

Gloucestershire's Local Transport Plan 2011-26 (Summary Guide)

Promoting a safe and sustainable
transport system for Gloucestershire



Foreword



Welcome to the Summary Guide for the draft Local Transport Plan Three (LTP3) for Gloucestershire.

This at a glance document summarises the key points of our draft transport strategy for Gloucestershire from 2011 to 2026. The full strategy sets out our future direction for managing transport in Gloucestershire and we want to hear whether you think this plan is moving transport in the right direction.

Transport is the fabric of our society; we all rely on a safe and sustainable transport system to access, or provide the services Gloucestershire needs to function. Businesses use transport to get raw materials and deliver products. People use transport to get to work, the shops, schools and colleges, or to reach healthcare facilities. Despite this key role, a properly functioning transport system is often taken for granted, with public and media interest only rising when problems such as flooding, snow, volcanic ash or strike action prevent the network from working properly.

Our vision for transport is:

“Providing a safe and sustainable transport network within Gloucestershire” where **Safe** means a transport network that people feel safe and secure using and **Sustainable** means a transport network that is both environmentally and financially sustainable.

To achieve this we are proposing four main themes that we will aim to deliver:

- **A greener, healthier Gloucestershire**
- **Sustainable Economic Growth**
- **A safer secure transport system**
- **Good access to services.**

These aims will help us address national transport priorities in a way that is relevant to Gloucestershire.

This is the most challenging Local Transport Plan we have developed, at a time when we face huge national uncertainties including level of future funding, changes to regional and local planning systems and potential rises in fuel costs.

We also face huge local challenges, and these were identified by you during the issues consultation that took place in early 2010. You told us that you want a well maintained transport network, with high quality public transport providing good access to services, reduced traffic congestion, and strong promotion of road safety through a mixture of enforcement and education.

As funding is likely to be significantly reduced in the short to medium term we face difficult decisions. That is why it is even more important we get your views on whether we have got it right with our draft LTP3. Please take the time to read this summary of our strategy, consider the implications for how we travel around Gloucestershire, and give us your comments on the content.

You can read the full LTP3 draft strategy, which includes background information on how transport currently works in Gloucestershire at www.gloucestershire.gov.uk/ltp3 or call 01452 425690 for a copy. Alternatively copies of the full draft LTP3 strategy are available in libraries across Gloucestershire and in your local council offices.

Thank you.



Cllr Chas Fellows

What is our vision?

The overall LTP3 vision is: “Providing a safe and sustainable transport network within Gloucestershire” where safe means a transport network that people feel safe and secure using, sustainable means a transport network that is both environmentally and financially sustainable.

The following table sets out this vision in more detail, identifying how the national transport goals set by Government translate into a Gloucestershire context.

Community Strategy Objective	Our Transport Objective	National LTP3 Goal
Environment is central to quality of life The places where people live have a huge effect on their quality of life.	A Greener, Healthier County	To reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change To improve quality of life for transport users and non-transport users and to promote a healthy natural environment
Gloucestershire’s continued prosperity depends on the right business environment and on people having the opportunity to develop their skills.	Sustainable Economic Growth	To support economic competitiveness and growth by delivering reliable and efficient transport networks
Communities matter. People want to be safe, healthy and prosperous;	A Safer, Secure Transport System	To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health
Everyone matters;	Good Access to Services	To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society

LTP3 is split into two main elements. The first is the strategy itself, which is summarised under the four County transport objectives listed above, and through our area based strategies and Asset Management Plan. The second element is the Implementation Plan, which is split into three main phases based on likely funding periods. These phases are 2011-14, 2014-19, and 2019-26.

LTP3 is intended to be a “living document”, which means that it will be reviewed as and when circumstances require. At this stage, it is proposed that the main reviews will be carried out in 2013/14, and in 2018/19, to coincide with the main funding periods for transport. Other reviews might be carried out when necessary to respond to other factors such as major weather events (for example, the 2007 flooding which had a major impact upon the Gloucestershire LTP2 programme).



At a glance: What are we proposing?

This page summarises the key proposals for LTP3 at a glance.

