Local Transport Plan

Implementation report 2019/20

Version	1
Last Revised	**March 2021**
Review Date	
Category	**Transport Planning**
Owner	**Gloucestershire County Council**
Target Audience	Anyone wanting to find out about the progress of Gloucestershire's Local Transport Plan. This document specifically includes information on: Gloucestershire's Local Transport Plan County Strategies (Connecting Places Strategies) Policy updates Monitoring and review of targets

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

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
0.1	1	Draft	26/01/2021	SW
1	1	Final	10/03/2021	SW

Contents

1. Introduction

This report documents performance against the implementation of Local Transport Plan (LTP) monitoring indicators, scheme delivery and 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.

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.

Policy 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.

Voluntary performance indicators and targets are monitored across the authority, these indicators relate to the implementation and impact of the LTP. Indicators are updated annually to give a picture of how things are changing.

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

1.1. COVID19 Pandemic

Although 2020 has seen unprecedented changes in the way our economy and services are managed and the ways in which people move, some of the data reported here is 12 months in arrears due to the need to collate and validate figures. However, an additional chapter, 4.15 COVID-19, has been added this year to give an overview of how measures to manage the pandemic have affected travel in Gloucestershire.

1.2. Local Transport Plan review

The Local Transport Plan has been reviewed and can now be find here: www.gloucestershire.gov.uk/ltp. The outcomes from the LTP Review consultation, the Post Adoption Statement appraisal and further scrutiny will feed into the revised Local Transport Plan for adoption by early 2021. Although this document reports progress under the existing plan, there are some additional data sets as a result of the LTP review Integrated Sustainability Report.

2. Connecting Places Strategy (CPS) updates

Each CPS identifies key places and how they link across the county. An update of transport schemes is listed alphabetically under each of the place based strategies below.

Funding continues to be secured largely through the Single Local Growth Fund and although funding for some schemes is undetermined, other possible sources can 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 the £52 Million Growth Deal Transport Portfolio have been updated in Table 1, below.

Table 1 – Growth Deal Transport Portfolio

Scheme & Promoter	Growth Deal allocation £'000	Indicative LEP Board decision date on final funding approval	CPS Area	Stage
A419 corridor Gloucestershire County Council	4,360	10/10/2017 - approved	Stroud	Completed
Lydney strategy Gloucestershire County Council	1,000	04/12/2018 - approved	FoD	Completed
Berkeley bridges Gloucestershire County Council	1,990	15/12/2015 - approved	Stroud	Completed
Cinderford Northern Qtr Gloucestershire County Council	3,800	15/12/2015 - approved	FoD	Completed

Scheme & Promoter	Growth Deal allocation £'000	Indicative LEP Board decision date on final funding approval	CPS Area	Stage
Glos South West Bypass Gloucestershire County Council	2,000	20/02/2018 - approved	CSV	Underway
A40 corridor: West Cheltenham Walking and Cycling Improvements (former B4063 Junction) Gloucestershire County Council	1,600	Q2 2020/21	CSV	Underway
A40 Over Rnd & Highnam Gloucestershire County Council	2,230	13/12/2016 - approved	FoD	Completed
Abbeymead / Metz Way Gloucestershire County Council	500	04/10/2016 - approved	CSV	Completed
Gloucester Transport Hub Gloucester City Council	6,400	16/02/2016 - approved	CSV	Completed
Cheltenham Spa Railway Great Western Railway	1,497	12/12/2017 – approved	CSV	Underway
Longford Housing Robert Hitchins Limited	4,530	02/07/2019 - approved	CSV	Underway
West Cheltenham Transport Improvement Schemes (WCTIS) - UK Cyber Business Park Gloucestershire County Council				
WCTIS Business Case preparation	3,300	04/12/2018 - approved	CSV	Underway
WCTIS Phases 1 and 2	11,805	10/12/2019 - approved	CSV	Underway
WCTIS Phases 3 and 4	6,895	09/06/2020 – approved	CSV	Underway
Total Growth Deal Transport Portfolio:	51,907			

Western Gateway Sub-national Transport Body update

During 2020/21 the Western Gateway Sub-national Transport Body (STB) has produced and approved two sub-nationally important policy documents that begin to prioritise the future of strategic transport investment within the Western Gateway area.

Rail Strategy

The Western Gateway's Rail Strategy sets out the need for change based on a review of policy, challenges and trends. It explores the region's vision, objectives and priorities, and develops a series of Conditional Outputs which will support the delivery of these objectives.

The Rail Strategy includes a clear vision and outlines the clear need for change and the baseline conditions of existing services. The delivery of the Rail Strategy has been structured into five 'route maps' in order to focus and align actions and interventions to relevant bodies and themes. These include: Strategy, Governance and Collaboration, Digital Solutions, Stations & Access to Rail, Freight, and Future Ready & Resilience.

Strategic Transport Plan (2020-2025)

This short-term plan outlines the strategic challenges facing transport, setting out important transport investment priorities across the Western Gateway area within the Government's existing funding programs: https://westerngatewaystb.org.uk/launch-of-the-western-gateway-strategic-transport-plan.

The aim of the Plan is to enable sustainable economic growth by identifying a long-term investment program designed to deliver a well-connected, reliable and resilient strategic transport system. In doing so it will support the nation to recover from the impacts of the Covid19 pandemic, influence the carbon reduction agenda, close productivity gaps and make the Western Gateway area more competitive, while respecting its world class natural and built environments.

The Plan stresses the importance of transport in tackling economic, social and environmental issues and has set the objectives below to address these.

Economic Objectives	Environmental Objectives	Social Objectives
• Effective access to labour markets • Greater integration between employment clusters • Enhance business connectivity to international markets • Improve North-South connectivity • Provide a robust regional evidence base in support of	• Decarbonise the strategic transport network • Accelerate the move towards a carbon neutral transport system • Improve air quality • Facilitate high quality digital connectivity	• Influence the sustainable delivery of new homes and employment opportunities • Support multi-modal travel options in travel to work areas • Improve transport & digital connectivity to reduce poverty and deprivation

the local plan making process which understands different travel markets and use of strategic travel corridors	to reduce the need for travel	• Embrace the role of technology in supporting strategic travel

Critically the plan also lays the groundwork for a long-term strategic plan to be produced covering the 25 year period through to 2050. Work on this plan will progress through 2021/22 with the aim of approval in March 2023. A range of different work streams have been identified to expand the existing regional evidence base. Subject to funding being awarded by the Department for Transport the following studies will be commissioned during 2021/22:

• Carbon Audit of Strategic Transport use
• Strategic Freight Strategy
• Alternative Fuels Strategy
• Strategic Cycle Strategy

To support the application of the recommendations outlined in the planned studies, the Western Gateway STB will produce four multi modal corridor strategies that will focus investment priorities on regional rather than local requirements. These studies will be overseen by four Strategic Partnership Groups that consist of local authorities, LEPs and strategic transport providers located within the corridor. Importantly the corridors look past the Western Gateway STB boundaries to ensure that a robust strategy can be produced for the whole corridor.

GCC is leading the Midlands to South West study which will focus on understanding how the proposed level of growth planned for the corridor can be accommodated while strengthening its role as part of the western spine of the country. Based on initial discussions of the group there is a strong desire to improve the passenger transport offer for communities located within the corridor.

A short consultation is planned where views on different scenarios will be sought. The views expressed will inform three scenarios to be taken forward to technical assessment stage. The impacts of each scenario will be appraised and a preferred scenario will then be used to produce the long-term plan during 2022/23.

For more information on the Western Gateway STB please see: https://westerngatewaystb.org.uk

Land use planning

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

- **The Joint Core Strategy**

A partnership between Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council to set out a strategic planning framework for the three areas: https://www.jointcorestrategy.org/

The Joint Core Strategy review has progressed through the issues and options stage and progresses towards a preferred options consultation which is expected to commence in the summer or autumn of 2021. The JCS is looking to set out the strategic direction of Cheltenham Borough, Gloucester City and Tewkesbury Borough for the next 20 years up to 2040/41.

- **Stroud Local Plan - 2041**

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

The Stroud Local Plan review will set out how the district develops over the next 20 years to 2041. The review is well advanced with a pre-submission consultation expected Spring 2021 with an anticipated adoption in the summer of 2022. The plan focuses on extensions to existing settlements or new settlements across the Local Plan area.

- **Cotswold Local Plan 2011-2031**

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

Cotswold District Council were planning to undertake a partial update of their adopted 2011-2031 Local Plan. However, since that decision Government published their 'Planning for the future' White Paper. Subsequently, Cotswold District Council cabinet agreed a short term pause in the formal plan making process until there is greater clarity regarding Governments proposed planning reforms.

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

- **Forest of Dean -2041**

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

The Forest of Dean District Council Local Plan review is currently at the preferred options stage. The emerging plan focuses development around four strategic locations at Lydney, Newent, Beachley and potentially a new settlement in the vicinity of the A40/A48. This emerging plan will set out how the Forest of Dean will develop over the next 20 years.

2.1. CPS1 - Central Severn Vale Connecting Places Strategy

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

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

Scheme not started	In delivery	Complete	Not a scheme

Priority		Update	RAG
2.1.1.	**A417 Missing Link**	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. The submission of the planning application by Highways England is currently scheduled for Spring/Summer 2021 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 in 2022.	
2.1.2.	**Cheltenham Spa Rail Station**	The scheme has received £1.497m Local Growth Deal funding. Contractors have completed Phase 1 of the main car park works, including excavation and laying out of drainage for the provision of enhanced parking spaces. The Cycle Hub is also now in place. Works on completing the car park and forecourt elements of the scheme were due to be completed early Spring 2020. However, COVID-19 circumstances have resulted in delays to the programme. GWR have confirmed their success in terms of being awarded £700k DfT Funding. This combined with contributions from GCC and Network Rail/Great Western Rail funding package provides the funding required to complete the cycle path from Cheltenham Spa Railway Station to Lansdown Road. This will then link seamlessly into the West Cheltenham Transport Improvement Scheme (WCTIS).	

2.1.3.	**B4063 Cycle Route Improvements**	The B4063 Gloucester to Cheltenham Cycle Improvements Scheme started as a Highways England project with the strategic aim to link the major areas of Gloucester and Cheltenham and the villages in between.	
		The B4063 runs between Gloucester and Cheltenham and a segregated cycleway here will help cyclists of all ages and abilities to travel safely. It will link up the cycle route along London Road in Gloucester, which is also funded by the Government (Emergency Active Travel Fund, Tranche 1), to cycling improvements along the A40 in Cheltenham. It will give a continuous route for cyclists and make cycling and sustainable travel more appealing; helping to get people out of their cars, improving the amount of traffic in the area.	
		The new cycleway will be accessible to all, aiming to improve health and wellbeing in the community while reducing Gloucestershire's carbon emissions. If there's less traffic around, buses are more likely to be on time too.	
		The route will help people reboot their commute, as it will link up Churchdown, Innsworth and Staverton to public transport hubs in both Gloucester and Cheltenham. The route also links up with many different work places, Gloucestershire Royal Hospital, and University of Gloucestershire campuses.	
		Detailed design is due to be completed during the 2020/21 financial year for construction in 2021/22.	
2.1.4.	**Gloucester Railway Station**	The project consists of three main components: • Subway and forecourt improvements • Building enveloping • Highway works Subway Improvements and Forecourt Improvements The subway works include level access and environmental improvements through the underpass linking both sides of the railway, making it accessible for people with restricted mobility as well as new lighting, decoration, improved drainage, and full CCTV coverage. The forecourt improvements include: • A new bus layby at the station entrance (and access route for buses through the car park and onto Metz Way) • Real-time rail and bus information • Improved car parking layout at the front of the • 6 new electric vehicle charging points (with passive provision to increase to 11) • 50 additional cycle parking spaces	

	• Potential to support a City-wide cycle hire scheme • Improved pedestrian routes through the station forecourt, including enhanced wayfinding Building Envelope The building works include new cladding, possibly including a new canopy to shelter bus passengers. Highways Works The highways works include an improved junction with Bruton Way and a new junction onto Metz Way which will provide a left in and left out access for cars and taxis to and from the parking areas and for buses exiting the station forecourt stops. This project will ensure that the City impacts are a revitalised and more welcoming "gateway to the City" with the following benefits: • The ability to leverage investment from the improved environment and links between the station and the City • Reduced severance between both sides of the railway. There are opportunities to better connect the Great Western Road area with the rest of the City • Enhanced link between Gloucestershire Royal Hospital, the University of Gloucestershire's Oxstalls Campus and the City centre • Enhanced perceptions of Gloucester as a place to visit. The project will allow Gloucester to make a positive impression on people (including investors) arriving in the City and will provide a further statement to show that Gloucester is changing £4.3m Local Growth Funding has now been allocated to this project and in early September 2020 it was announced that the project had successfully gained £1.7m funding from DfT as part of the released Stations Investment Fund. This money will come to pay for additional PV Panels, additional cycling racks and enhancing the provision for EV charging points in the car park.	
2.1.5. **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'. A successful Expression of Interest for funding through the Housing Infrastructure Fund (HIF) has led to the production of a business case, approved in March 2020. In October 2020 the Grant Determination Agreement was signed between Homes England and GCC, securing £249M for 5 scheme elements; • new all ways junction 10 • new link road connection the junction to west Cheltenham • capacity and NMU infrastructure improvements to the A4019 east of the junction	

		- improvements to Coombe Hill A30/A4019 junction and; - upgrade of Arle Court Transport Hub Non statutory public consultation takes place in Nov – Dec 2020. A preferred route announcement will be made in Spring 2021, with statutory consultation and planning scheduled for Spring 2022. Construction is planned between spring 2023 until September 2024.	
2.1.6.	**Metro-west rail extension**	Funding has been agreed for the remodelling of Bristol east junction on the approach to Bristol Temple Meads. This will increase capacity at the bottleneck and improve resilience. It is hoped that this will enable Phase 2 Gloucester extension to take place. The service is due to commence in December 2021 subject to agreement by WECA.	
2.1.7.	**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. 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.	
2.1.8.	**St Barnabas Roundabout**	Further work is needed to develop a viable solution.	
2.1.9.	**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. Phases 1 and 2 of the works (From M5 Junction 11 up to and including Arle Court Roundabout) were tendered in Spring 2020, works commenced in June with completion of these phases due by mid 2021. Phase 3 and 4 alongside a dedicated Walking and Cycling Phase (between Arle Court Roundabout and Cheltenham Station) were tendered in Autumn 2020 with works due to commence in early 2021. It is currently anticipated that all works (including Phases 3 & 4) will complete by the end of 2021.	

