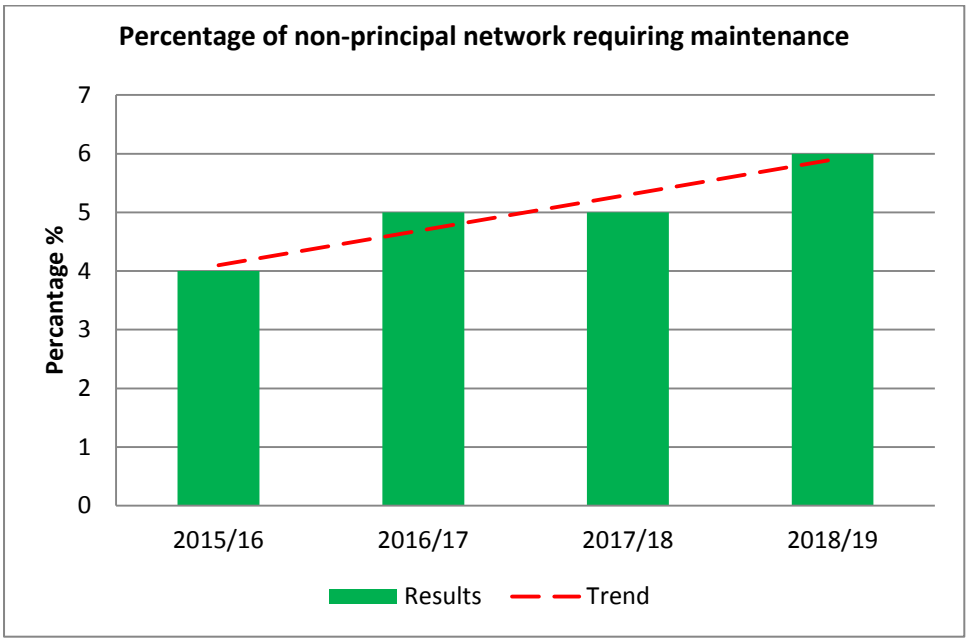
Non-principal roads are designated as B and C roads. In Gloucestershire there are 1966 km of classified non-principal road. These are main and secondary routes, linking urban centres, larger villages and freight to the wider network. Preserving the condition of these routes ensures access and journey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

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

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

Figure PI-5 shows that a good data led maintenance programme and extensive surface dressing is ensuring remedial work is being undertaken efficiently and exceeding the target of 9%.

Figure PI-5



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

5.6. LTP PI-6 Unclassified road network condition

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

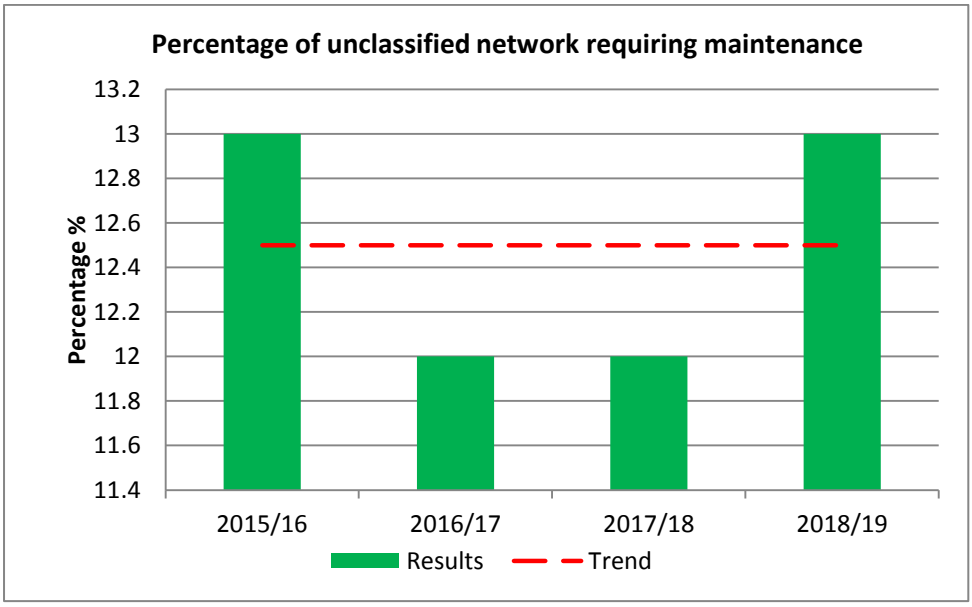
This indicator will monitor the condition of these roads, which in rural areas can link smaller villages to larger roads, serve small settlements and provide access to individual properties and land. In urban areas they are residential or industrial interconnecting roads, residential loop roads or cul-de-sacs.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

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

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

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

Figure PI-6



[3] Multifunction Road Monitor

5.7. LTP PI-7 Increase use of rail

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

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

Rail stations in Gloucestershire show a general trend towards a year on year increase in patronage since 2010/11. However, Kemble saw a drop in figures during 2017/18, likely due to electrification work in the Swindon and Thames Valley area as number have recovered well.

Cam & Dursley also saw a drop in 2017/18, with a small increase in 2018/19, possibly because of significant engineering works in the Bristol Parkway area and Filton Bank four tracking, which has been going on for some time. There is also limited car parking at this station which may put people off.

Continual increases in patronage at other stations has ensured ongoing investment plans for Cheltenham and Gloucester.