- **Roads:** A sustainable highways maintenance programme. Maintaining our highways is crucial and we still face a backlog of repairs after the 2007 floods and severe winters of 2009 and 2010. To address this we are proposing prioritising repairs to the heaviest used routes, linking maintenance work with safety and other improvements at the same time. We will also lobby Government for more funding for repairs.
- **Safety:** Road safety improvements, through road improvements, enforcement and education. We will target young drivers, motorcyclists and alcohol and drug related driving with education programmes and continue with mobile and fixed speed cameras at hot spot locations.
- **Active and sustainable travel:** Develop a smarter choices and active travel programme to promote walking, cycling, car sharing and use of public transport. This will help make transport healthier and greener.
- **Public transport:** Develop a high quality public transport network based on three corridors between Gloucester and Cheltenham and high quality semi fast services between the market towns and Gloucester and/or Cheltenham, looking at new options including transport interchange hubs and smart card ticketing. We need to make public transport work better for our investment so we are proposing to make efficiencies in the way we provide existing local bus services whilst keeping the same levels of accessibility.
- **Park and ride:** Create transport hubs from existing and new Park & Ride sites in order to improve the financial sustainability of traditional P&R.
- **Rural Accessibility:** Develop a sustainable bus network on main corridors that can be fed by taxi, community transport and local bus services serving the more rural areas.
- **Rail:** Work with rail operators to provide improved facilities and services at Gloucestershire's stations.

Through LTP3 we will also continue to lobby Government for major transport schemes, where there is a reasonable chance of success, including:-

- Kemble-Swindon rail redoubling and improved rail services to London;
- Funding for Elmbridge Transport Major Scheme Bid Park and Ride and bus lane improvements;
- Rail station improvements (including parking expansion).
- A417 Air Balloon/Nettleton Bottom improvements.

The rest of this summary document gives you further detail on these outline proposals.

For the full LTP3 strategy, which includes useful information on the background to LTP3 and detail how transport currently operates in Gloucestershire go to www.gloucestershire.gov.uk/ltp3 or call 01452 425690 for a copy. Alternatively you can find a copy of the full LTP3 strategy in your local library and in your local council offices.



What did you tell us? Consultation Feedback

Earlier this year, we asked you about your transport priorities and the key issues that you wanted LTP3 to tackle. The consultation consisted of a questionnaire, a series of 11 countywide workshops and an online discussion forum. The questionnaire received a total of 501 responses and 150 participants attended the workshops.

The questionnaire and workshops asked people to say how we should respond to the five goals set by the DfT that LTP3 needs to address.

The top priority actions that people wanted were:

1. Improve road maintenance and manage congestion on key local roads;
2. Improve bus and rail services to improve access to services for those without a car;
3. Improve road safety, with more education and enforcement;
4. Reduce impact of traffic, especially from new development;
5. Change travel habits (more walking and cycling) to reduce CO2.

In addition, a survey of businesses (over 200 responses) was carried out, with the main responses relating to congestion.

Headline concerns were:

- 40% of businesses felt that congestion had an impact on their business and 79% were concerned about increasing congestion in the future;
- The main congestion hotspots cited were A417 Birdlip/Nettleton Bottom/Air Balloon, Tewkesbury Rd to M5, A40 west of Severn and between Gloucester and Cheltenham, town and city centres of Cheltenham and Gloucester.

The full consultation report is available at www.gloucestershire.gov.uk/ltp3

We are seeking your views again...

Taking into account what you told us, the national priorities we need to meet and the uncertainty of reduced budget for transport, we have drafted our LTP3. The following pages in this document set out our policies and proposals around achieving:

- A greener, healthier Gloucestershire;
- Sustainable Economic Growth;
- A safer secure transport system;
- Good access to services.

Please take the time to look through these proposals then take part in the consultation by answering the questions posed in the separate survey, which is available online at www.gloucestershire.gov.uk/ltp3 or by calling 01452 425690



What are our plans to promote a Greener, Healthier Gloucestershire?

A Greener
Healthier
Gloucestershire

Resources available for promoting cycling and making improvements to cycle routes will be prioritised towards utility cycling (to access employment and services).

All new highway schemes need to be designed in accordance with the principles of County's Cycle Infrastructure Design Guide and will be subject to a walking and cycling audit before final designs are approved.

Cycle parking will be required as a condition for all new developments in accordance with national and local standards.

Where possible, we will provide bike storage facilities at key destinations such as town centres, schools, transport interchanges and encourage businesses and other land owners to do the same.

Employers will be encouraged to sign up to the DfT's Cycle to Work Guarantee, as outlined in the National Active Travel Strategy.

We will continue to work with the District Councils to help them develop and implement action plans in Air Quality Management Areas (AQMAs).

We will work with Defra on the implementation of the Noise Action Plan where appropriate within our available financial resources. In addition, the County will also encourage the Highways Agency to implement a strategy for tackling noise pollution.