2.2. CPS2 - Forest of Dean Connecting Places Strategy

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

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

	Priority	*Update*	*RAG*
2.2.1.	**Chepstow strategy**	This is a cross border study that focuses on Chepstow and its transport connections beyond the immediate region with a view to addressing congestion issues by identifying short, medium and long term solutions. Towards the end of 2020 the study underwent a virtual public consultation, seeking views on a number of identified solutions, ranging from; 'Influencing travel behaviours, Active Travel, Public Transport, Low Emission vehicles and Highway capacity improvements'. The consultation feedback will help inform a consultation report which will aim to set out a package of recommended solutions. This report is due early 2021.	
2.2.2.	**Lydbrook bridge**	Following an unsuccessful bid to the heritage lottery fund, joint owners Gloucestershire County Council and Herefordshire Council are trying to get the river crossing restored as soon as possible. A scaffold walkaway crossing will be installed as part of the current works. Once the scaffold crossing is completed and the pedestrian access is restored, the councils will be looking at the best long term options for the bridge and working with their partners to secure funding to help do this.	🟥

2.3. CPS3 - North Cotswold Connecting Places Strategy

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

Priority	Update	RAG
2.3.1. **Moreton-in-Marsh strategy**	This is a study into the feasibility of transport improvements in Moreton-in-Marsh and Stow-on-the-Wold to help address issues of congestion, connectivity and severance within the existing transport provision on the A429 and A44. The study focusses upon the 3 pinch points of, Unicorn Junction – Stow, the A429/A44 double mini-roundabouts and the A429 northern railway overbridge in Moreton. In addition the study has also identified potential active travel improvements within Moreton-in-Marsh and these have been grouped into four areas; 1. general active travel measures, 2. improving connectivity to the primary school, 3. improving connectivity and reducing severance to and through the railway station and; 4. other measures.	

2.4. CPS4 - South Cotswold Connecting Places Strategy

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

Priority	Update	RAG
2.4.1. **Cirencester Parking & pedestrian zones**	Works were substantially completed in Summer/Autumn 2020. Engagement with cyclists and key stakeholders continues with potential refinements to the scheme likely. Initial draft proposals for the Cirencester Market Place scheme, including Cricklade Street will be consulted in early 2021.	

2.5. CPS5 - Stroud Connecting Places Strategy

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

Priority	Update	RAG
2.5.1. **A419 corridor improvements**	The contract to construct the scheme was awarded to Knights Brown in February 2019 and work commenced on site in March 2019. Works were substantially completed in Summer/Autumn 2020, engagement with cyclists and key stakeholders continues with potential refinements to the scheme likely in 2021.	🟩

2.6. CPS6 - Tewkesbury Connecting Places Strategy

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

Priority	Update	RAG
2.6.1. **A46 Partnership**	The A46 Partnership, comprising local authorities and LEPs along the length of the A46, continues to meet and has raised the regional profile of issues on the A46 and at M5 Junction 9.	
2.6.2. **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	🟧

2.6.3.	**M5 Junction 9**	M5 Junction 9 and the A46 through Ashchurch suffer from congestion on a regular basis. The County Council are pressing for a bypass for Ashchurch and an upgraded M5 Junction 9. We continue to work closely with organisations such as Department for Transport, Highways England, Homes England, Midlands Connect and the LEPs to bring these necessary improvements into the Government's next Road Investment Strategy. GCC 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 now progress work on the Outline Business Case in 2021/2022, subject to funding being made available.	

3. Policy Updates

3.1. PD1 – Bus

The County Council work with partners and communities to provide travel choice by bus and community transport, with the aim of increasing use and reducing operating costs.

Rural connectivity

3.1.1.
GCC bid for funding from the Rural Mobility fund for the Better Transport for Rural Gloucestershire (BTRG) project. The project aims to test the role of comprehensive, demand responsive transport in complementing the conventional public transport network, in order to develop a template for such flexible provision across all parts of the county. The BTRG will increase the attractiveness of the overall public transport offer, by filling gaps in the existing network, thus promoting mode shift and securing the long term financial viability of public transport in rural Gloucestershire.

Almost one third of Gloucestershire's population live in rural areas. The BTRG will provide 2 fully accessible mini busses, which would serve the South Forest area, extending to Chepstow when necessary and 2 fully accessible minibuses to serve the needs of the area bounded by Winchcombe, Stow-on-the-Wold, Bourton-on-the-Water, Northleach and Andoversford, together with surrounding villages.

Phase 2 is an innovative approach to community transport via a web portal that allows potential passengers to check the availability of transport and then book that transport if they wish to. Development with the software provider is going well and preparation for final testing and launch is underway. The portal will provide operators will a new and much needed communication platform about their services, and will provide the public with a simple and easy way to check services and operator contact details, for example if enquiring with community transport organisations.

3.1.2.
Real Time Passenger Information (RTPI) roll out

Real Time Passenger Information (RTPI) is derived from automatic vehicle location systems. The roll out of RTPI is on hold in Gloucestershire, while the Authority is retendering the contract; which runs out in July this year. Any additional RTPI display will be purchased with the new provider once the new contract becomes active.

Bus subsidies

3.1.8 Gloucestershire County Coucil currently subsidises 103 bus sevrices delivered by 13 different operators across Gloucestershire at a cost of £4.1m a year. These routes serve predominantly rural communities in the Forest of Dean, Cotswolds, Tewkesbury and Stroud. However, there are also several town and inner city routes as well as buses into market towns and across the county boarder that are funded though subsidies.

3.2. PD2 – Cycle

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

3.2.1. **Local Cycling & Walking Infrastructure Plan (LCWIP)**

The Central Severn Vale plan is available at www.gloucestersire.gov.uk/lcwip. Phase 2 of the infrastructure plan process has now extended to Tewkesbury and Stroud. Primary routes into each town centre have been established, and routes that connect to the proposed countywide strategic desire lines. A strategy is in development to determine the roll out of LCWIP more broadly across the county.

3.3. PD3 – Freight

Reliable travel information is essential for freight companies and freight drivers. Gloucestershire County Council produces an Advisory Freight Route map which is published as part of the Local Transport Plan (2020-2041) and GCC will aim to upgrade its journey routing offer.

3.4. PD4 – Highways

The Strategic Road Network (SRN) of motorways and other major routes are managed by Highways England and benefit from the Road Investment Strategy. Following on from the first Road Investment Strategy (RIS 1), which covered investment in England's motorways and major roads. Work is now underway to develop the second RIS, known as RIS 2, which will span from 2020-2026.

Government announced, as part of the Transport Investment Strategy, that it would take forward proposals to create the Major Road Network (MRN). This middle-tier of local authority 'A' roads sits between the nationally-managed SRN and the rest of the Local Road Network. These roads will benefit from targeted funding available through a share of the National Roads Fund (NRF). The aim is to improve productivity and connectivity in our towns and cities.

Large Local Majors

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

Growth Fund

3.4.2. Gloucestershire was able to secure in excess of **£60 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 Park and **£9.07m** funding for the Elmbridge Transport Scheme. At the end of 2020, all of the 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, and is responsible for the delivery of 10 of the 13 transport related growth deal schemes, including the West Cheltenham Transport Improvement and Elmbridge Roundabout Scheme. Gloucestershire County Council also acts as the Accountable Body to Gfirst LEP, supporting the decision making process and funding release.

3.5.   PD 5 – Rail

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

3.5.1.
Rail infrastructure Improvements

Gloucestershire County Council (GCC) continues to work with partners to run additional services beyond Yate to Gloucester as part of an extension to the MetroWest Phase 2 project. The additional Bristol to Gloucester service is due to start in December 2021 resulting in two trains per hour. The County Council is also a member of the North Cotswold Line Task Force (NCLTF) which aims to promote additional services on the north Cotswold line to Oxford and London.   In addition GCC is working with Tewkesbury Borough Council to implement the Ashchurch for Tewkesbury Rail Strategy. The County Council will continue to engage with the Western Gateway Sub National Transport Body on implementing their rail strategy and with Network Rail on the Bristol to Birmingham Corridor Study.

Rail Service Capacity Improvements

3.5.2. The County Council continues to lobby for new services between Birmingham-Worcester-South Wales calling at Ashchurch for Tewkesbury and Lydney as part of an increase in regional stopping services calling at stations in Worcestershire and Gloucestershire through the Network Rail Corridor Study. The Corridor study is due to be completed in April 2021 and early indications suggest a reasonable uplift in local and regional services will be delivered over the coming years. 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 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.

3.5.3. **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;
Lydney	Work with partners to improve station facilities;
Moreton in Marsh	Seeking enhanced capacity to the station car park;
Stroud	Working on the emerging station masterplan with partners;

3.1. PD 6 - ThinkTravel

Bikeability

3.1.1 Thinktravel deliver educational behaviour change programmes in schools, with the Bikeability programme at its core. The Bikeability Programme enables approximately 4,500 primary and secondary school aged children to be equipped with the necessary skills and confidence to able to cycle more safely on the road. (https://bikeability.org.uk/)

E-Scooters

3.1.2.

Thinktravel have also, been leading on a trial to extend sustainable active travel choices in the County in an e-scooter hire trial as part of a national initiative in Gloucester and Cheltenham, in collaboration with the Highways, local stakeholders and the delivery organisation, Z- wings. The project is experimenting whether e-scooters can also be used to assist in the delivery of core public services like Police patrols.

3.1.3. **School Crossing Patrols**

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

3.1.4. **Modeshift School Travel planning Framework**

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

School Travel Plans are dynamic documents which provide a comprehensive approach to delivering behaviour change initiatives and physical infra-structure improvements to enable more children and their families and staff to be able to 'actively travel' to school safely. Thinktravel will use the nationally accredited Modeshift travel planning framework to incentivise Gloucestershire schools to structure their travel plans positively to fully engage the staff, parents and children in promoting active travel and bring about modal shift away from the autonomous vehicle. The pilot will look to trial behaviour change initiatives which have shown to be very effective in other areas of the country such as 'park and stride' and potentially introducing suggested 5 minute 'walking and cycling zones'. An emerging matrix of priority schools has been identified, and the Thinktravel team are finalising a programme of delivery which will support schools, who are experiencing the worst combination of social, environmental (incl Air quality) and economic issues.

An appropriate tool kit in response to COVID social distancing measures outside the school gates and changed travel behaviour is also being developed.

Gloucestershire School Streets trial

3.1.5. In response to Gloucestershire's County Council Climate Change pledge to become Carbon Neutral by 2050, ThinkTravel has been co-ordinating a multi-disciplinary team to deliver a Gloucestershire Schools Streets Trial, in collaboration with Highways and local partners, (funded by the Emergency Climate Change Fund), to encourage and enable more people to safely actively travel to school. The trial aims to reduce the carbon footprint association with the school run, improving connectivity, safety and air quality by encouraging behaviour change and healthy lifestyles by creating a 'healthy' street and conducive environment which prioritises safe walking, scooting and cycling to school.

Highways Development and Travel Planning

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

3.1.7. **Emergency Active Travel Fund**

As part of its Covid-19 response, in May 2020 central Government announced a £250m Emergency Active Travel Fund (EATF) to deliver quick, emergency interventions to make cycling and walking safer. The aim of the fund is to embed walking and cycling as part of long-term travel habits to secure the associated health, air quality and congestion benefits

In tranche 1 of the funding bid, Gloucestershire successfully secured £220,000 to implement cycle lanes along London road in Gloucester, a key route into the city centre and towards both Gloucester Rail Station and Gloucester Royal Hospital.

In tranche 2, Gloucestershire secured circa £840,000, which will contribute towards the B4063 scheme between Cheltenham and Gloucester.

4. Monitoring

Paragraph	Performance indicator	Exceeding target	On track	Not on track
4.1	PI-1 Journey time reliability on strategic important routes during the AM peak		✔	
4.2.	PI-2 Number of peak hour vehicle journeys			✔
4.3.	PI-3 Reduction in inappropriate freight travel			✔
4.4.	PI-4 Principal road network condition	✔		
4.5.	PI-5 Non-principal road network condition	✔		
4.6.	PI-6 Unclassified road network condition	✔		
4.7.	PI-7 Increase use of rail	✔		
4.8.	PI-8 Increase use of cycling			✔
4.9.	PI-9 Increase use of bus			✔
4.10.	PI-10 Maintain bus passenger access		✔	
4.11.	PI-11 Reduce the number of highway casualties			✔
4.12.	PI-12 Reduce the number of child highway casualties		✔	
4.13.	PI-13 Reduce levels of traffic derived Nitrogen Dioxide		✔	
4.14.	PI-14 Reduce per capita transport carbon emissions		✔	
4.15.	Covid-19	**NA**		