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

Figure PI-7.1

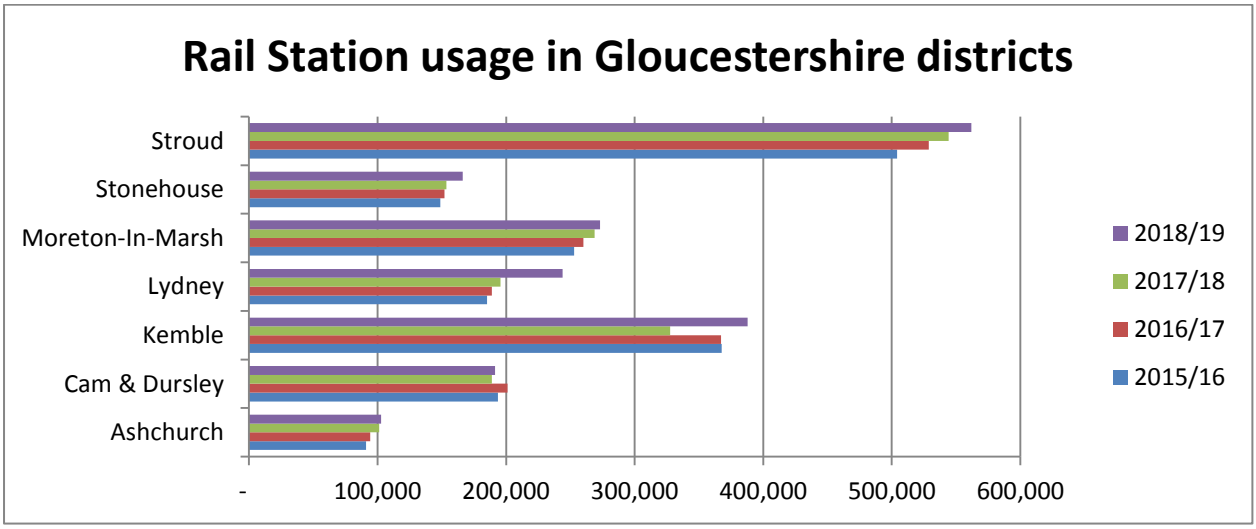


Figure PI-7.2

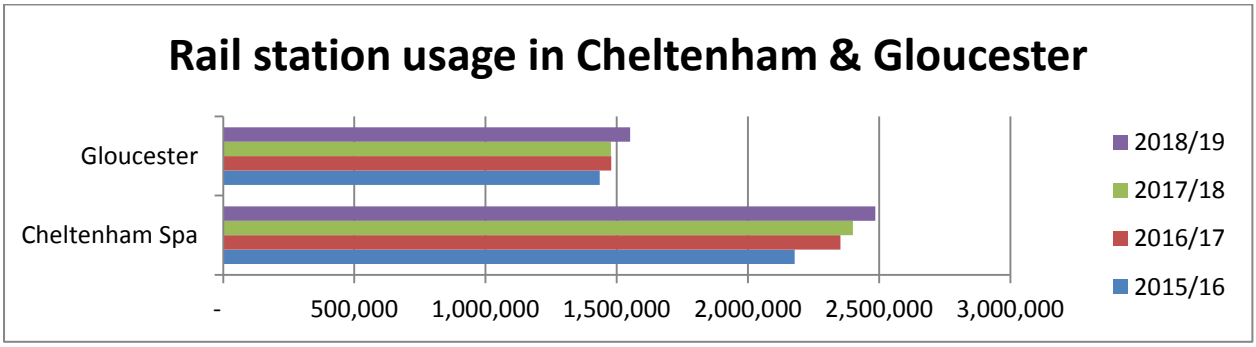
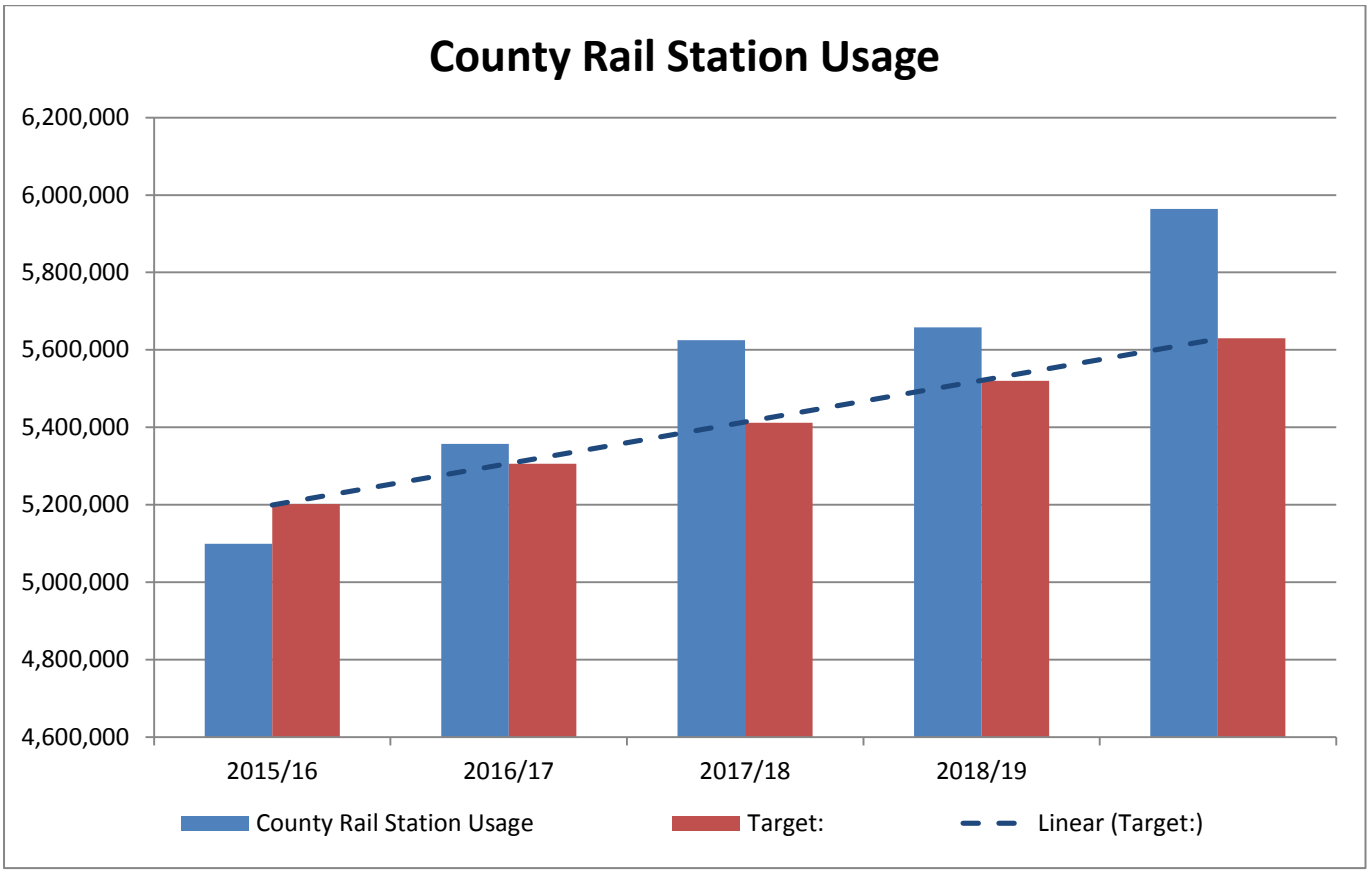


Figure PI-7.3


County Rail Station Usage
6,200,000
6,000,000
5,800,000
5,600,000
5,400,000
5,200,000
5,000,000
4,800,000
4,600,000
2015/16
2016/17
2017/18
2018/19
County Rail Station Usage
Target:
Linear (Target:)

5.8. LTP PI-8 Increase use of cycling

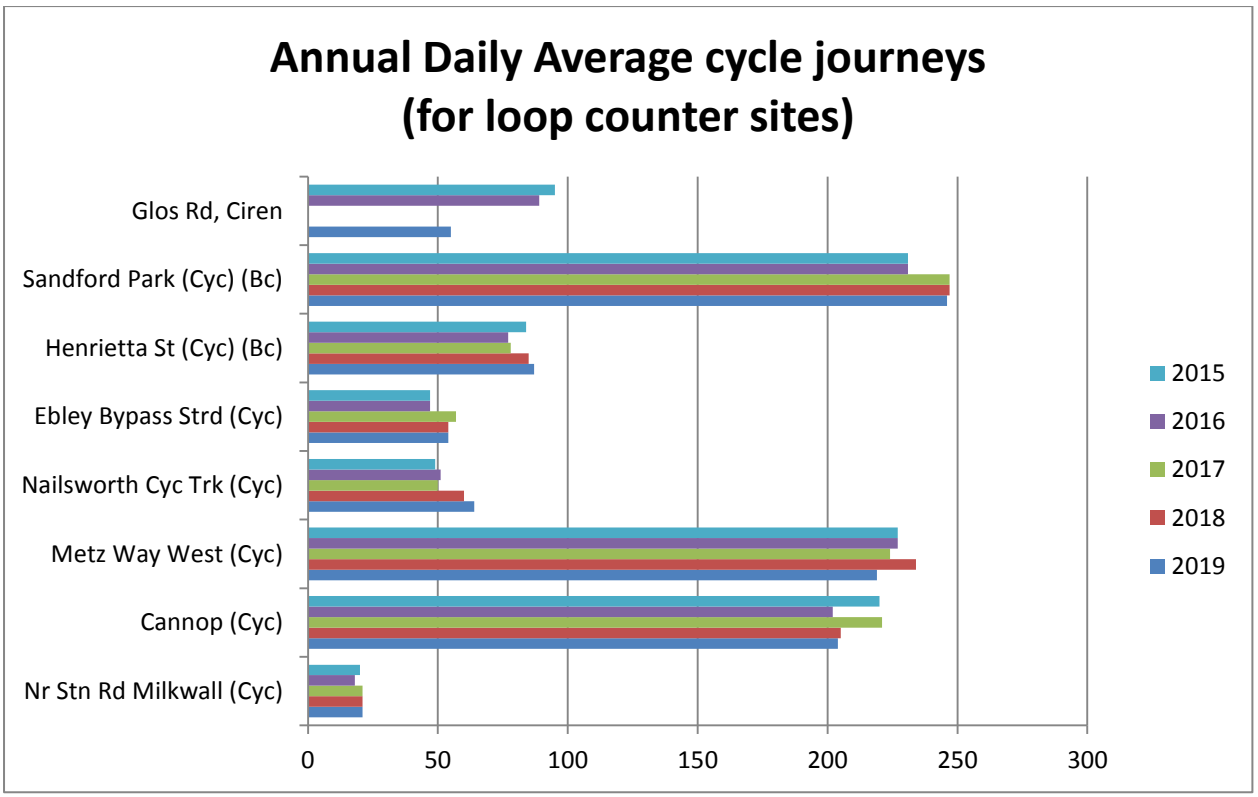
Cycling levels are important indicators of active and sustainable travel. This indicator continues to be reported in two parts due to new monitoring infrastructure being installed in May 2018, using piezoelectric in-ground sensors which are more sensitive than the old style loop counter and able to detect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