Travel plans will be required for new development in accordance with the thresholds in the Government's "Guidance on Transport Assessment".

We will seek contributions from developers towards the costs of starting car clubs, including the operating and capital costs of installing parking bays and parking restrictions where required.

We will seek contributions from developers towards the costs of installing electric vehicle charging points or require the installation of charging points where needed.

We will work with the National Health Service and other parties to seek funding to apply the principles of the Tewkesbury "Count Me In" Projects to other areas.

Motorbikes will be permitted to use bus lanes unless a safety audit advises otherwise at specific locations.

In determining how to provide for those using mobility scooters, reference will be made to current national Government guidance and legislation covering their use.

More about ‘Smarter Choices’ and ‘Active Travel’

Evidence suggests that ‘Smarter Choices’ are more cost effective at meeting the LTP goals than other measures, especially to reduce CO2, improve health and quality of life but also to reduce traffic congestion by taking short trips off the road network by car.

The proposed actions are:

- Continue the School Travel Plan programme to support schools with implementation and review of their travel plans;
- Require developers to submit and fund travel plans for their new sites;
- Work with Gloucestershire Conference partners to resource (potentially through Area Based Grant) travel planning support for businesses;
- Bid for funding that may arise for projects similar to Tewkesbury Healthy Towns and travel marketing projects;
- Support funding bids to improve cycling infrastructure, especially to schools and employment sites;
- Support the marketing of the county’s car share scheme ‘carsharegloucestershire.com’;
- Use developer funding to kick-start a car club in Cheltenham to link to the Gloucester Car Club.
- Require highway designers and developers to comply with the principles and guidance in the Gloucestershire Cycle Infrastructure Design Guide.
- As part of the Active Travel Strategy, we will be asking employers in the County to adopt the Cycle to Work Guarantee.
- Gloucestershire County Council, will lead by example by introducing the measures in the Cycle to Work Guarantee not already provided.
- We will seek partnership funding from a wide variety of sources, including Gloucestershire Conference partners, developers, central Government, and the health sector.

How will we manage Public Rights of Way?

We will review and update the Rights of Way Improvement Plan (ROWIP), and the draft updated Plan can be viewed at www.gloucestershire.gov.uk/rowip

The Council is responsible for Public Right of Way such as rural footpaths as well as Country Parks such as Crickley Hill. The Public Right of Way network provides a valuable leisure resource, helping to promote healthy activity for Gloucestershire’s population as well as providing an economic asset through its encouragement of tourism.

The draft ROWIP will set out how we prioritise work on the ROW network, with the overall objective of keeping the network in a good state of repair to ensure that it can be enjoyed by all.



How will we manage the impact of new developments on transport?

New developments will have to show how their proposals will affect traffic on the roads and provide funding to improve the roads, cycle routes and bus services to mitigate that impact. In addition, all developments exceeding the thresholds set in national guidance (currently Guidance on Transport Assessment, 2007) will be required to prepare and implement Travel Plans to promote sustainable travel for local journeys.

The Council will also work with all Gloucestershire Conference partners to encourage and support them in the introduction of their own Travel Plans, or the monitoring and further development of Plans for those with them already in place.

How will we manage school travel?

By 2011, virtually all of Gloucestershire's schools will have an adopted School Travel Plan. Any new schools will be required to have a Travel Plan in place prior to opening.

The Sustainable School Travel Strategy that is currently in place (see www.gloucestershire.gov.uk/ltp3) will be reviewed and updated by 2012, and the updated strategy will then be incorporated within LTP3.

The key challenge during LTP3 will be to continually review and update the adopted Travel Plans for all schools, to ensure that momentum is not lost in reducing the number of school trips made by car. Schools within urban areas will be targeted as a priority given the greater potential for achieving more journeys on foot and by bike or bus. Neighbouring schools will be encouraged to work together to achieve greater benefits. Travel Plans will also be implemented alongside Road Safety Education and Healthy School initiatives through partnership working with the Road Safety Partnership and the NHS Strategic Trust.

How will we improve travel for Motor bikes?

Motorcycles (and other powered two wheel vehicles) are an increasingly important form of transport, especially for younger people who might not be able to afford to run a car, and who may not have access to good public transport services. The County Council will aim to work with partners to promote safe motorcycling, provide secure motorcycle parking at key destinations, and to permit motorcycles to use bus lanes (where safe to do so) to bypass traffic congestion in a safe manner.

How can we improve Air Quality?