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

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

1. PI 1.1 Charlton Kings to M5 junction 11
2. PI 1.2 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%

Figure PI-1.1 shows that journey times along strategic corridors have slowed by an average of 2.8% since 2015/16. The Department for transport has not yet issued more up to date data, although some initial analysis base on local data can be viewed in chapter 4.15.
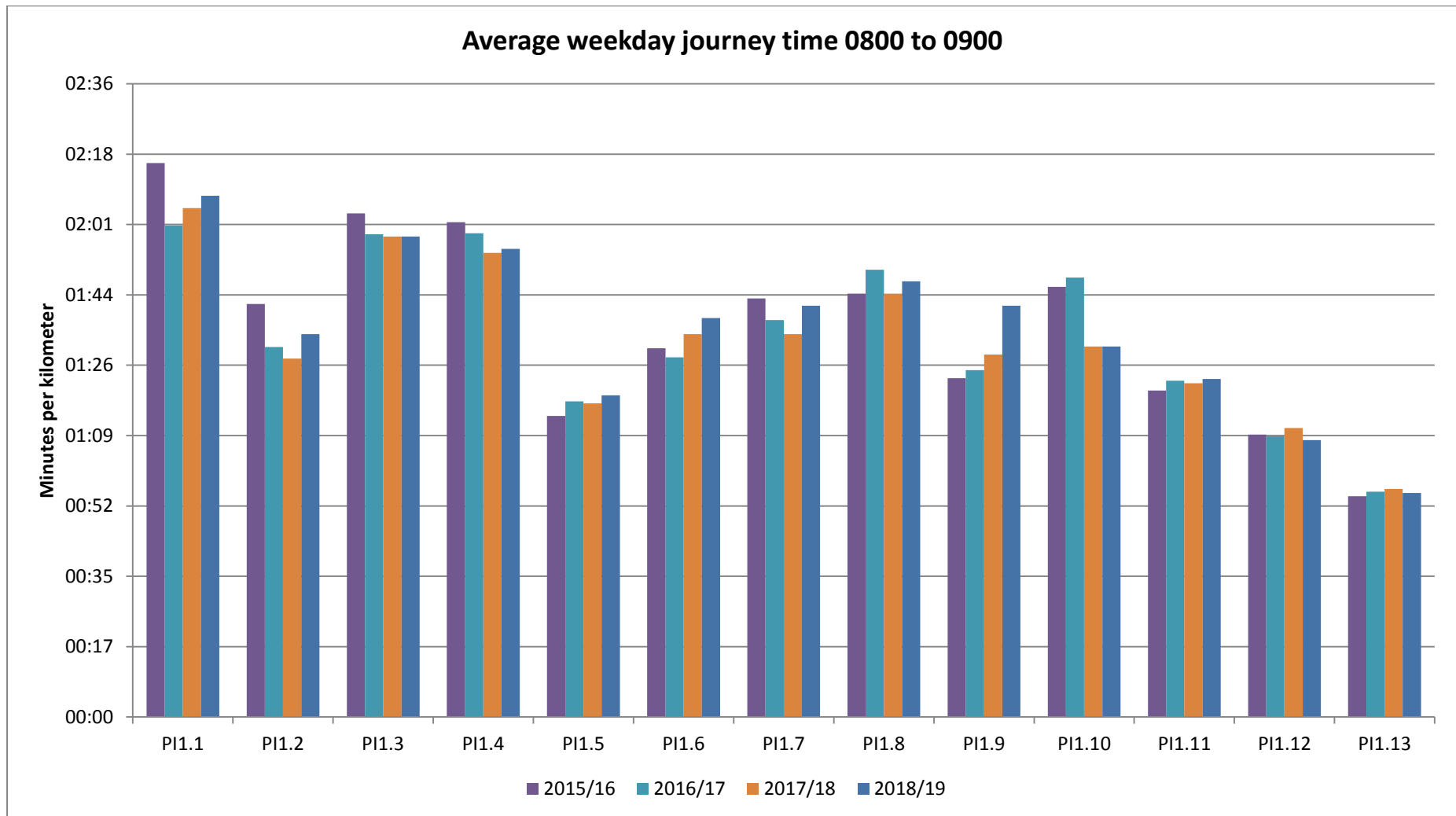
Figure PI-1.1

Average weekday journey time 0800 to 0900

Figure PI1.2 – tabulated data

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

Figure PI1.3 Map of journey time routes

Journey time routes

Route Key
- Route 1 Road
- Route 2 Road
- Route 3 Road
- Route 4 Road
- Route 5 Road
- Route 6 Road
- Route 7 Road
- Route 8 Road
- Route 9 Road
- Route 10 Road
- Route 11 Road
- Route 12 Road
- Route 13 Road

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Figure PI-1.4

Annual percentage change by route

	PI1.1	PI1.2	PI1.3	PI1.4	PI1.5	PI1.6	PI1.7	PI1.8	PI1.9	PI1.10	PI1.11	PI1.12	PI1.13
2017/8 to 2018/9	2.4%	6.8%	0.0%	0.9%	2.6%	4.3%	7.4%	2.9%	13.5%	0.0%	1.2%	-4.2%	-1.8%
2015/6 to 2018/9	-5.9%	-7.4%	-4.6%	-5.4%	6.8%	8.2%	-1.8%	2.9%	21.4%	-13.8%	3.5%	-2.0%	1.5%

Table PI-1.4 shows that journey times increased by 13% on route PI1.9 between 2018 and 2019 and by 21% since 2015. Although journey times also increased along routes PI1.1, 1.2, 1.4 & 1.7 in 2019, they are still less than they were in 2015.

Journey times fell on routes PI1.12-13 in 2019 and overall average journey times only increased by 2.8% in 2019. A 0.3% rise since 2015 – see Table PI-1.5, below.

Table PI-1.5

Annual average percentage change

	2014/5 to 2015/6	2015/6 to 2016/7	2017/8 to 2018/9	2017/8 to 2018/9
Annual avergae percentage change	-2%	-1%	-1%	3%
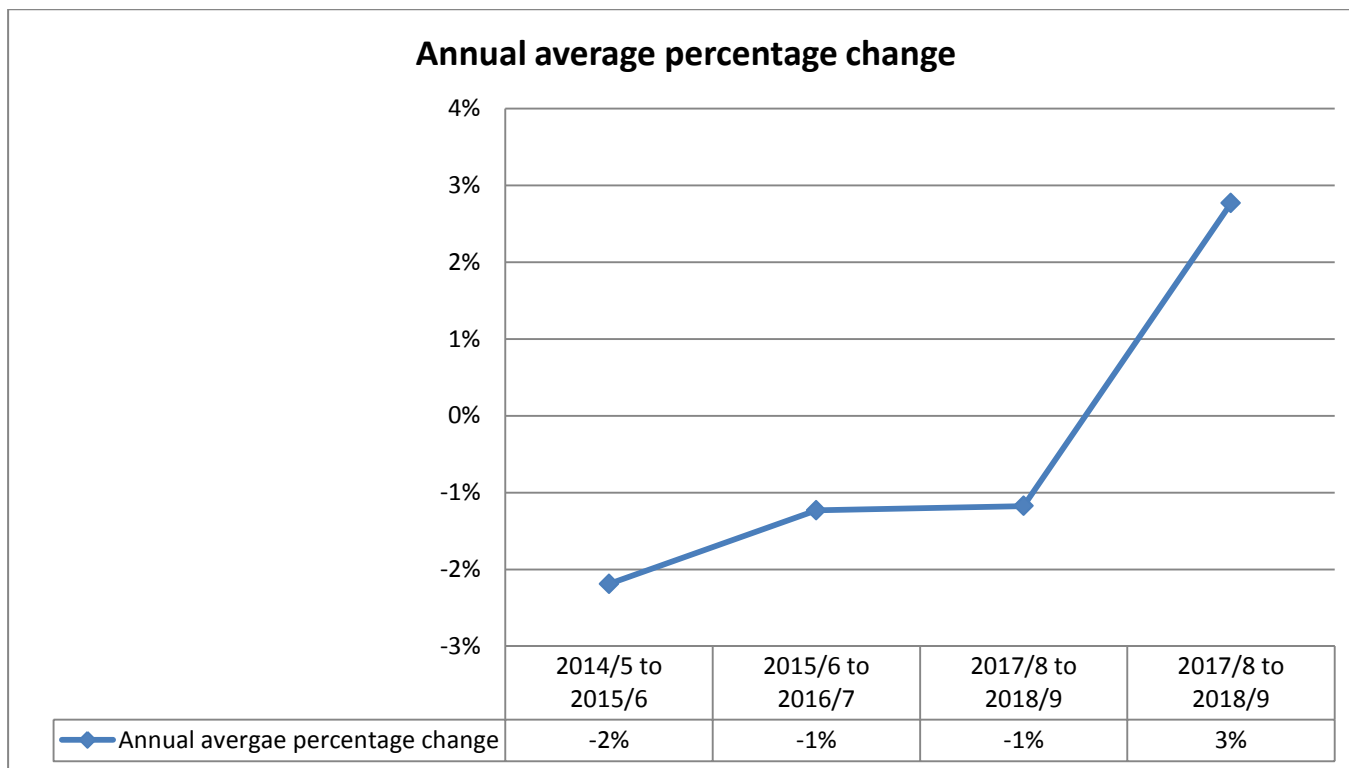
4.2. PI-2 Number of peak hour vehicle journeys

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

In 2019, journeys across Gloucestershire were decreasing at less than 1% in the AM and PM peaks respectively. However, due to national lockdown and social distancing during the 2020 pandemic, these figures have exceeded 25%. Furlough schemes, travel restrictions, business closure and home working have all contributed toward this unprecedented decline.

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

Figure PI-2.1

AM Peak 0700-1000hrs

PM Peak 1600-1900hrs
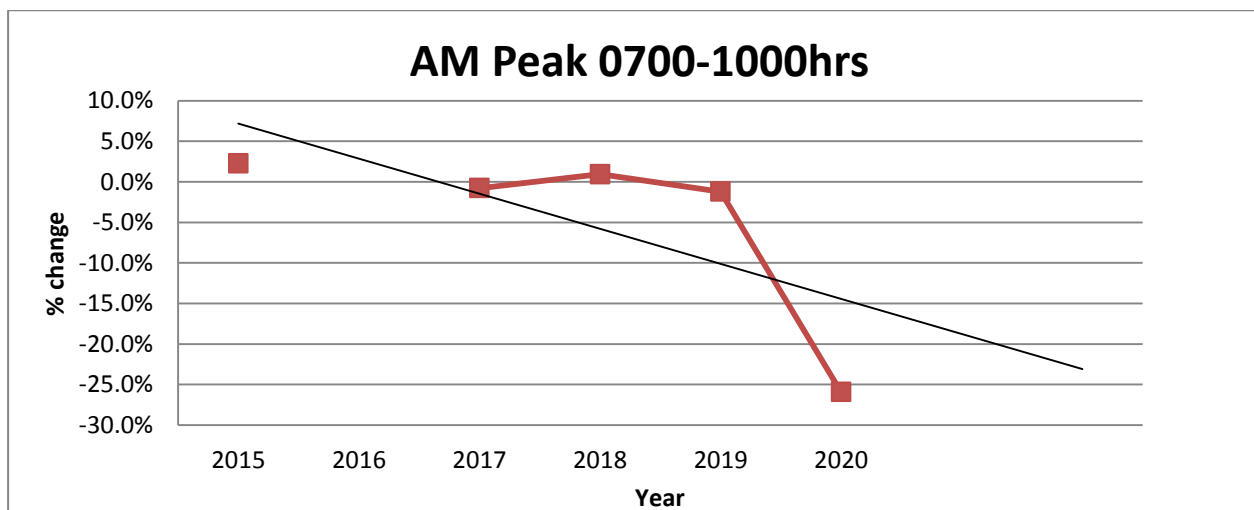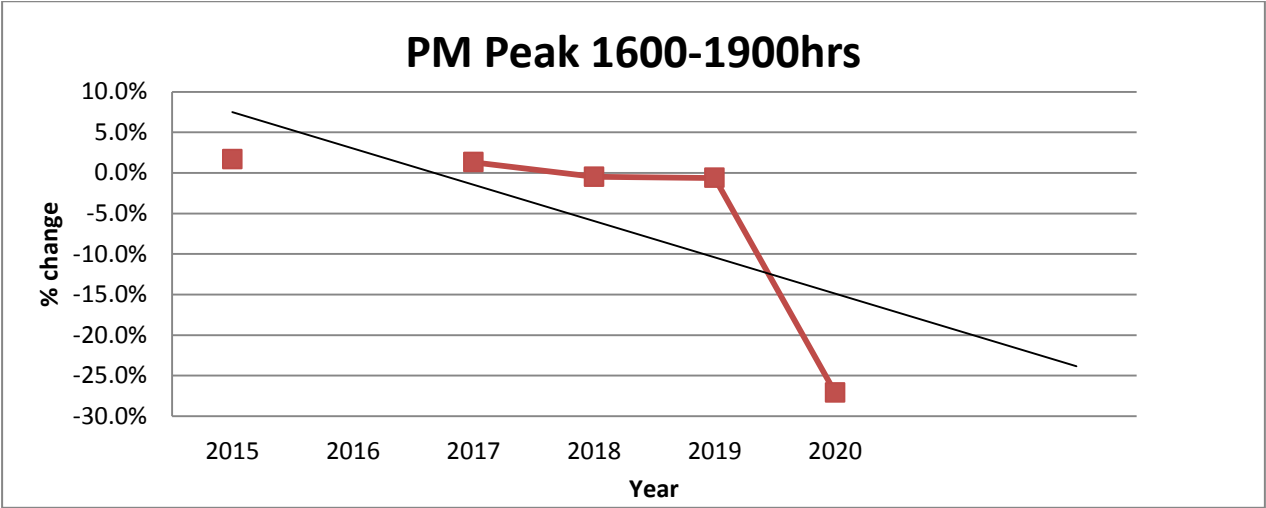
4.3. PI-3 Reduction in inappropriate freight travel

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.

However, due to Covid-19 restrictions the reduction in other types of vehicle has been proportionately higher that HGVs. This gives the impression that the percentage of HGVs is higher than the previous year, but is likely due to substantial reduction in other vehicles.

Figure PI-3
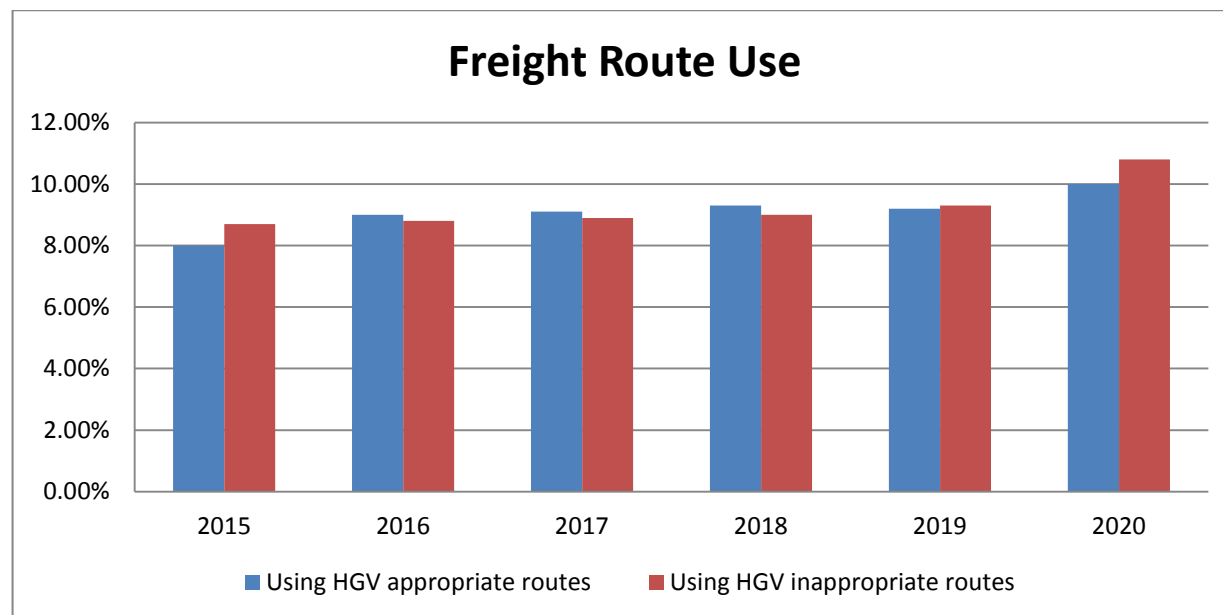
4.4. PI-4 Principal road network condition