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

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

Figure PI-8.0 has been retained to show the historic trend of loop counters across the county. This shows 24 hour 7 day average daily flow, based on all months of the year across Gloucestershire. Figures remain relatively steady across all sites. However, since a repair at Gloucester Road, Cirencester, there appears to have been a sharp drop, suggesting that the counter is not functioning properly.

Figure PI-8.0



The following graphs show monthly cycle flows for 2018 to give a more in depth analysis of how cycle levels compare across each area. Peak months generally appear during the better weather as expected, with some routes having a fairly even count across the year.

The Forest of Dean, Tewkesbury and Stroud are reported together in Figure PI-8.1. Cheltenham and Gloucester are reported separately due to the number of counters in each area.

PI-8.1 Number of pedal cycles per month (24 hour 7 day average)
Tewkesbury, Stroud and Forest of Dean

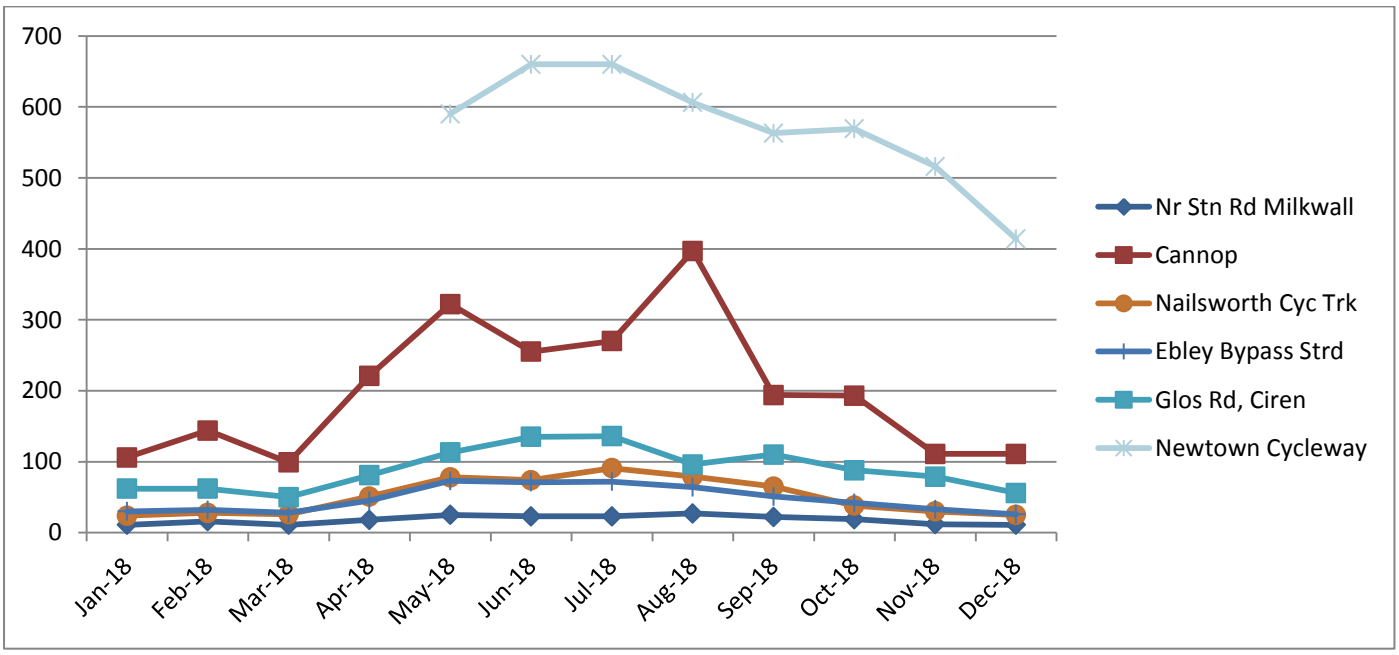


Table PI-8.1 show steady levels of cycling across sites in Tewkesbury, Stroud and the Forest of Dean, with exceptional levels along the Newtown cycleway in Tewkesbury. This is a very popular off road facility, linking Ashchurch and Tewkesbury.

The Newtown cycleway counter was out of order for some time and has been replaced with a piezo counter.

Figure PI-8.2 Number of pedal cycles per month (24 hour 7 day average)
Cheltenham

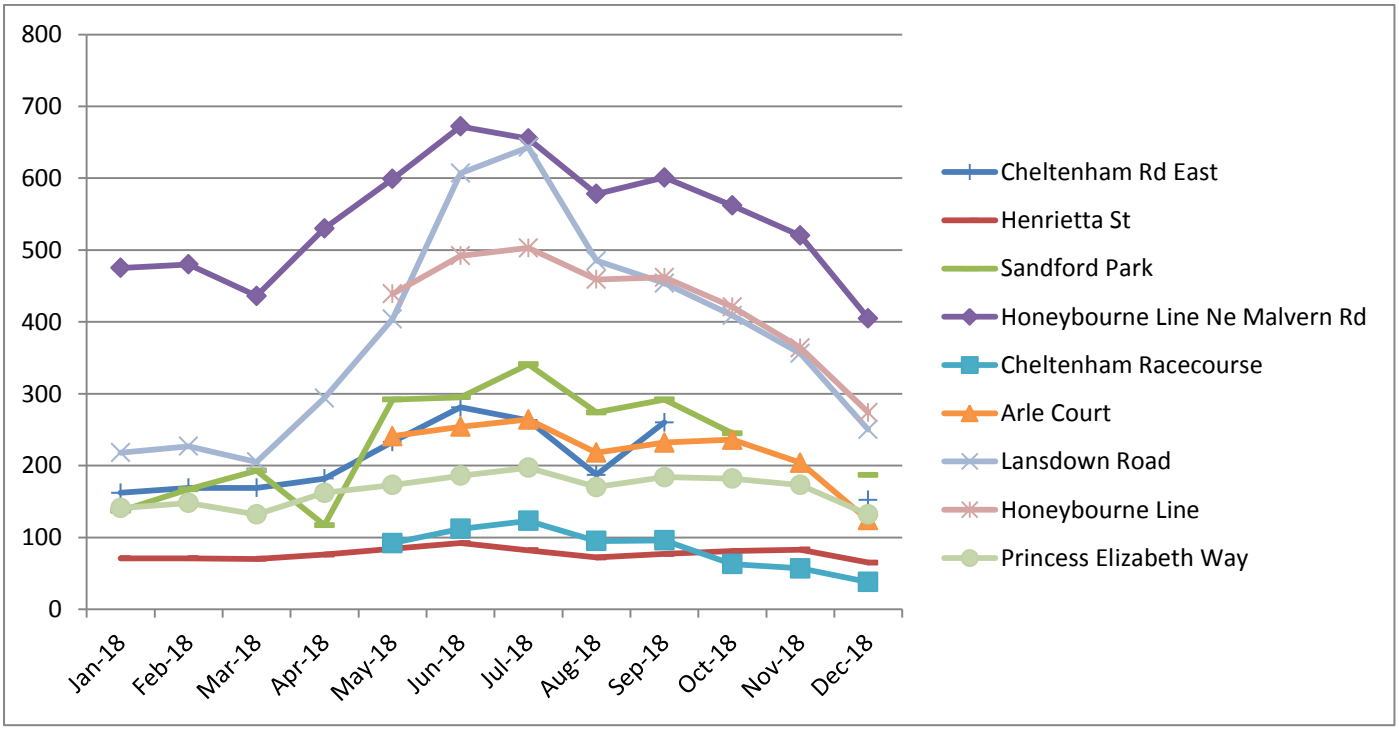


Figure PI-8.2 shows that cycling has been relatively steady. There is a general upward trend in the summer months, which is likely attributable to weather. The Honeybourne line and Lansdown Road show significant levels of cycling, particularly in summer months. The Honeybourne line is another off road facility suggesting that this type of infrastructure is favoured. However Lansdown is a busy road but does have a segregated off road facility to cycle on. The following sites now have piezo counters:

- Cheltenham Racecourse
- Arle Court
- Lansdown Road
- Honeybourne line
- Princess Elizabeth Way

Figure PI-8.3 Number of pedal cycles per month (24 hour 7 day average) Gloucester

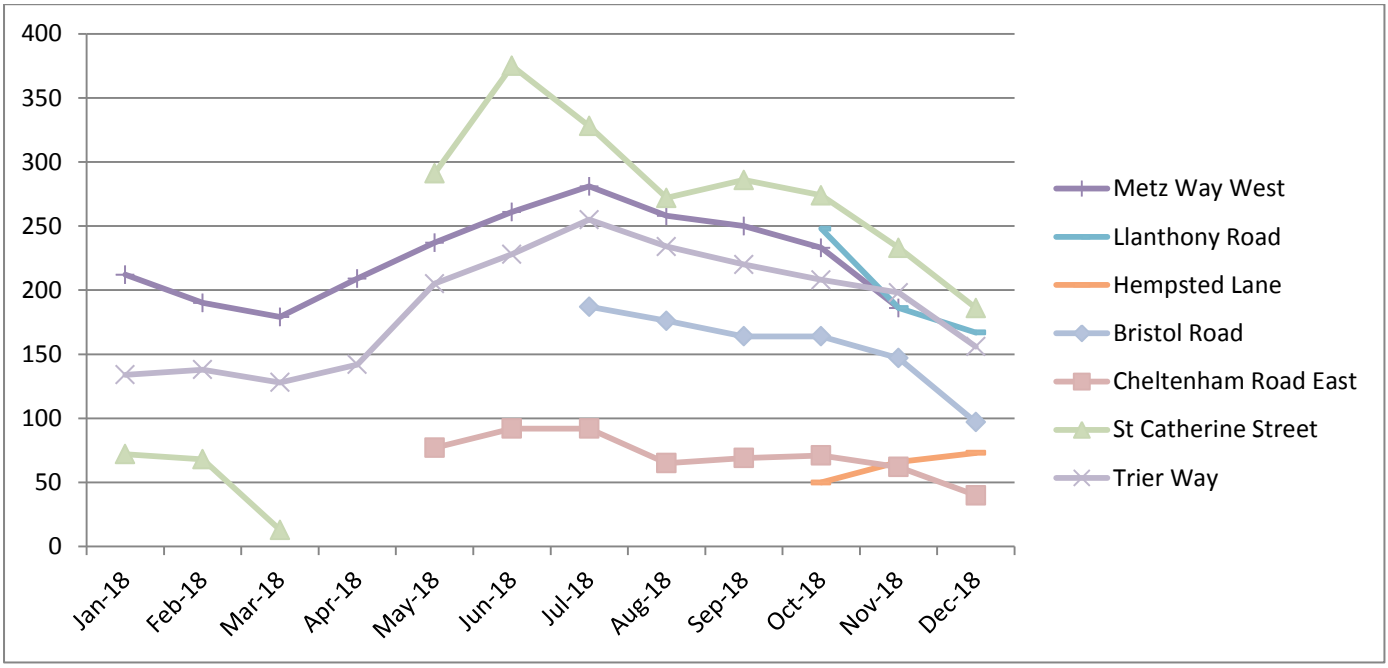


Figure PI-8.3 shows figures rise drastically after the upgrade of the St Catherine Street counter, suggesting the old loop counter had been malfunctioning.

5.9. LTP PI-9 Increase use of bus

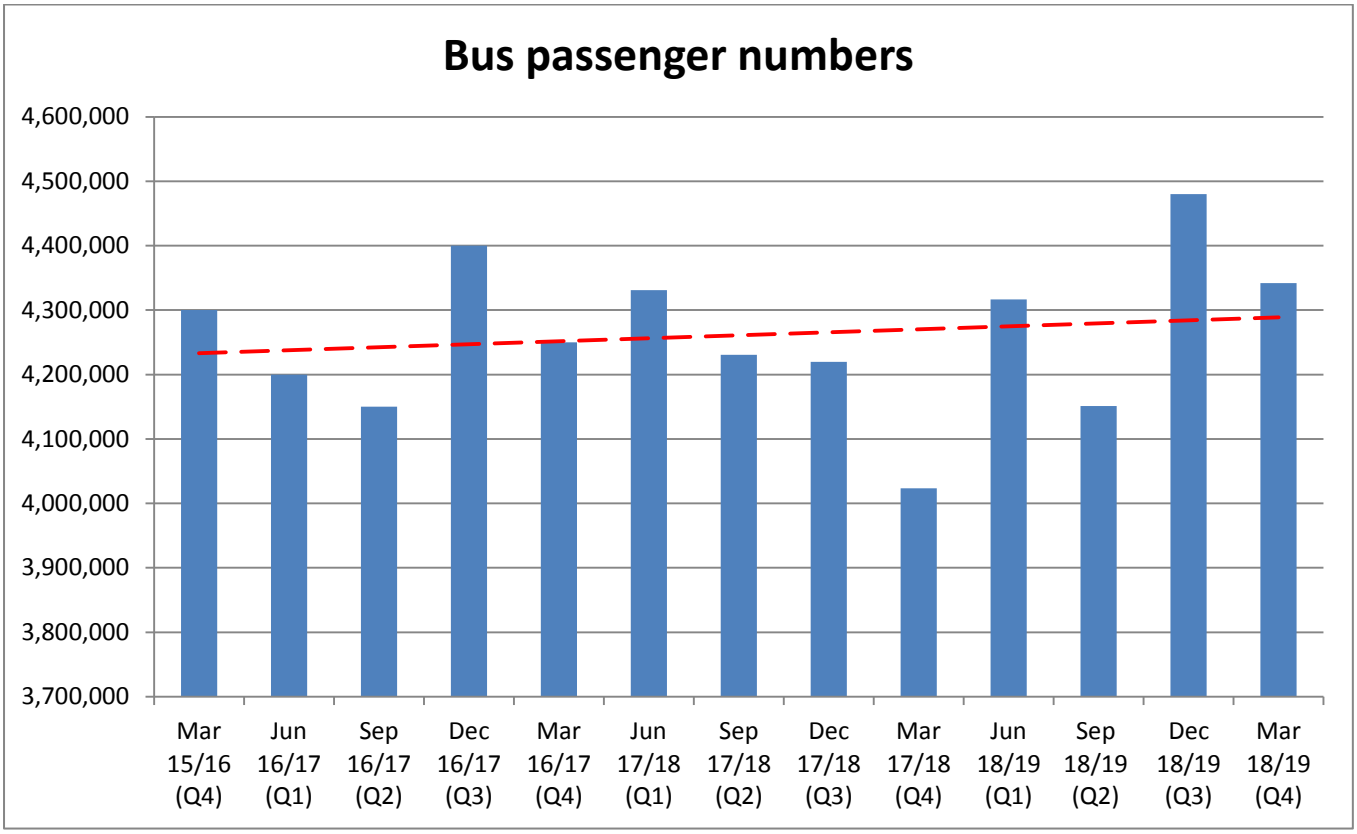
Transport providers collect passenger data recorded predominantly via electronic ticket machines and smart readers which inform this report. In previous years figures were only obtainable from one operator. However, now all bus operators' patronage is collected. The ability to measure patronage across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

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

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

Bus travel constitute 4% of vehicular movements on the road network in Gloucestershire but contributes towards improved public health, reduced congestion and also provides access to services as well as better journey time reliability on routes with bus priority measures. This supports economic growth by providing travel choice and access to employment.