Transport can be a major contributor to poor air quality. It is the responsibility of the District Councils to monitor air quality in their areas and to declare an Air Quality Management Area (AQMA) where air quality falls below a certain level. The District Council then has the responsibility to develop an action plan within 18 months of declaring an AQMA. It is the responsibility of the Highway Authority and Highways Agency to participate in the development of the action plan.

At present there are 6 Air Quality Management Area in Gloucestershire - two in Gloucester, one in Cheltenham, one at the Air Balloon Roundabout, one in Lydney and one in Tewkesbury. The causes of poor air quality may differ from one AQMA to another and hence the proposed solutions will also differ. We will continue to work with the district councils and other partners such as the Highways Agency to help them develop action plans in each of the AQMAs in Gloucestershire.

How will we reduce Noise?

The national Noise Action Plan is designed to address the management of noise from major roads and major railways in England. The new regulations come under the directive commonly referred to as the Environmental Noise Directive (END).

The Government¹ have produced noise maps for major roads, including the M5, M50, A417 and A46, and the rail line between Cheltenham and Gloucester. These show variable bands of noise around the key rail and routes, near to both urban and rural populations. The current Defra noise maps can be found at: www.gloucestershire.gov.uk/ltp3.

We will work with the Government on the Noise Action Plan where appropriate within our available financial resources. The County will continue under the Local Transport Plan to tackle noise pollution through aims to reduce the impact of road traffic and increase opportunities for sustainable and active travel. In addition, the County will also encourage the Highways Agency responsible for the motorways and some of the trunk road network in the county to implement a strategy for tackling noise pollution as part of their route management strategies.

¹ Defra Noise Mapping: www.defra.gov.uk/noisemapping



What are our transport plans to promote Sustainable Economic Growth?

Delivering Sustainable Economic Growth

We will work with Network Rail, train operating companies and new franchise bidders, and the Highways Agency to ensure that connections between Gloucestershire and other parts of the UK, are maintained, improved and resilient to climate change events.

To help support renewal and regeneration, we will work with the District Council's to provide relevant information on transport issues and support the work of the economic regeneration unit and Gloucestershire First through transport and planning guidance.

Promoters of regenerations schemes should be aware of the County's policy on the use of enhanced surfacing materials to ensure that appropriate materials are specified and the full costs of implementation and future maintenance are budgeted.

We will work with the Borough and District Councils to ensure that parking policies in each area support the local economy but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel.

We will encourage tour operators, hotels and tourist attractions to provide information on transport services so that visitors can choose to use alternatives to the car.

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and the forecasted increase in population.

We will require developers to ensure that new development sites are sufficiently linked to the nearest existing settlements by sustainable modes of transport.

We will seek contributions from developers towards priorities and schemes contained within the Local Transport Plan that are deemed to relate to the development.

The Government's Guidance on Transport Assessment (or subsequent related guidance) will be used to determine if a Transport Assessment and Travel Plan is required to accompany any planning application.

Contributions towards public transport and community transport will be determined using the "Guidance on contributions related to Accessibility".

At each major LTP review we will review and update the county wide Advisory Freight Route Map to provide information on the most appropriate County routes.

We will work with freight generators in the County, through the Freight Quality Partnership, to ensure that the impact of HGVs is minimised.

In 2011/12 The Cotswolds Lorry Management Zone monitoring will be completed and a decision made on the future of Lorry Management Zones in the County will be made.

How will transport support renewal and regeneration?

There are currently regeneration projects either being delivered or planned right across Gloucestershire including:

- Gloucester, through the Gloucester Heritage Urban Regeneration Company;
- Cheltenham, through Civic Pride;
- Forest of Dean at Coleford, Cinderford, Lydney and Newent;
- Stroud, through the Stroud town centre improvement project and Stroudwater canal restoration;
- Cotswolds, through Cirencester Vision.

To help support renewal and regeneration, we will work with the District Council's to provide relevant information on transport issues and support the work of the economic regeneration unit and Gloucestershire First to ensure that the development related to regeneration meets accessibility requirements and is in accordance with current transport and planning guidelines. Putting in place policies to ensure that new development does not lead to increased traffic congestion is essential to support economic wellbeing in Gloucestershire.

How will we manage the impact of new developments on transport?

To ensure that the transport network is developed sufficiently to cope with the increased number of trips that new development will create and not lead to increased congestion, we will put forward a number of policies which are included in the full LTP document.

How will we manage parking in future?

The Parking Strategy can be found at www.gloucestershire.gov.uk/ltp3. This identifies the approach to parking in both town/city centres, on and off street and in residential areas.

We will work with the Borough and District Councils to ensure that parking policies in each area support the local economy but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel.