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

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

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

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

Figure PI-4
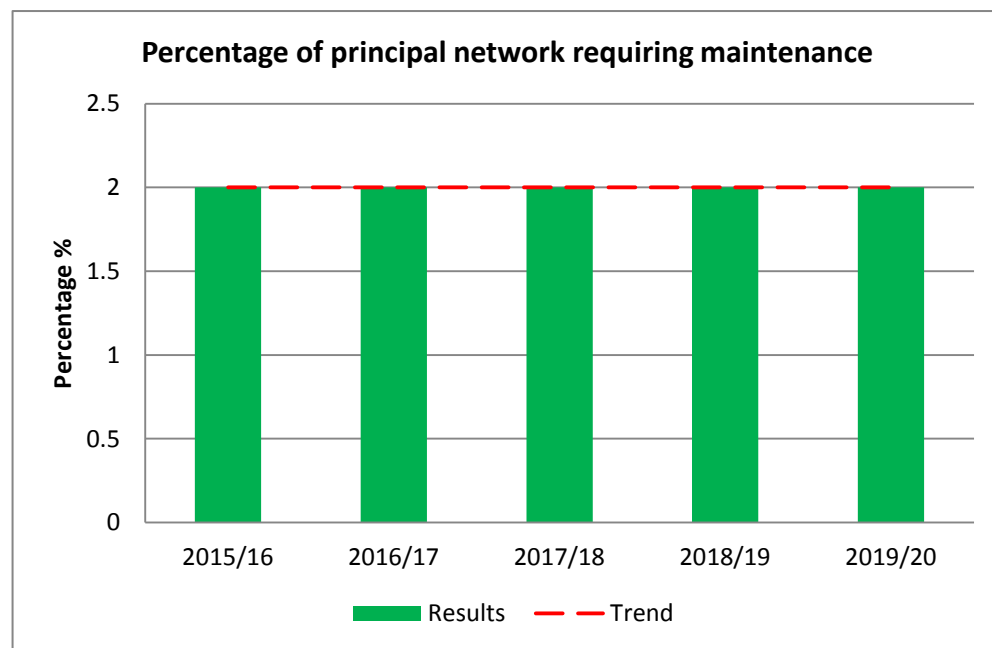
4.5. PI-5 Non-principle road network condition

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

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

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

Figure PI-5
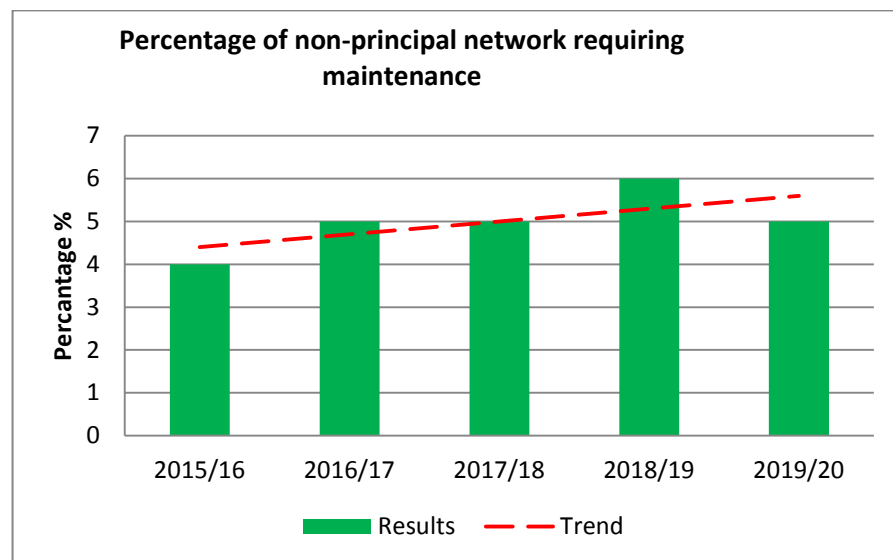
4.6. PI-6 Unclassified road network condition

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

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

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

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

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

Figure PI-6
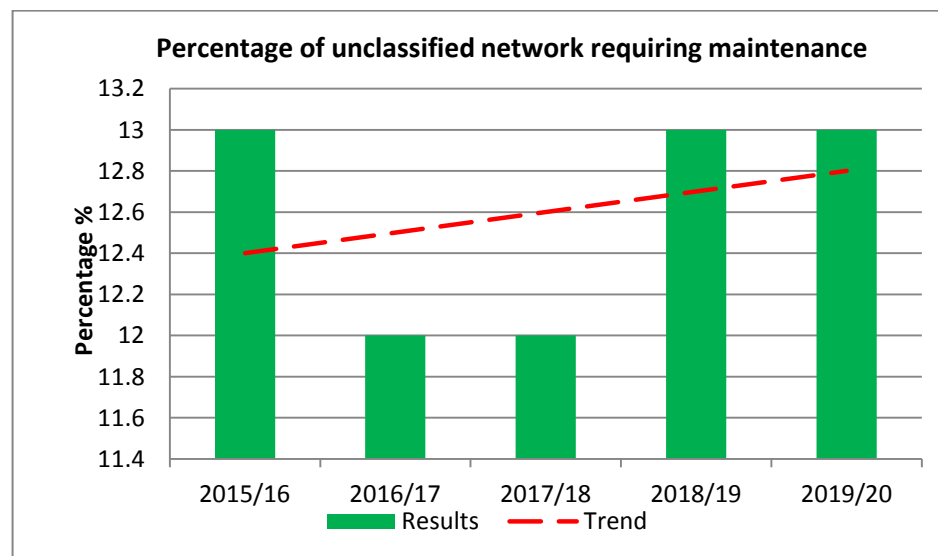
4.7. PI-7 Increase use of rail

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.

Continual increases in patronage has ensured ongoing investment plans for Cheltenham and Gloucester. However the COVID-19 pandemic has had an impact on this. Please see chapter 4.15 for some initial insights into 2020.

Figure PI-7.1

Figure PI-7.2

County rail use by year

County Rail Station Usage — Target: — Actual trendline — Target trendline
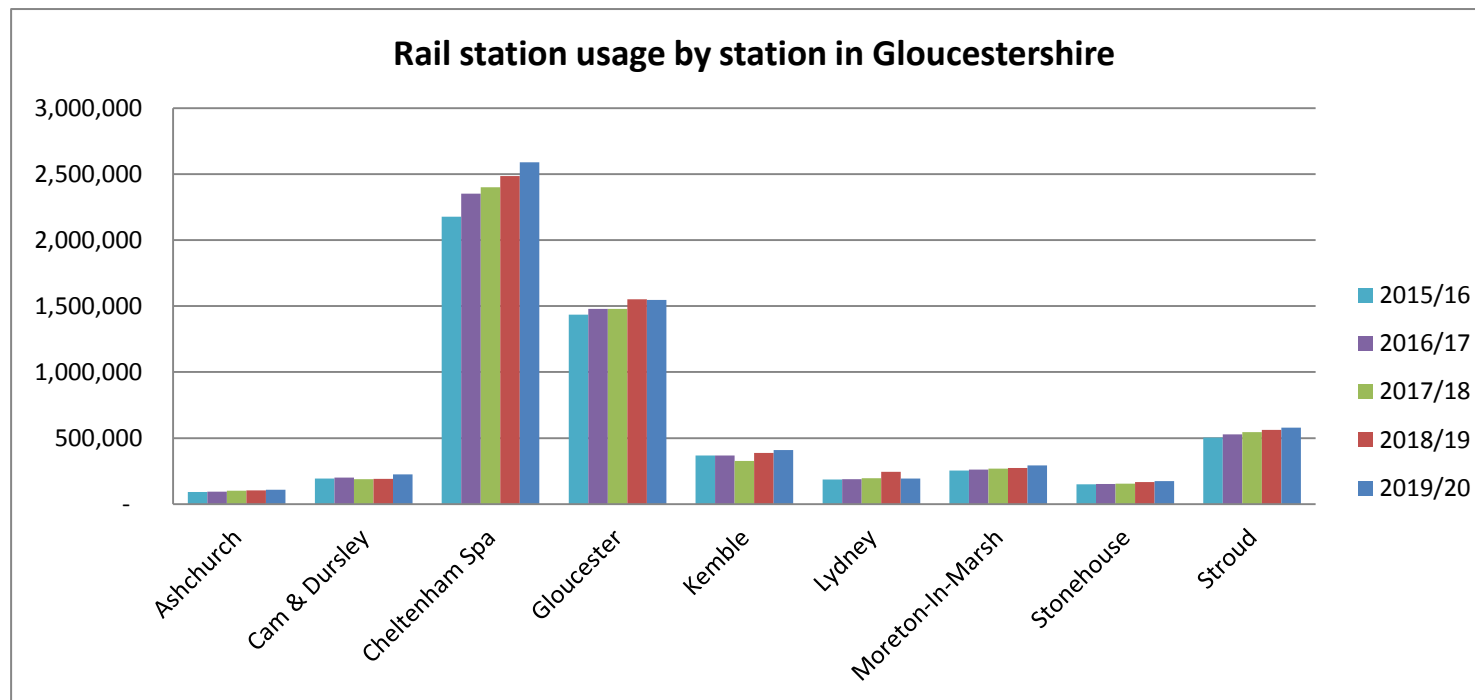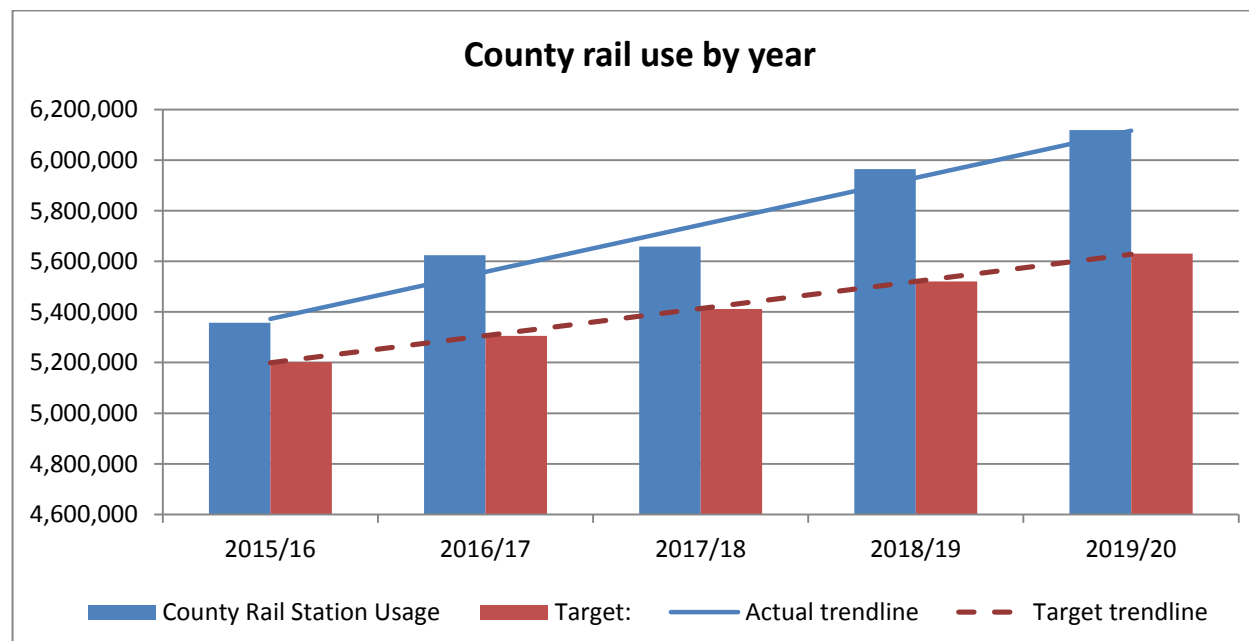
4.8. PI-8 Increase use of cycling

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.