Figure PI-9



PI-10 Maintain bus passenger access

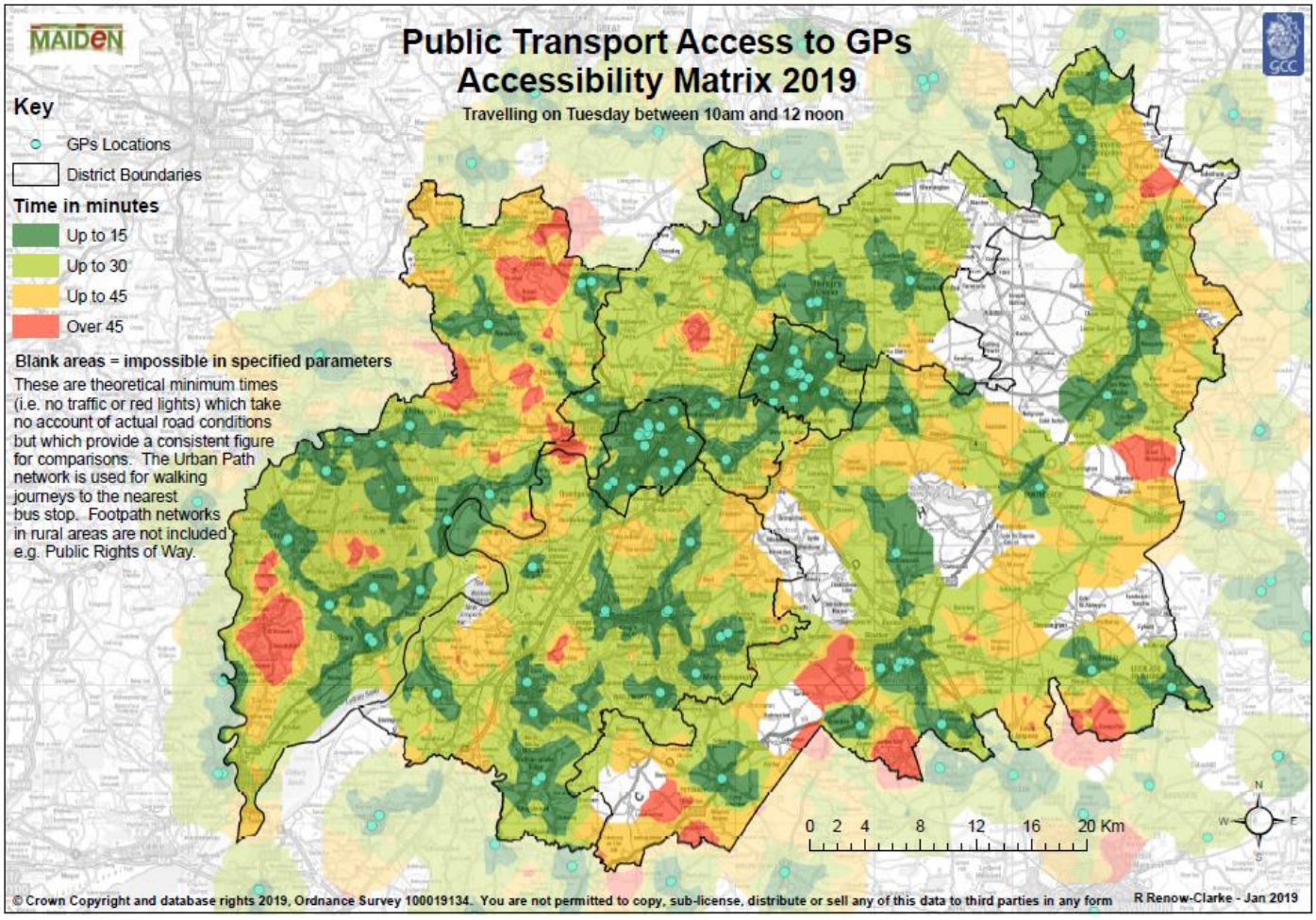
This indicator reports access by public transport within 45 minutes to GP surgeries. This provides a good example of accessibility to all key services coverage as GP surgeries are tend to be located close to other local amenities.

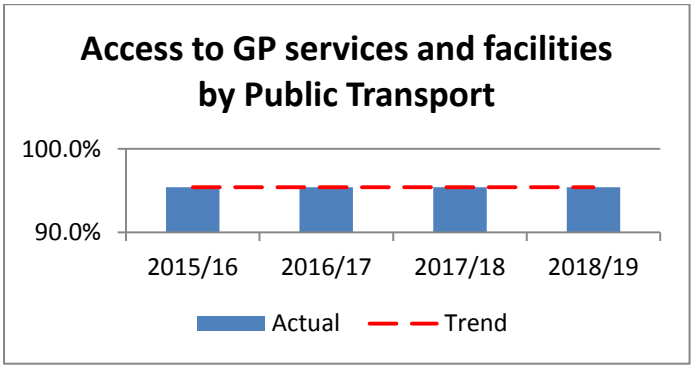
Bus timetables are extracted from Traveline (the national passenger transport information service) and used within the public transport accessibility mapping tool.

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

Accessibility supports economic growth by providing travel choice and access to employment, equality benefits, active lifestyles and public realm improvements through reduced traffic volume. Figure PI-10 shows that 95.4% of Gloucestershire residents can access a GP in under 45 minutes

Figure PI-10





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

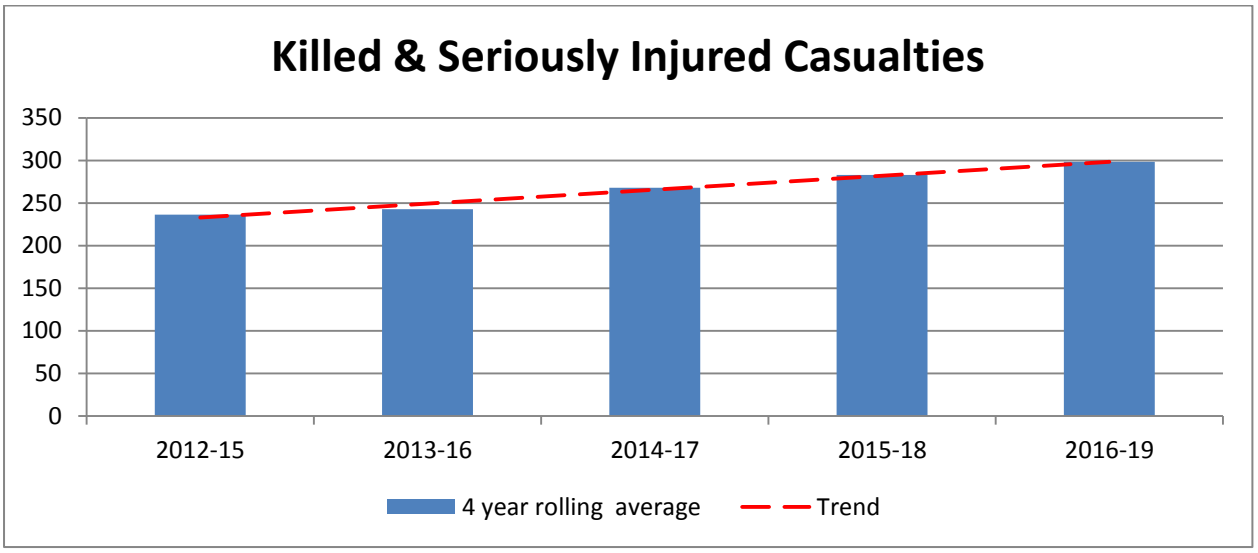
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) on the highway by 2020