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

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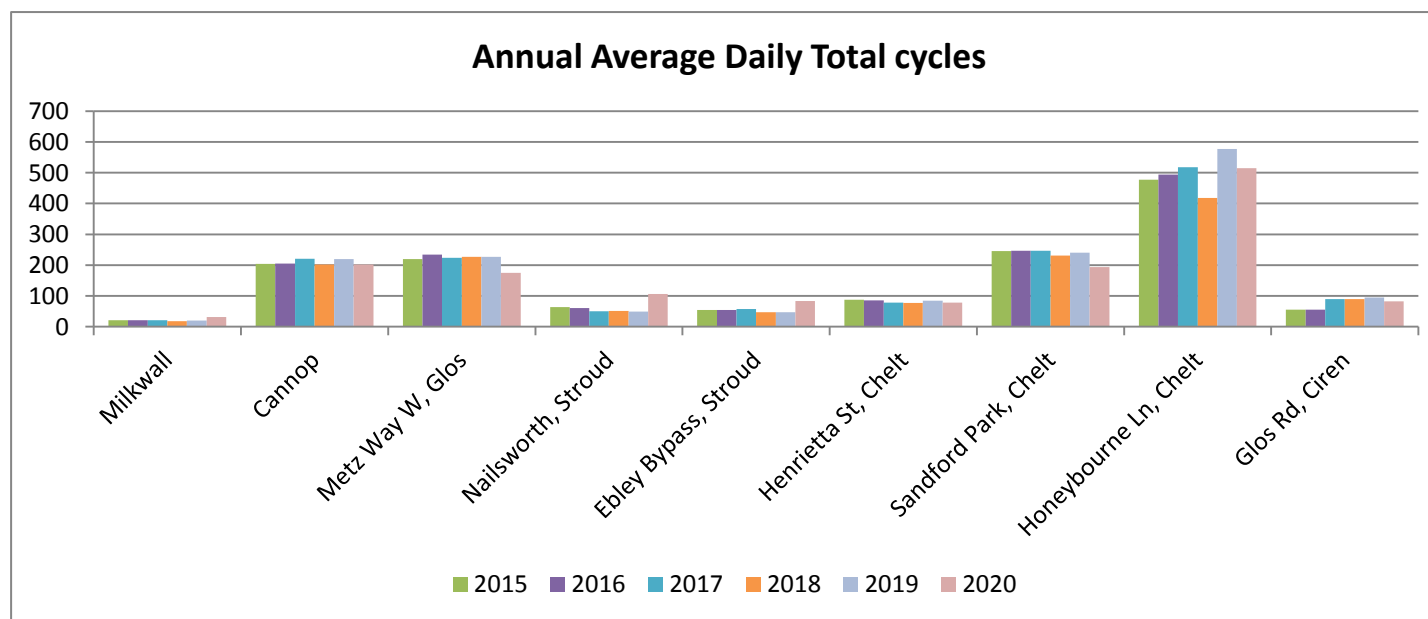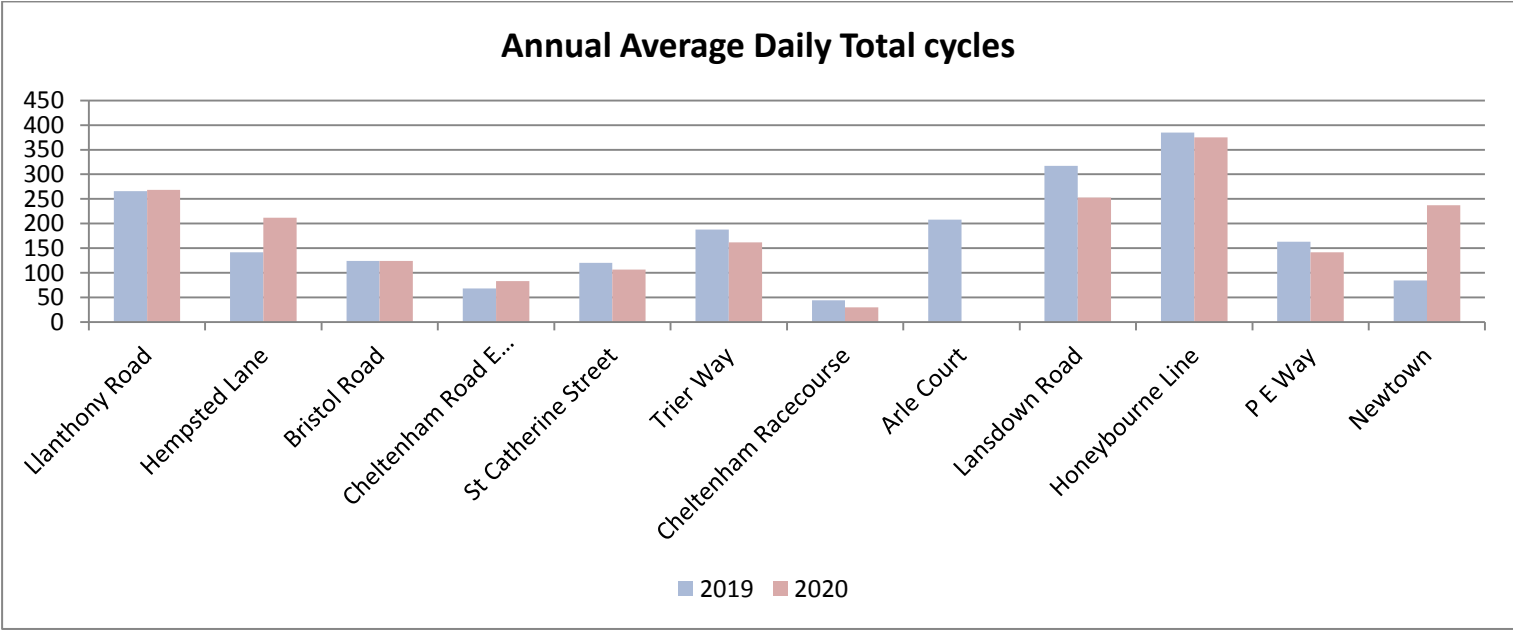
Figure PI-8.0

Figure PI-8.1 shows the emerging trend of piezo counters across the county.

Figure PI-8.1

Annual Average Daily Total cycles

2019 ■ 2020

The next two graphs show 24 hour average daily flow, based on each months of the year in 2020. There is a general upward trend in the summer months, which is likely attributable to weather, and especially in the early part of 2020; attributable to the first COVID-19 pandemic lockdown.
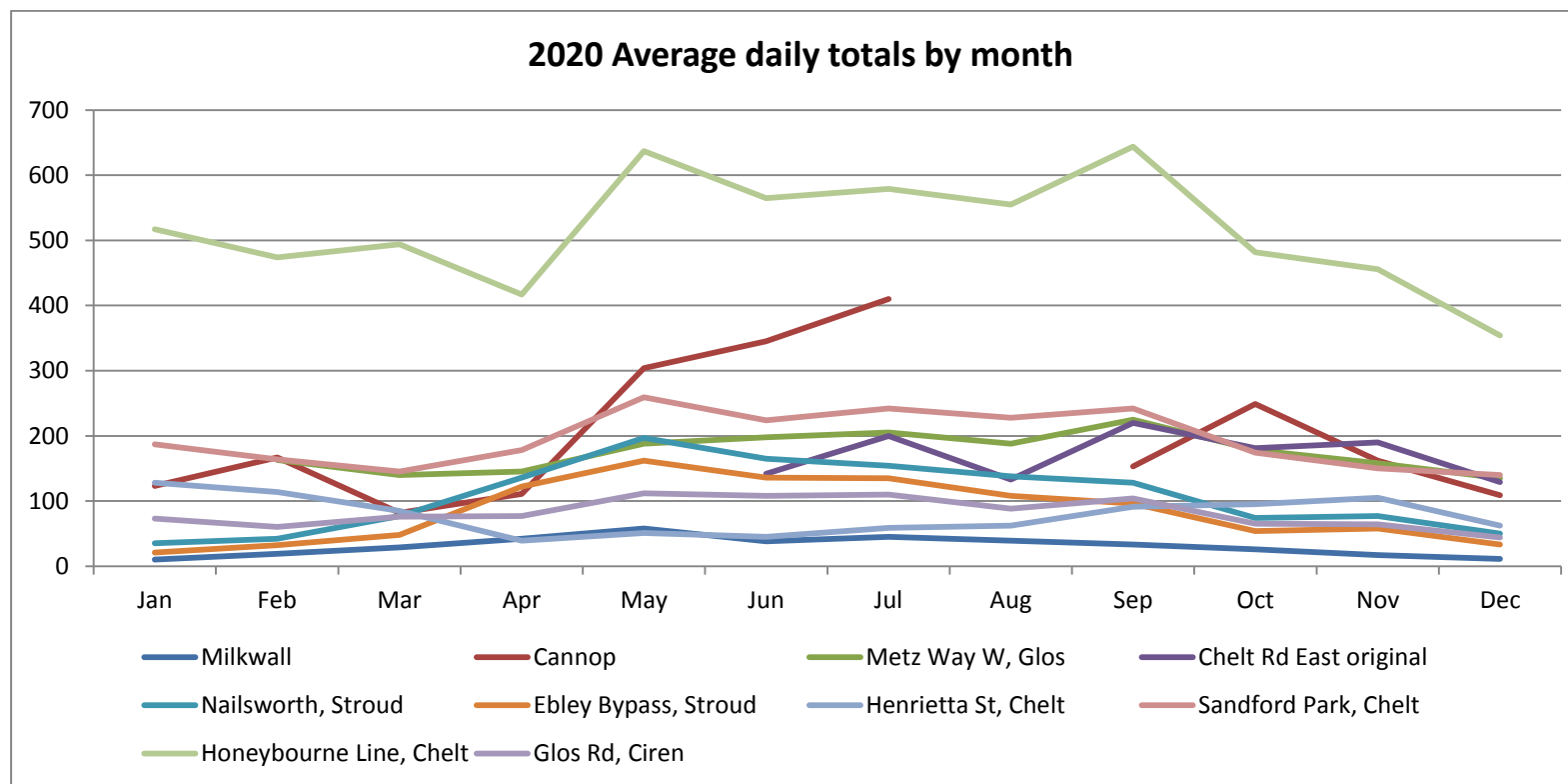
PI-8.2

Figure PI-8.2 shows that cycling has been relatively steady. The Honeybourne line shows significant levels of cycling, suggesting that this type of fully segregated off road infrastructure is favoured.

PI-8.3

2020 Average daily totals by month

Legend: Llanthony Road, Hempsted Lane, Bristol Road, Cheltenham Road E (new), St Catherine Street, Trier Way, Cheltenham Racecourse, Arle Court, Lansdown Road, Honeybourne Line, P E Way, Newtown
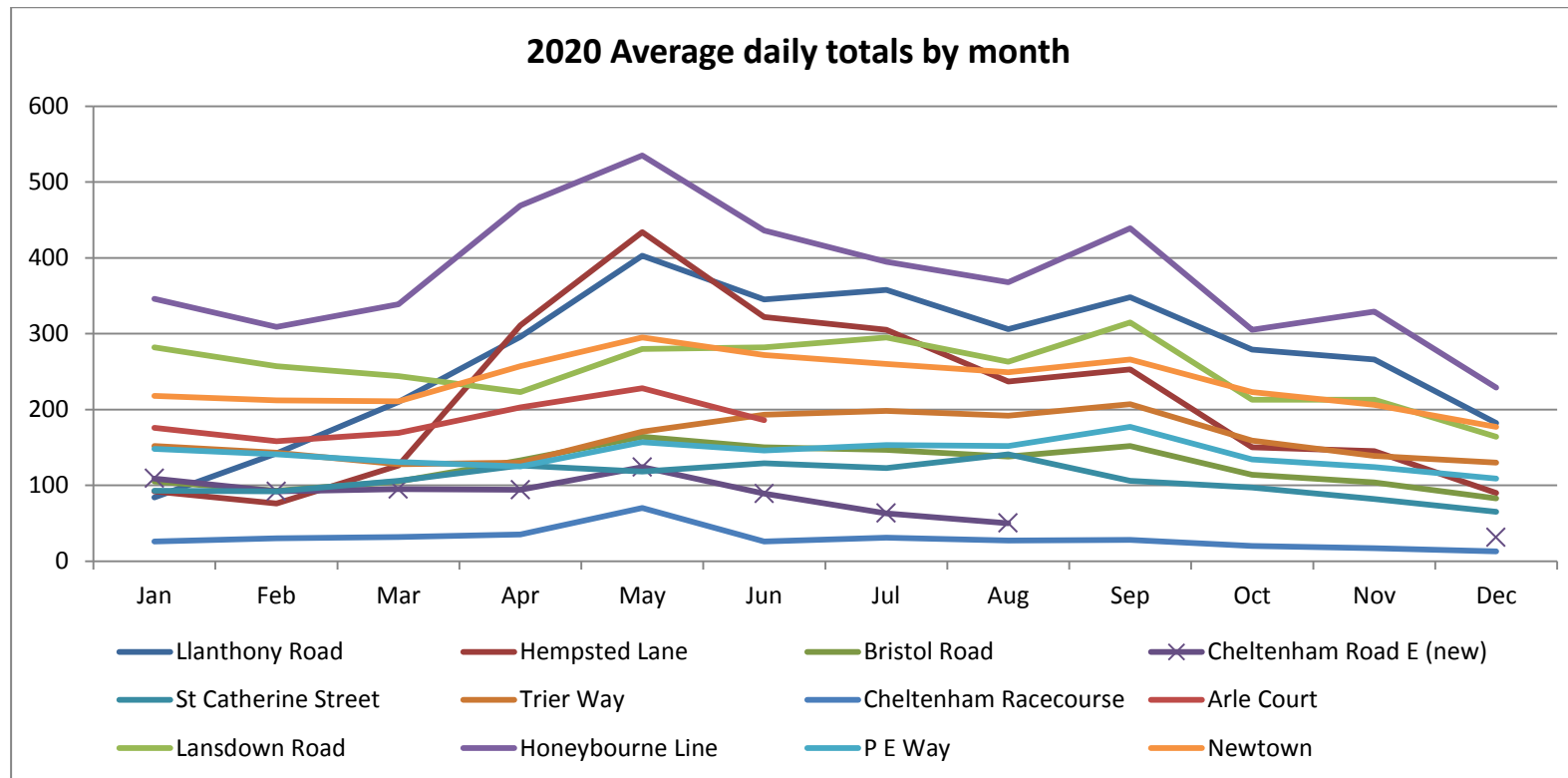
Figure PI-8.3 shows significant levels of cycling on the Honeybourne again and also Lansdown Road. Although Lansdown is a busy road it does have a segregated off road facility.

4.9. PI-9 Increase use of bus

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

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

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

Bus travel constitute has been hit very hard by social distancing and lockdown measures during the COVID-19 pandemic.

Figure PI-9
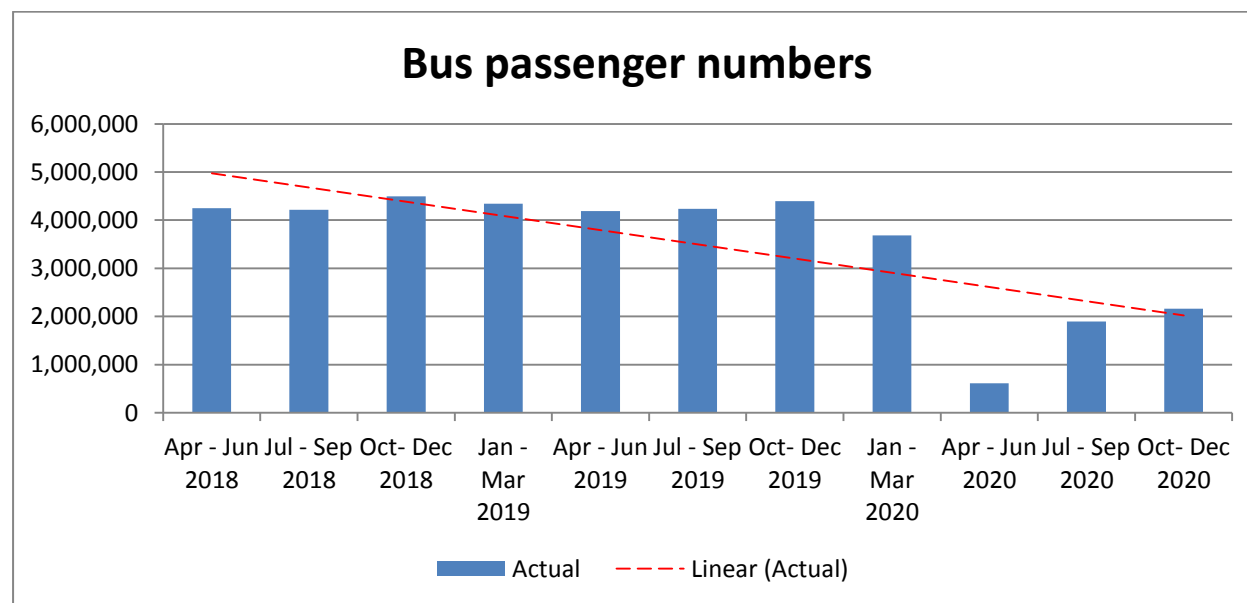
4.10. PI-10 Maintain bus passenger access