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

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

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

Figure PI-11



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

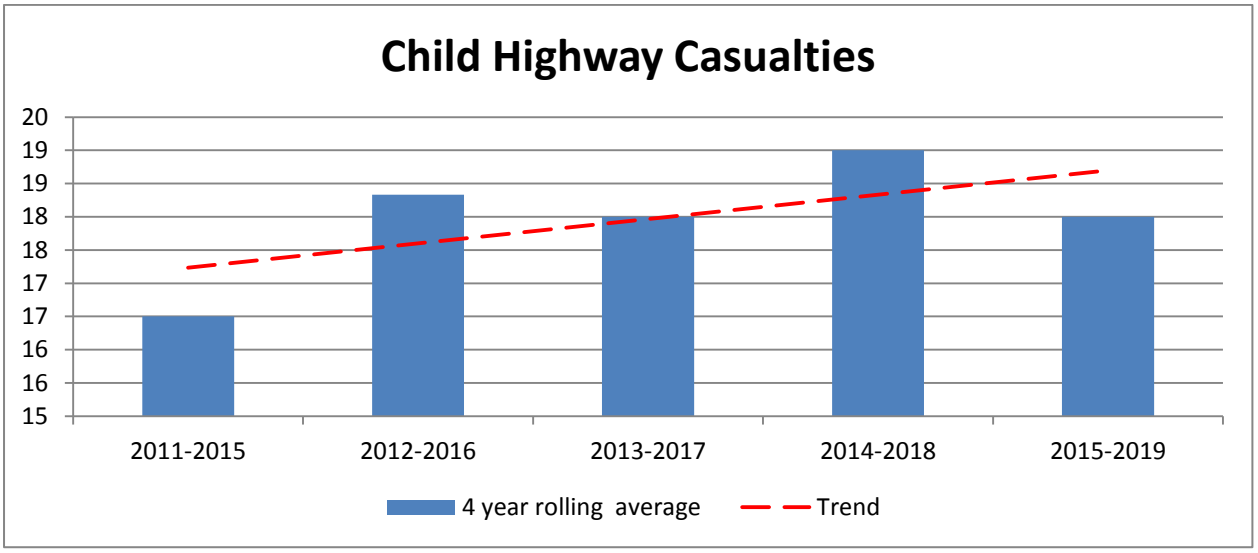
Performance Indicator Target: 40% reduction (from the 2005-2009 average) in the number of children Killed or Serious injuries (KSI) on the highway by 2020

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

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

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

Figure PI-12



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

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

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

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

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

Figures PI-13.1 to PI13.6 show that the annual mean levels of NO2 remain similar since the start of the local transport plan period in 2015.