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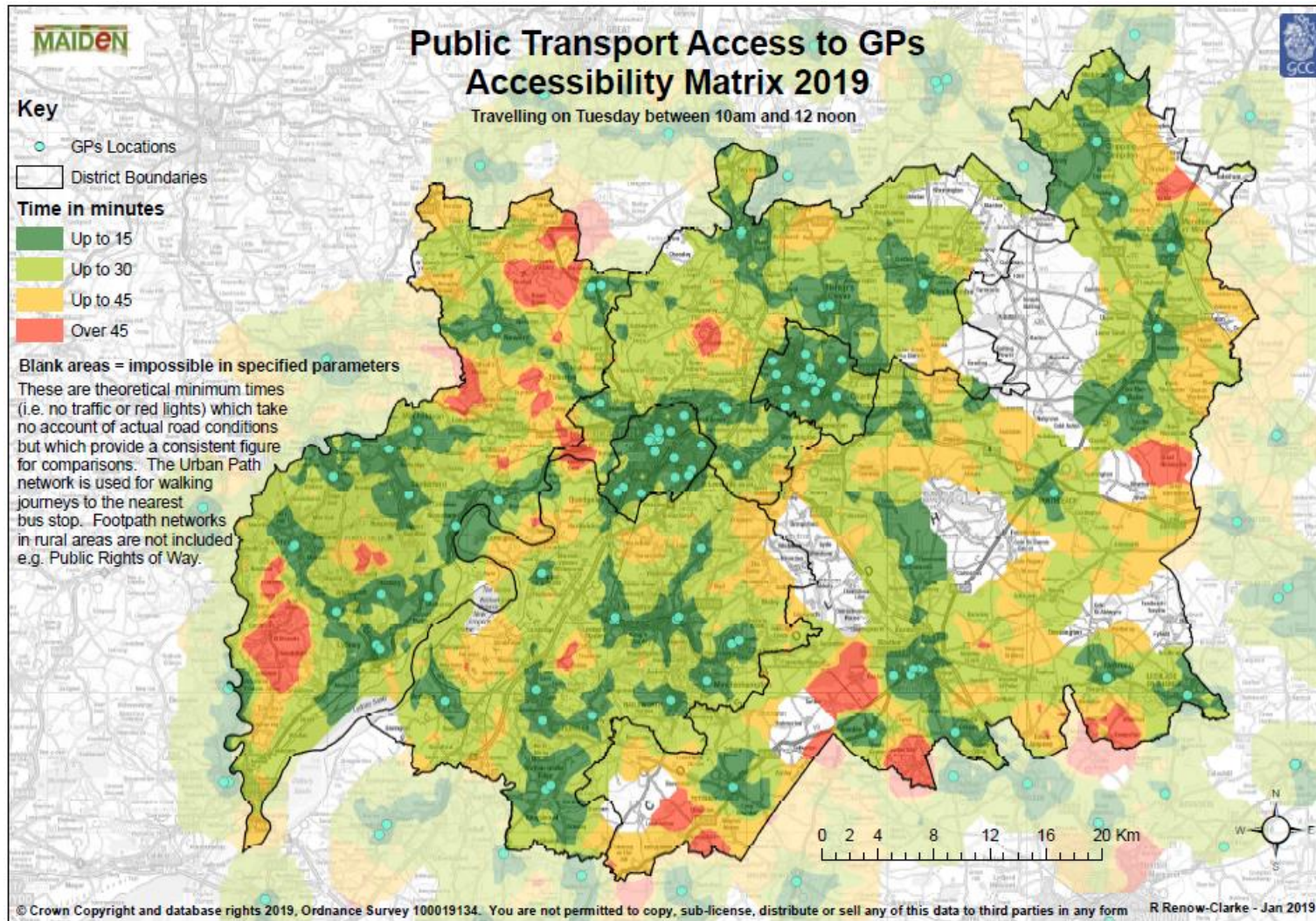
Bus timetables are extracted from Traveline (the national passenger transport information service) and used within the public transport accessibility mapping tool.

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 less than 45 minutes.

This indicator is updated every 2 years; the next map will be produced in 2021/22.

Figure PI-10

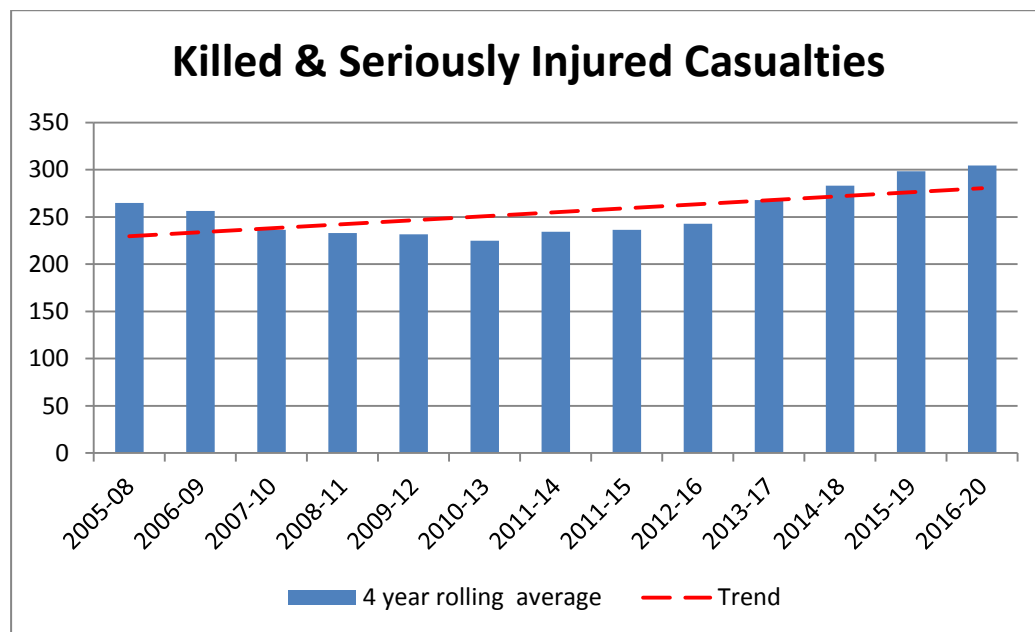## 4.11. PI-11 Reduce the number of highway casualties

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 in 2015 has resulted in a 20% increase in the number of serious casualties both locally and nationally. Comparison with previous years reporting of all killed and serious injury (KSI) figures should be viewed with caution.

Figure PI-11

## 4.12. 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 in 2015 has resulted in an increase in the number of serious casualties in Gloucestershire. The Department of Transport is investigating nationally the effect of this change. Until the result of this investigation is known the quarterly reporting of all killed and serious injury (KS) figures should be viewed with caution.

Figure PI-12
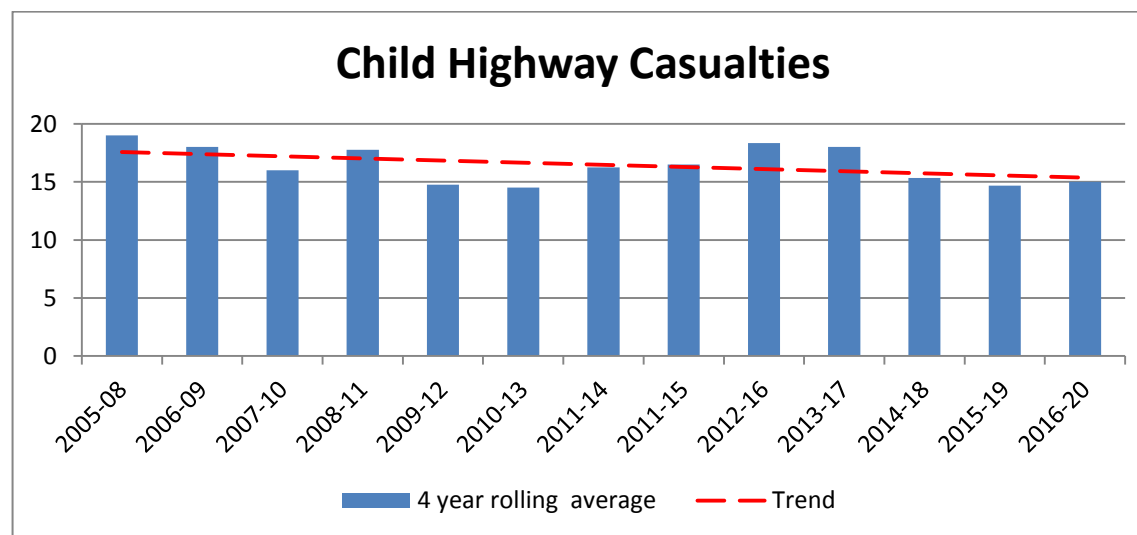
4.13. PI-13 Reduce levels of traffic derived Nitrogen Dioxide

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

Air quality in Gloucestershire is good. However, currently the county has eight locations that have been declared as Air Quality Management Areas, 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 (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.
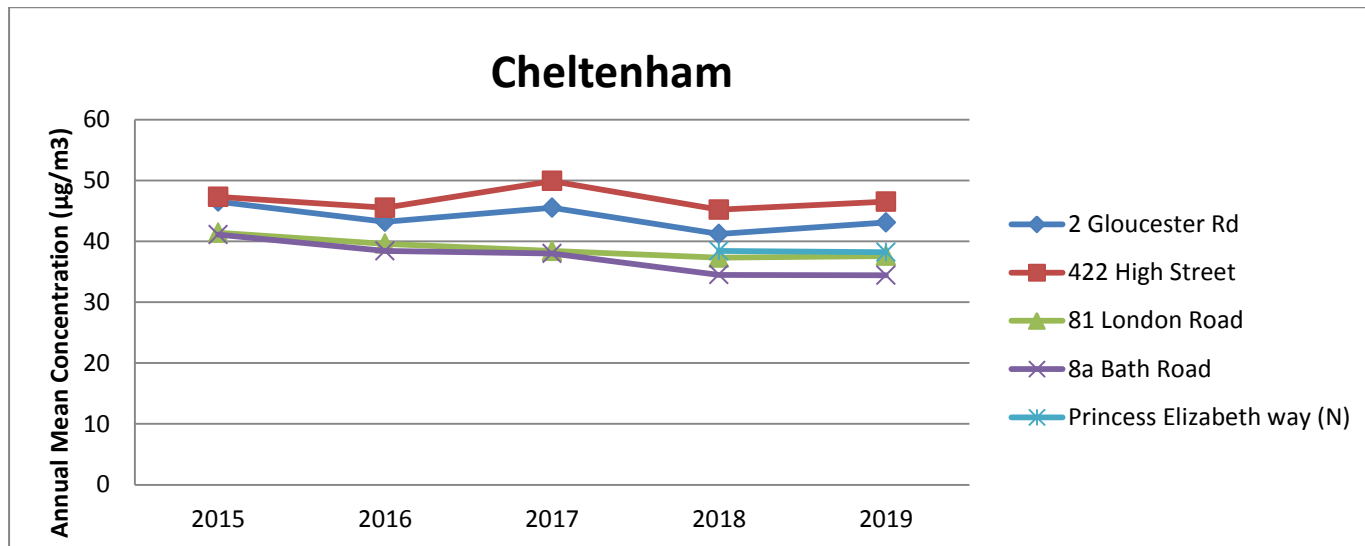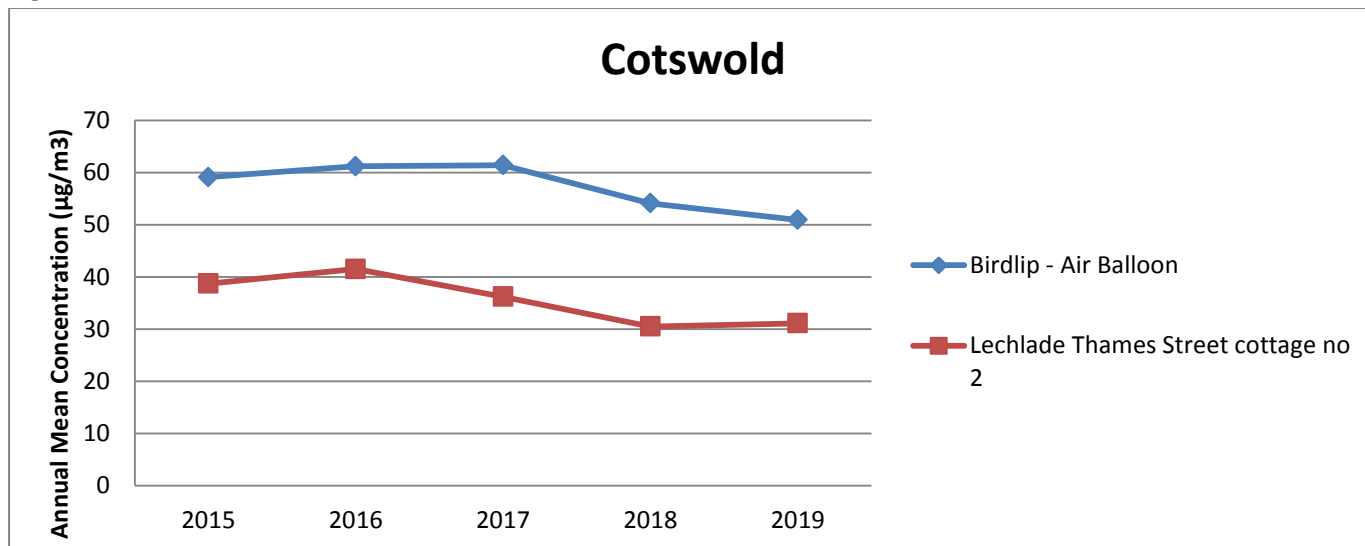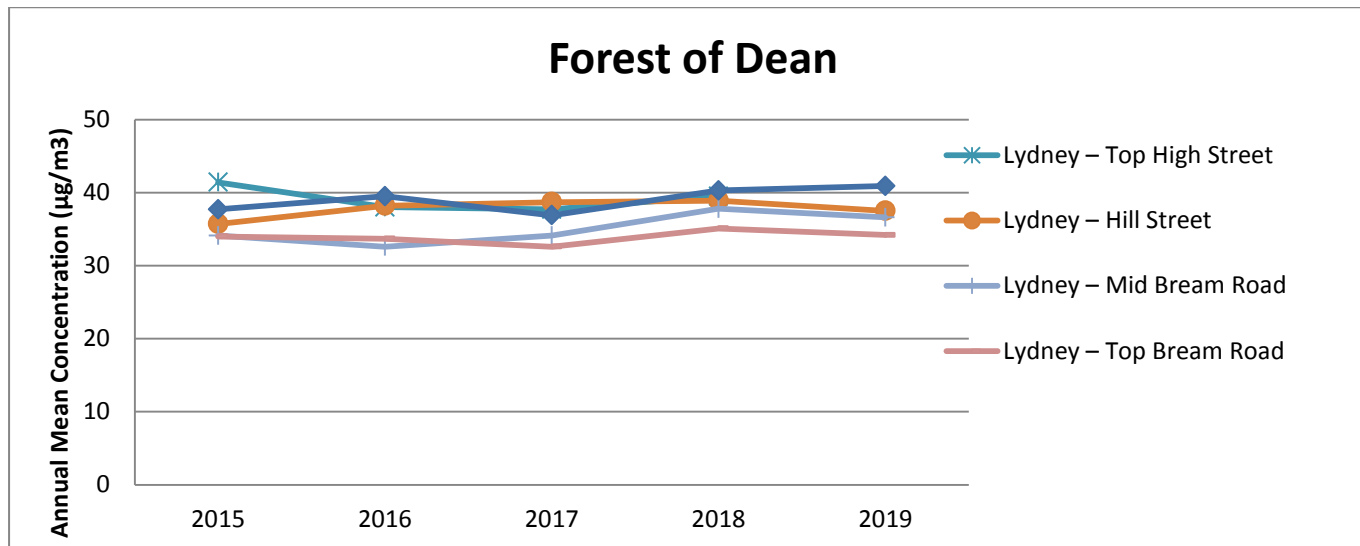
Figure PI13.1

Cheltenham

Annual Mean Concentration (µg/m3)

Legend:
- 2 Gloucester Rd
- 422 High Street
- 81 London Road
- 8a Bath Road
- Princess Elizabeth way (N)

Figure PI13.2

Cotswold

Annual Mean Concentration (µg/m3)

Legend:
- Birdlip - Air Balloon
- Lechlade Thames Street cottage no 2

Figure PI13.3

Forest of Dean

Annual Mean Concentration (µg/m3)

Legend:
- Lydney – Top High Street
- Lydney – Hill Street
- Lydney – Mid Bream Road
- Lydney – Top Bream Road

(Years: 2015, 2016, 2017, 2018, 2019)

Figure PI13.4a

Gloucester (Painswick and Barton)

Annual Mean Concentration (µg/m3)

Legend:
- 106 Painswick Road
- 219a Barton Street
- 99 Barton Street
- 124 Barton Street
- 196 Barton Street
- 316 Barton Street
- 61 Barnwood Road

(Years: 2015, 2016, 2017, 2018, 2019)

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Figure PI13.4b

Gloucester (Priory Road)

Legend:
- 46 Priory Road
- 56 Priory Road
- 66 Priory Road

Y-axis: Annual Mean Concentration (μg/m3)
X-axis: 2015, 2016, 2017, 2018, 2019

Figure PI13.5

Stroud

Legend:
- Stroud - British Oak, Bowbridge
- Stroud – Signal House 1 - Dudbridge Hill
- Stroud – Signal House 2 - Dudbridge Hill
- Stroud – Signal House 3 - Dudbridge Hill

Y-axis: Annual Mean Concentration (μg/m3)
X-axis: 2015, 2016, 2017, 2018, 2019

Figure PI 13.6

Tewkesbury

Annual Mean Concentration (µg/m3)

50
40
30
20
10
0

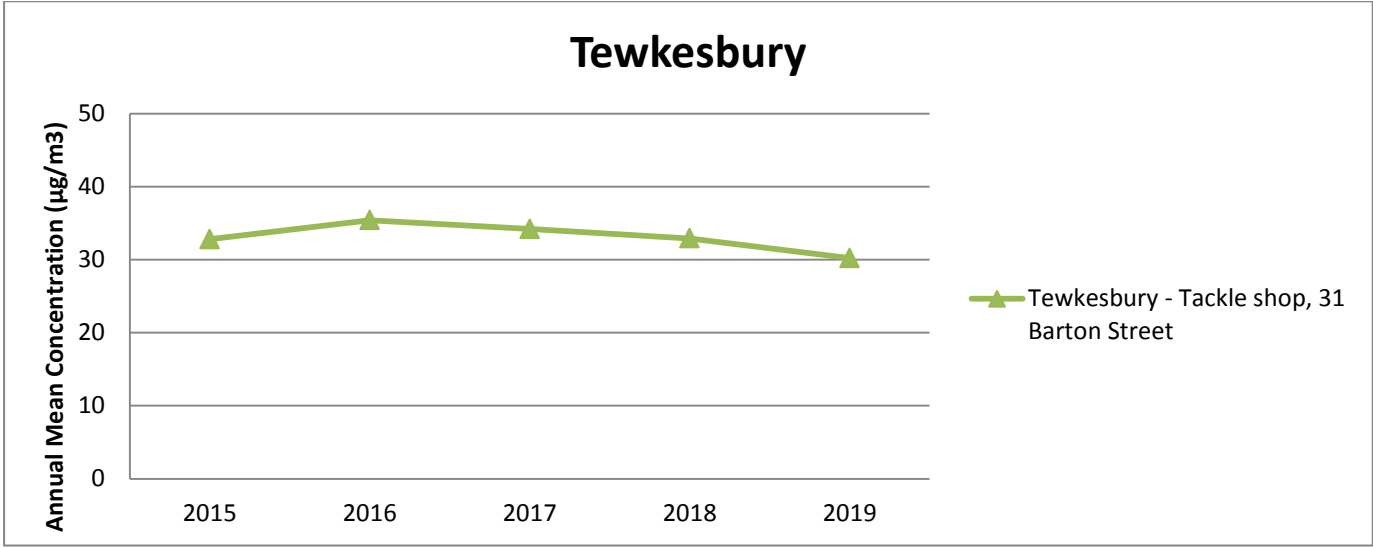2015   2016   2017   2018   2019

Tewkesbury - Tackle shop, 31 Barton Street

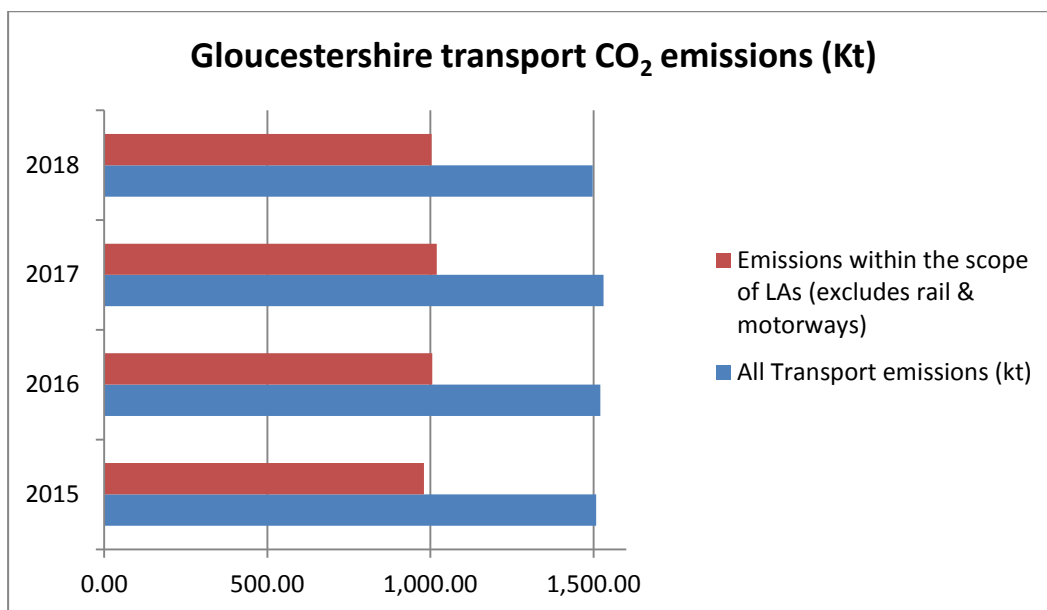## 4.14. PI-14 Reduce per capita transport carbon emissions

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. Gloucestershire's LTP supports the Gloucestershire Climate Change Strategy and the Gloucestershire Sustainable Energy Strategy. The LTP reflects GCC's ambition to be carbon neutral before 2050, alongside other District Councils.

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

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

Figure PI-14 shows that while tonnes of CO_2 per person in the county were rising, the rate of increase is declining and has begun to reduce in 2018.

Figure PI-14

Gloucestershire transport CO$_2$ emissions (Kt)

Legend:
- Emissions within the scope of LAs (excludes rail & motorways)
- All Transport emissions (kt)

In addition to local data, national statistics give context to this target. Department for Transport statistic **ENV0301** shows air pollutant emissions by transport mode: https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env and tables 14.1

Tables 14.1 to 14.3 below show kilometres travelled by vehicles in Gloucestershire, licenced Ultra Low Emission Vehicles and licenced vehicles by type in the county. 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. Although Ultra Low Emission vehicle ownership is rising, these still account for only 1.1% of all vehicles owned in the county.
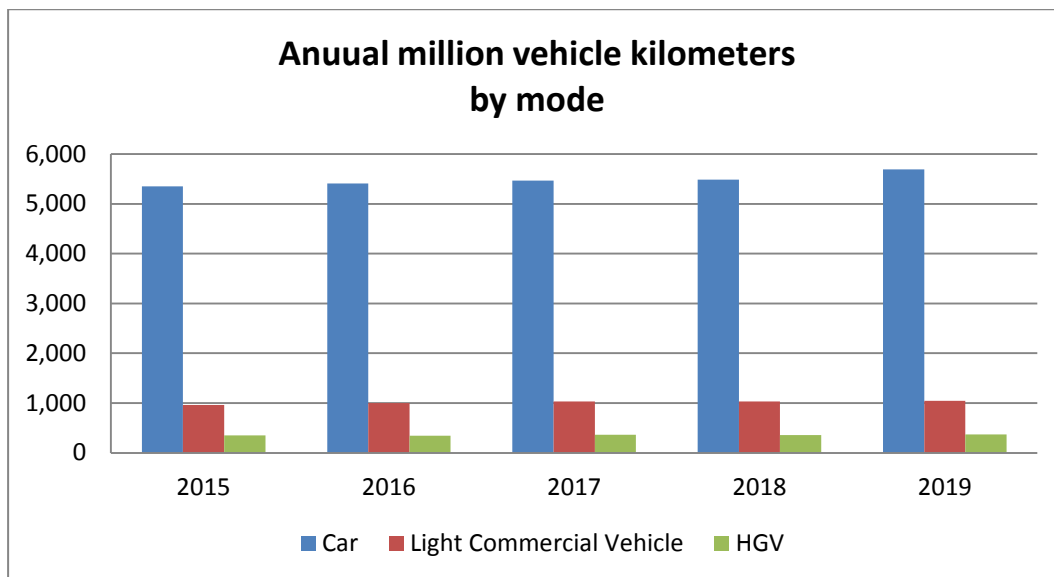
Figure PI-14.1

Anuual million vehicle kilometers by mode

Figure PI-14.2

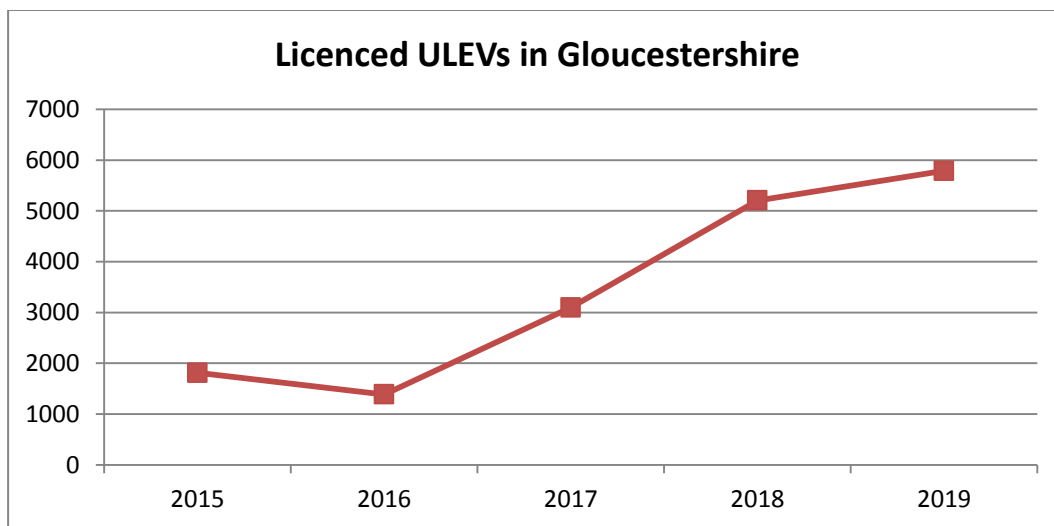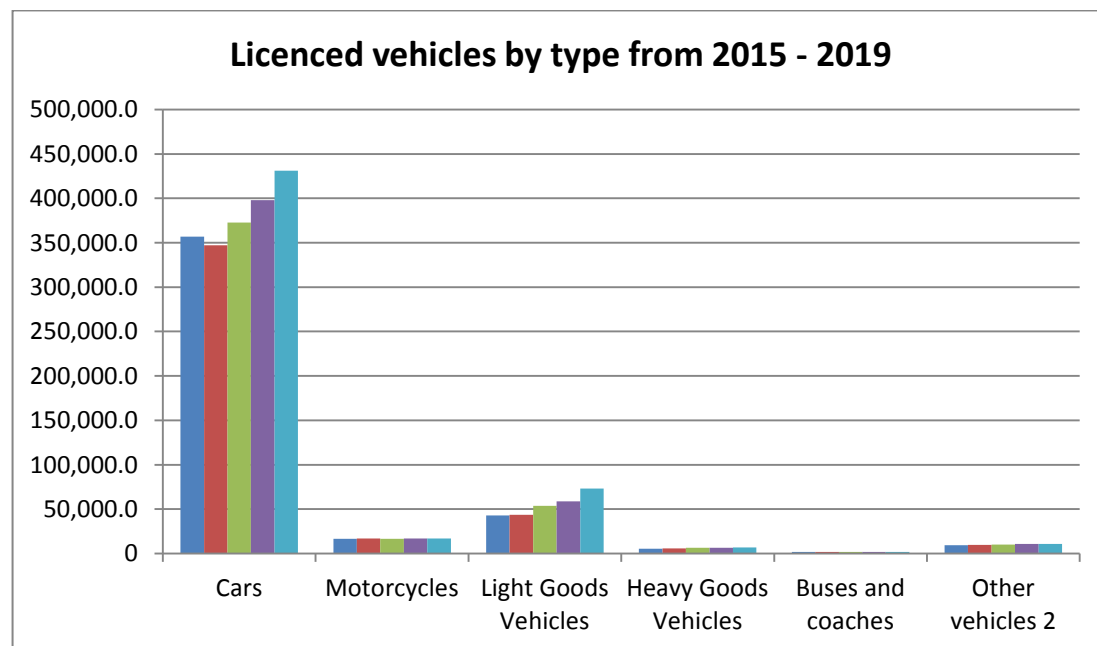**Licenced ULEVs in Gloucestershire**

Licenced vehicles by type from 2015 - 2019

## 4.15. COVID-19

In the weeks immediately after the Covid-19 lock down, in March 2020, levels of motor vehicles in the UK fell as low as 25% of an equivalent day. In Gloucestershire, traffic levels descended to 33% of the previous year. Figure 15a shows the weekly average traffic flow for automatic count sites across Gloucestershire during each week between late March and the October half term 2020.