Figure PI13.1

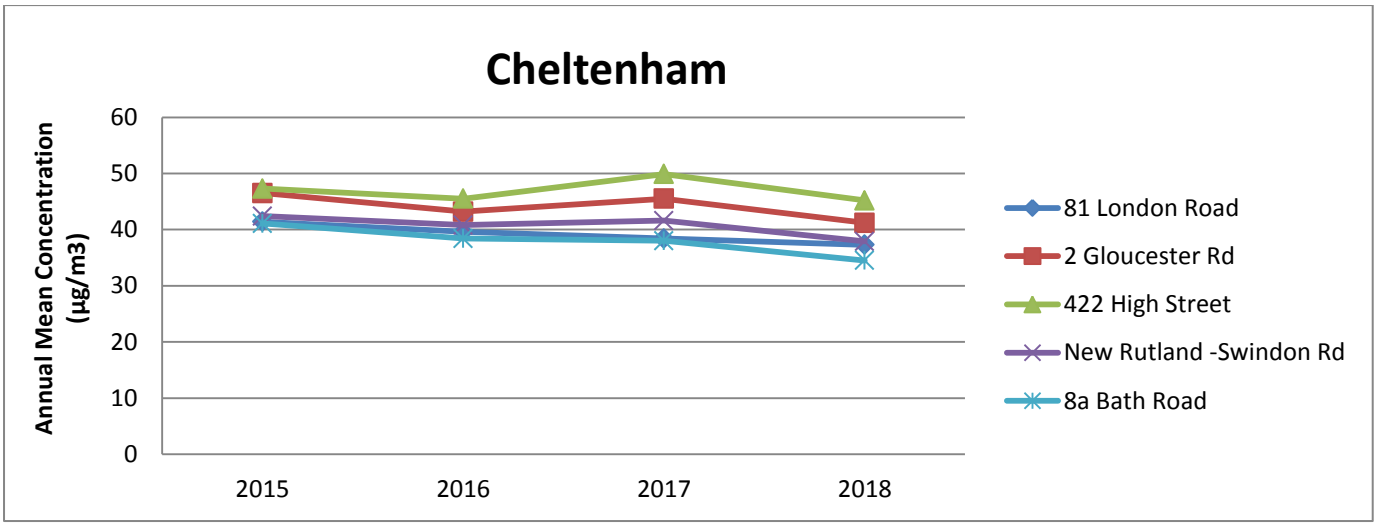


Figure PI13.2

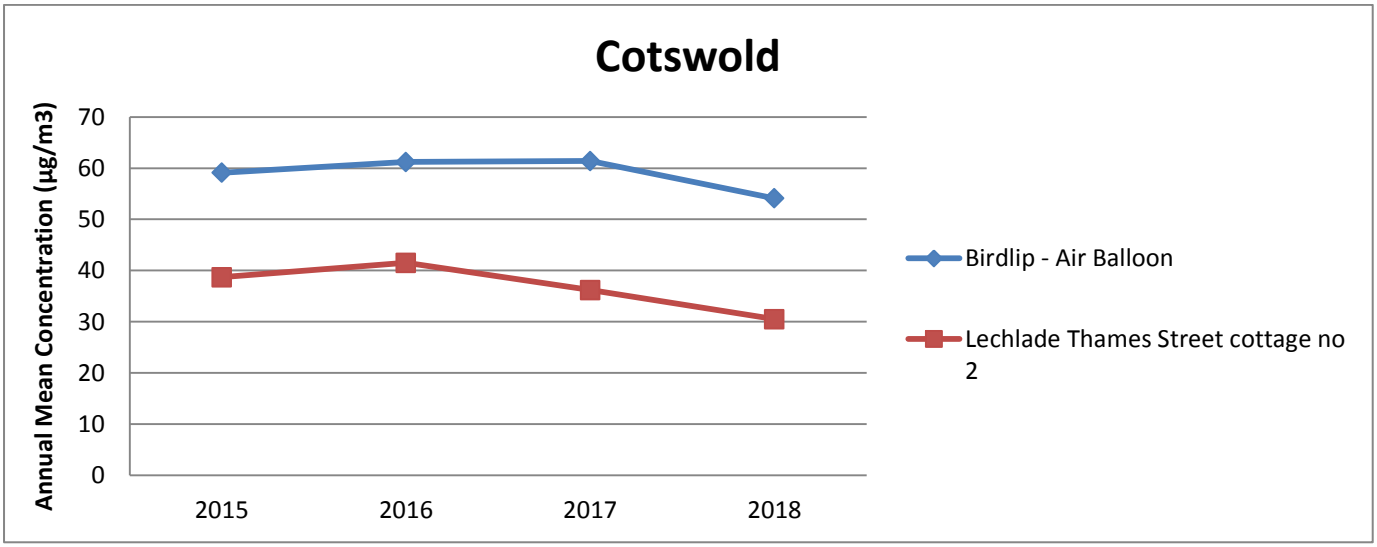


Figure PI13.3

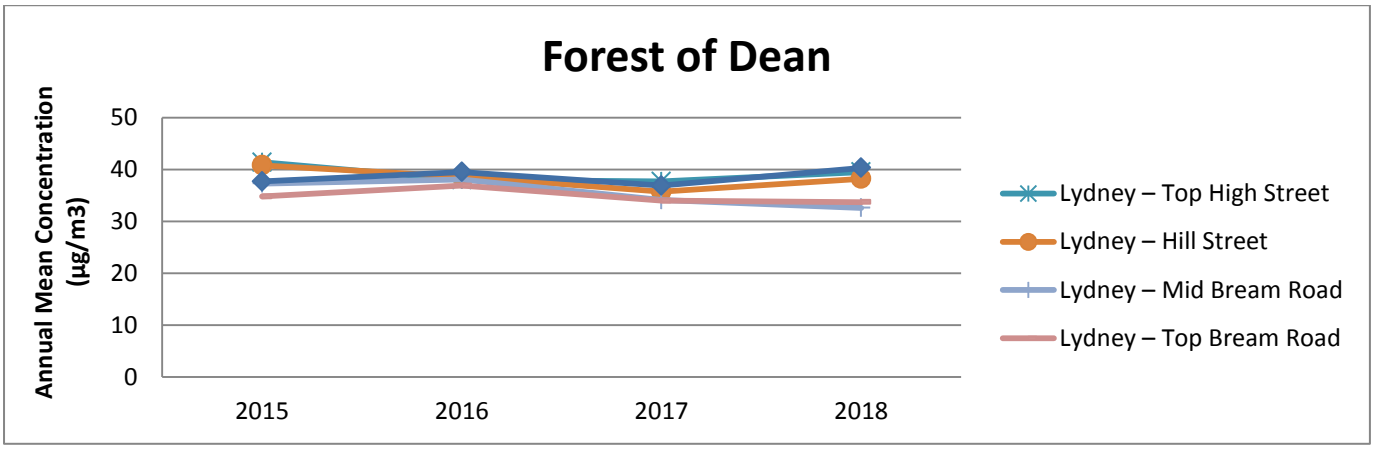


Figure PI13.4a

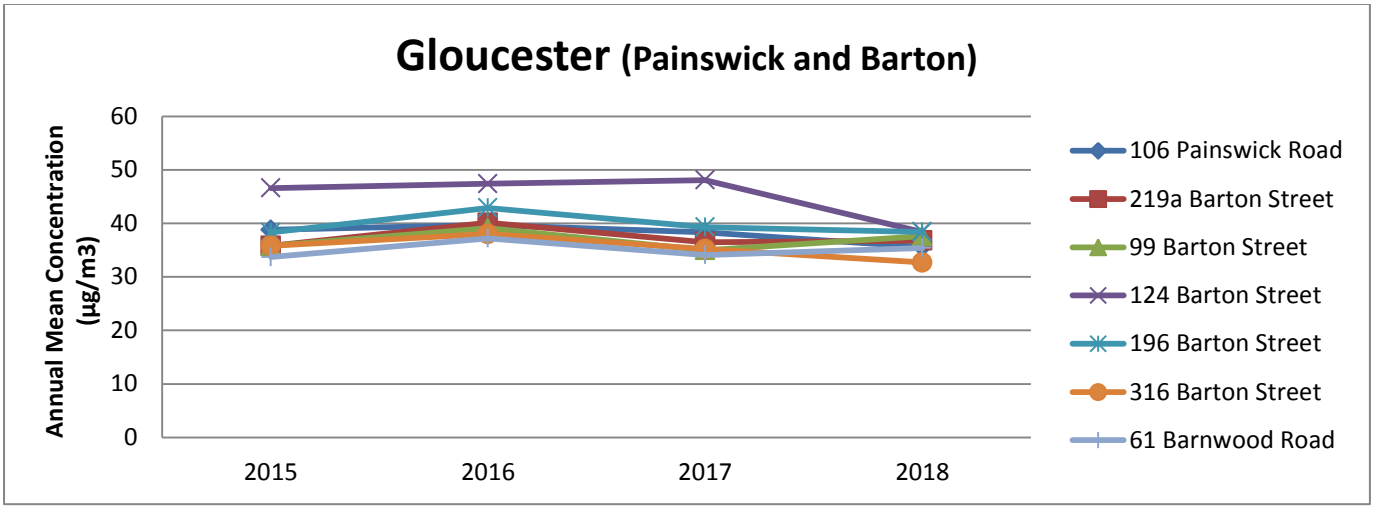


Figure PI13.4b

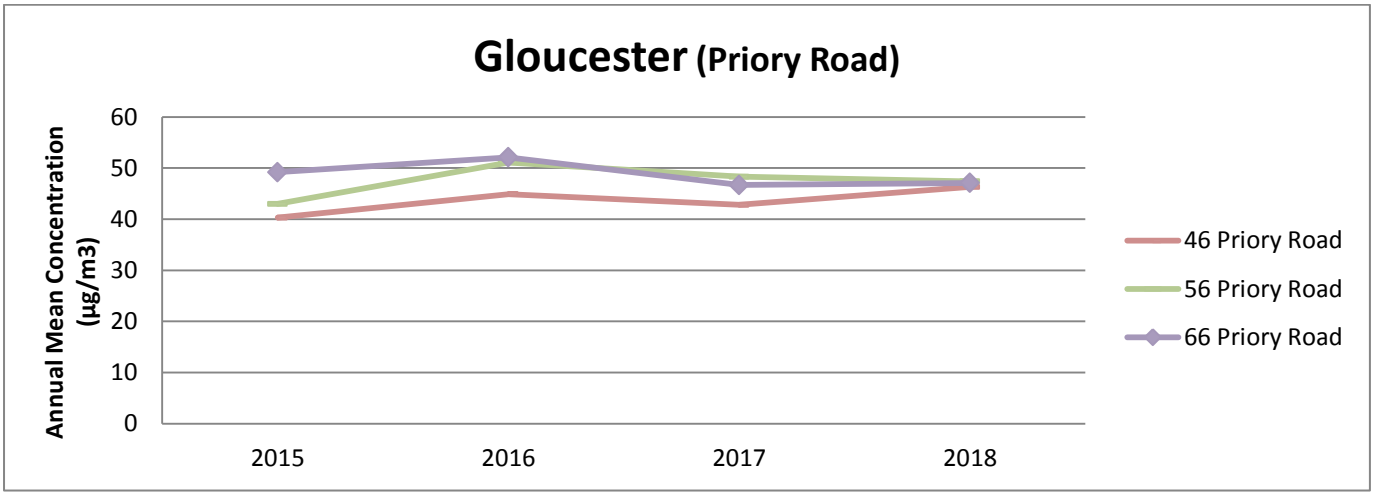


Figure PI13.5

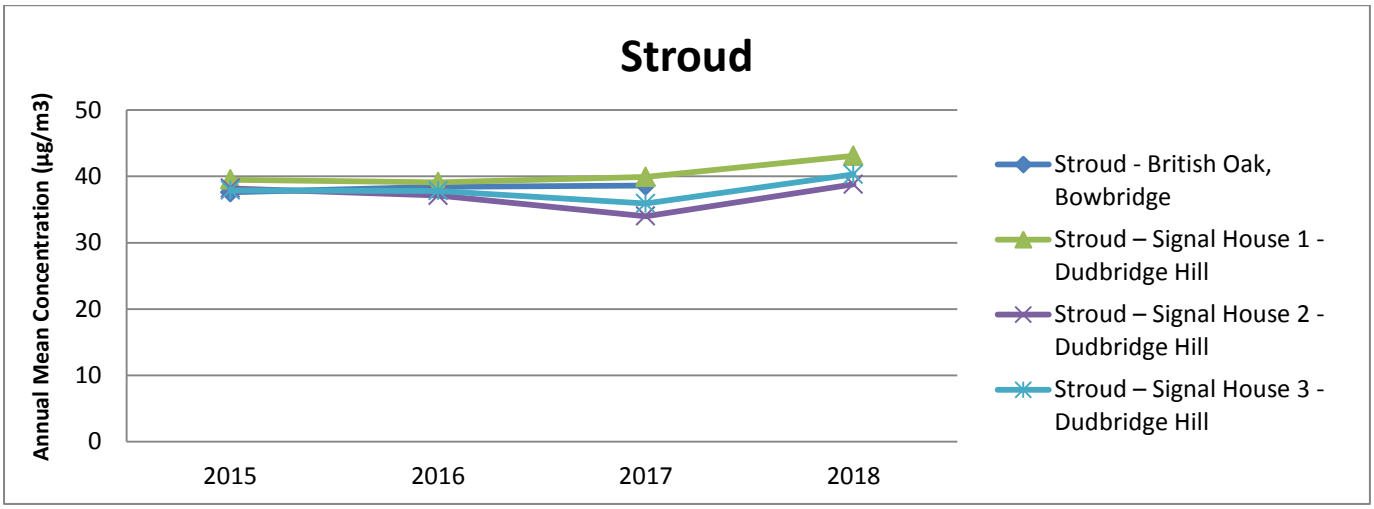
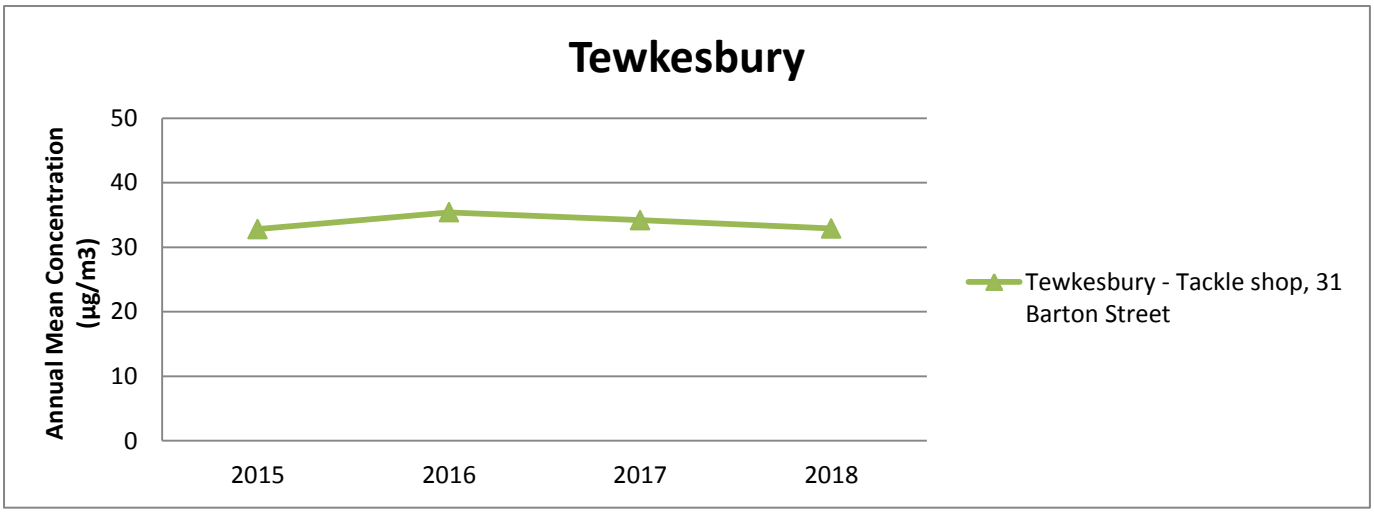


Figure PI 13.6



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

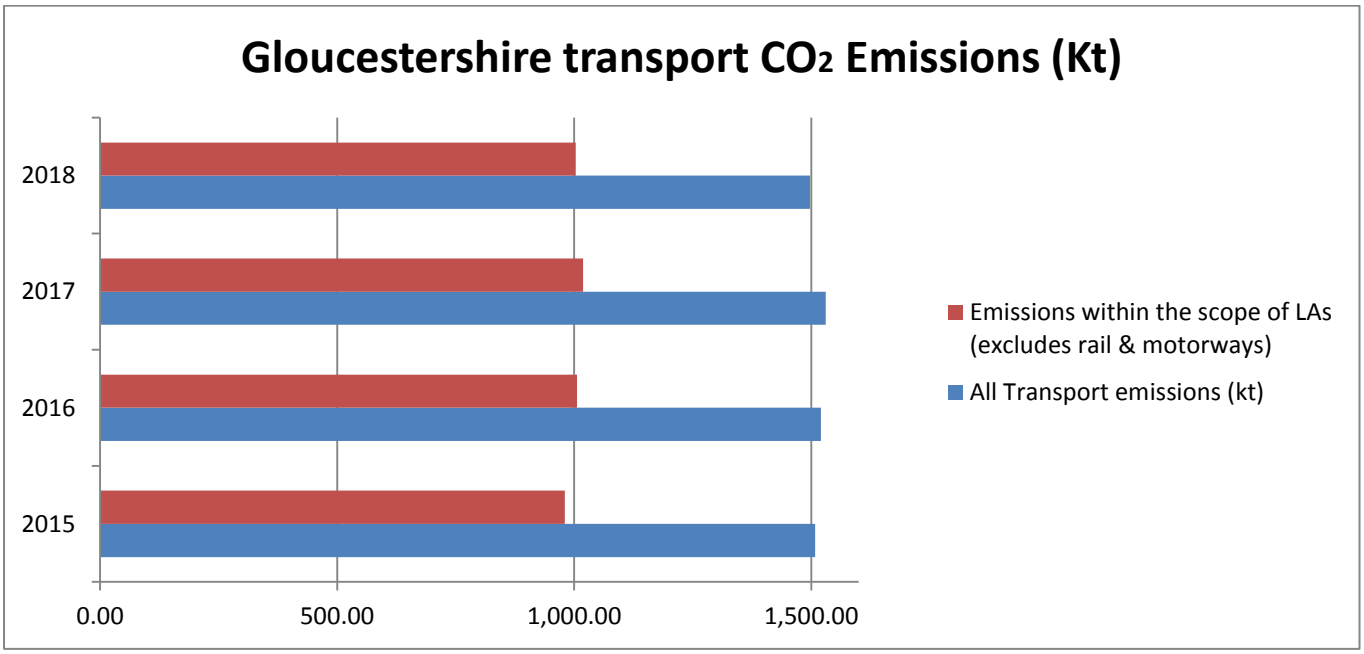
The UK has pledged to achieve zero emissions by the end of the century; this goal will be independently assessed every five years from 2018. Transport emissions include freight and passenger transport, both private and for business purposes and a comparison is made between all transport emission and those witin the scope of Local Authorities, which rail and motorways.

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

Figure PI-14 shows that while tonnes of CO2 per person in the county are rising, the rate of increase is declining and a general decline remains since 2010.

Following year on year increases within the plan period, 2018 has seen a dip in emissions, which is lower than the start of the plan period. At this stage, the success of reduced road transport emissions remains likely to be attributable to a continued uptake on lower emission vehicles and a higher percentage of more efficient vehicles on the road network.

Figure PI-14



6. Next Steps

Gloucestershire Local Transport Plan (LTP) (2015-2031) was adopted by the County Council in June 2016 and a formal review was undertaken in 2018/19 and consulted upon in 2020. A full consultation report will be published in 2020.

Studies and changes, which will inform the LTP moving forward include:

- **COVID 19**
- **Local Walking and Cycling Investment Plan** www.gloucestershire.gov.uk/lcwip
- **Rail Investment Strategy** www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/rail/