Figure 15a weekly average flow for all sites 2019 and 2020 comparison

Average Weekday Traffic Flow (18 sites)
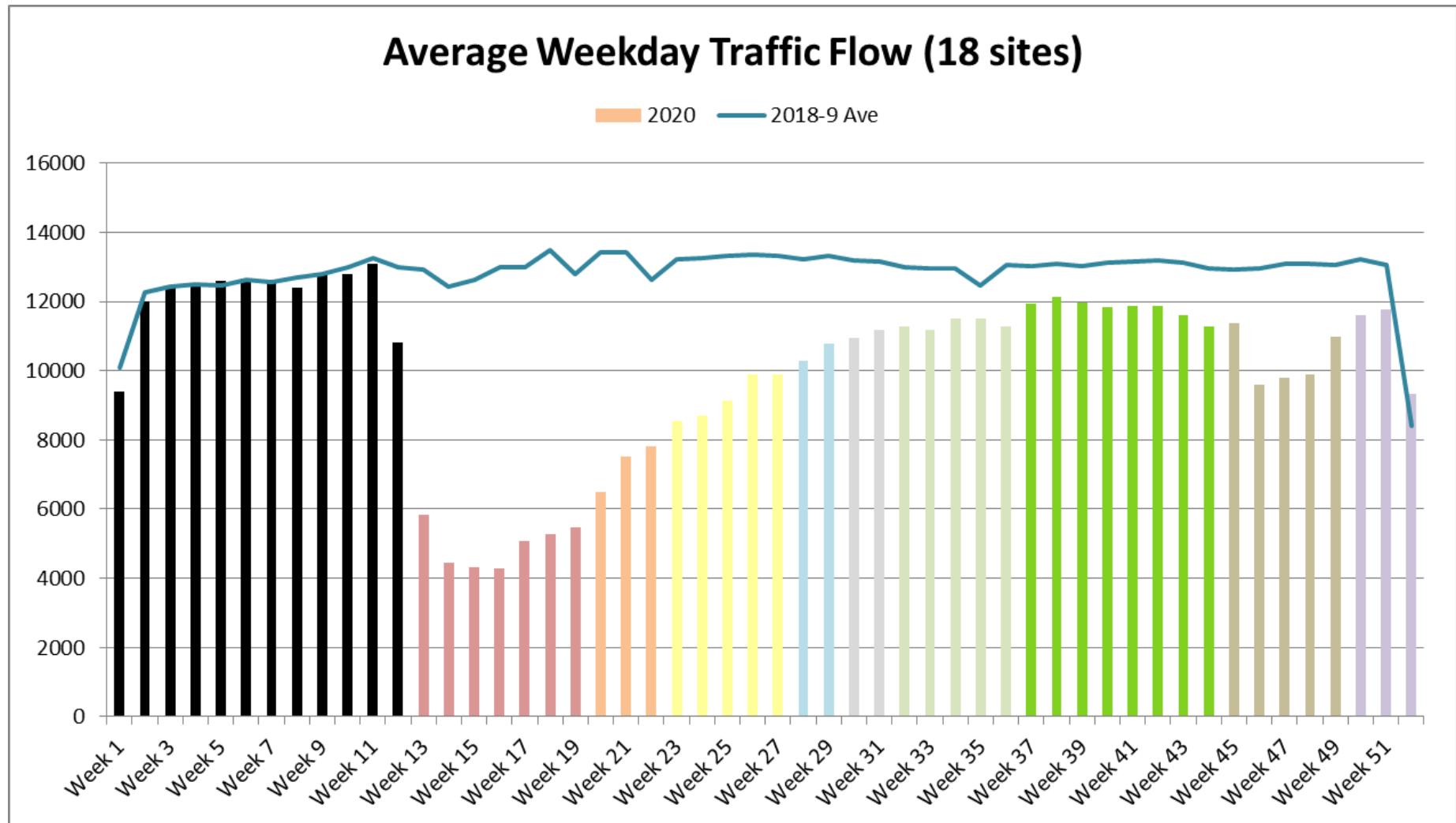
⬛	Before Lockdown
🟥 Phase 1	Lockdown
🟧 Phase 2	Exercise more often, return to work if practicable
🟨 Phase 3	Opening of schools to Years R, 1 and 6, open markets
🟦 Phase 4	Opening of bars, coffee shops and hairdressers
⬜ Phase 5	Start of School Summer Holidays
⬜ Phase 6	Return to work if not working from home
🟩 Phase 7	Return to school full-time
🟫 Phase 8	Lockdown 2 from Thursday 5/11 to Tues 1/12. Tier 2 from Wed 2/12
🟪 Phase 9	Tier 2. Tier 3 from 26/12

At the same time traffic level decreased, we saw a rise in the popularity of cycling and walking, with cycle trips on some weekends doubling, compared to before the Covid-19 restrictions in the UK and up to 78% higher on some summer weeks in Gloucestershire; see figure 15b.

However, by September 2020, traffic levels in both Gloucestershire and the UK as a whole had almost returned back to levels seen in previous years as depicted in figure 15c, which shows the average Monday-Friday traffic flow for each hour of the day, broken down into phases of lockdown. Each line is the average of 18 traffic count sites and each phase is the average of the individual weeks.

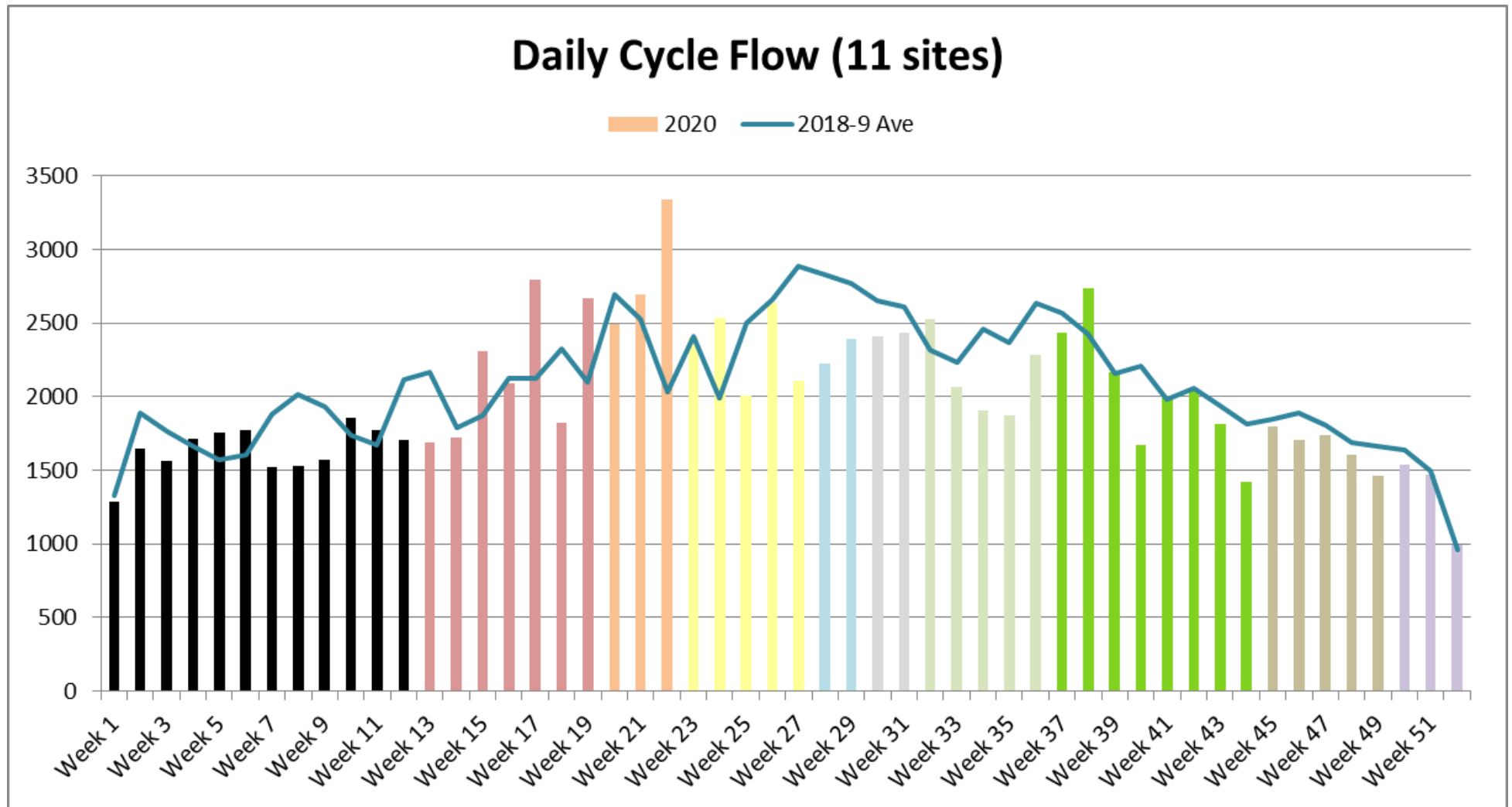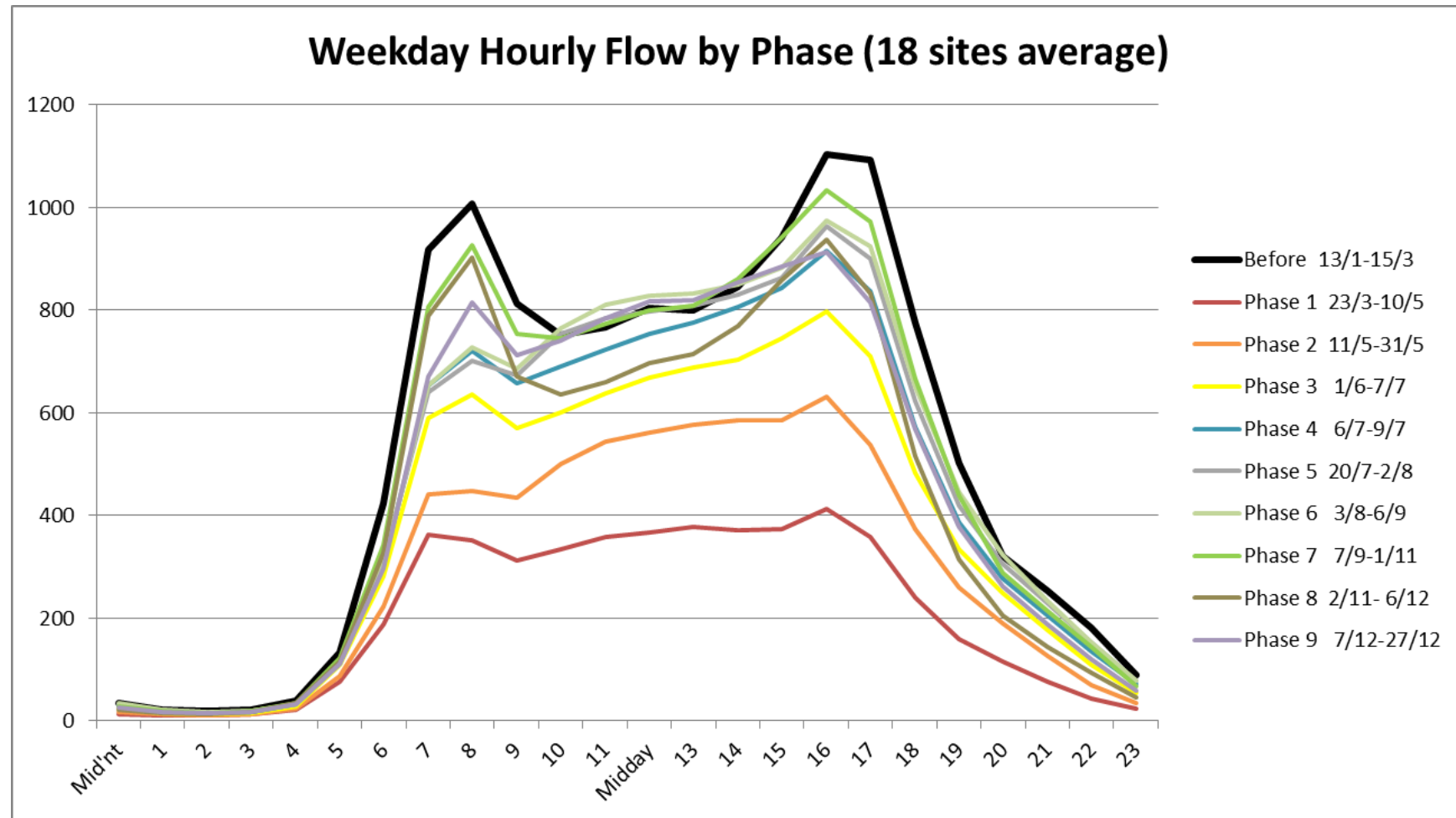*Figure 15b Total daily flow for all sites 2019 and 2020 comparison*

Daily Cycle Flow (11 sites)

Figure 15c Average Monday – Friday traffic flow for each hour of the day

Public transport journeys remained at a lower level and cycling continued to be higher than before the Covid-19 lock down from September, though not to the extent seen during the initial lockdown.

Rail services across the county were reduced throughout 2020 due to the pandemic. There have numerous timetable revisions reflecting the varying levels of restrictions and consequent demand for travel throughout the year. The majority of services were restored prior to the start of the 2021 lockdown. Rail Services calling at Lydney and Chepstow were severely curtailed in the early stages of the pandemic. A number of services have subsequently been restored by the Train Operating Companies, due in part to lobbying by a number of organisations and individuals including GCC. However, a full restoration of services is unlikely for the foreseeable future.

For information on current transport FAQs please see the County Council website page Covid-19 Transport FAQs here: https://www.gloucestershire.gov.uk/transport/covid-19-transport-faqs/

5. 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.

Once adopted, the revised Local Transport Plan will be published here: www.gloucestershire.gov.uk/ltp