Parking policies in Gloucester and Cheltenham should, through supply and pricing mechanisms, discourage commuter parking in the town and city centres to actively encourage the use of park and rides, public transport and low carbon forms of travel.



How will transport support tourism?

Transport plays an important role in bringing people to Gloucestershire and to help them travel to various tourist attractions once they are here.

We will encourage tour operators, hotels and tourist attractions to provide information on transport services so that visitors can choose to use alternatives to the car if they wish.

How can we support freight transport and manage its impacts?

We all rely on commercial freight transport to deliver products to our homes and to shops and businesses. The transport network needs to make the flow of products as efficient and environmentally sustainable as possible, whilst putting in place restrictions to discourage use of inappropriate routes and parking areas.

With regard to rail and water freight, we will work with the Freight Quality Partnership to identify potential flows where rail and water would be viable options. Through the FQP, customers and operators can be identified and put in touch with one another to explore the possibilities.

The County supports the aspiration to identify a railfreight terminal in Gloucestershire and also the potential to restore the rail link to the port of Sharpness, should a viable business case and private finance be forthcoming.

Improvements to the A417 and M5 junctions are dependent on funding from third parties, such as developers or from the Department for Transport (via the Highways Agency).

Freight consolidation centres have been developed to serve Bristol and Bath. During the first period of the LTP, studies will be undertaken to determine how successful these have been in supporting the economy and reducing the impact of HGVs on the environment. A study will also be undertaken to determine the viability of a Freight Consolidation Centre in Gloucestershire, to serve Cheltenham and Gloucester.



What are our transport plans to promote a Safer, Secure Transport system?

A Safer Secure Transport System

A co-ordinated approach to road safety will be taken, considering engineering, educational and enforcement measures and applying those measures that are most appropriate to the circumstances.

Consideration will be given to both the route and the specific location when prioritising road safety improvements and determining the type of improvement to be made.

The introduction of 20mph zones in accordance with the guidelines being developed by Gloucestershire Highways.

Consider the evidence and advice from Government following the national speed limit review to inform future decisions on speed limits in Gloucestershire.

Continue to target young drivers, motorcyclists and alcohol and drug related driving in education programmes.

We will review our approach to mobile and fixed speed camera's at locations based on road safety data and future Government policy.

Road Safety primarily relates to the Safety, Security and Health goal, but also contributes to quality of life and the economy as road accidents cause congestion, delay and cost. The Government consultation in April 2009 sought views about a vision, targets and measures for improving road safety in Great Britain for the period beyond 2010. A new national road safety strategy beyond 2010 should be available at the end of the year which does not fit with LTP timescales.

Our approach to road safety will be:

- 20mph zones where appropriate
- Speed Cameras placed to help prevent crashes
- Vehicle activated signs that light up to tell you what speed you are doing
- Cycle Training in Schools Motorcycle Rider
- Improvement Sessions Speed awareness sessions
- Engineering measures to improve road junctions, antiskid surfaces and improved signing.

What are the future plans for developing our new Road Safety Strategy?

The Government is expected to publish its national road safety strategy by early 2011. Following this, Gloucestershire's Road Safety Partnership will consider its future strategy.

Funding for capital improvements to the highway network is part of the LTP settlement. At current levels the demand for safety improvements can be managed from LTP settlement and developer funding although funding levels in future are unclear.

Funding for education and enforcement comes from Area Based Grant via the Local Area Agreement. The level of this grant has not been agreed for 2011/12 or for future years. Road Safety education at national and local level is proven to be effective and the extent of education provision is dependent on funding. To deliver an effective programme, the ABG grant needs to be maintained and increased if monitoring suggests targets are not on track.

Delivery of the road safety strategy is the responsibility of Gloucestershire's Road Safety Partnership. More information on the Partnership can be seen at: www.gloucestershire.gov.uk/roadsafety.





What are our transport plans to promote good access to services?

Good Access to Services

Information on rail, bus and community transport services will be provided via links on the Gloucestershire County Council travel website.

We will lobby rail and bus operators to ensure that good rail and coach links are maintained and developed to airports at Bristol, Birmingham, Cardiff and London.

We will continue to lobby the DfT and Network Rail for the redoubling of the railway line between Swindon and Kemble and provision of improved rail services to London.

We will work with rail operators to provide improved rail park & ride and more frequent services at Lydney and Ashchurch and other stations if demand dictates.

We will introduce a more robust, formulaic methodology for gaining contributions for public and community transport from developers.

We will develop a high quality bus network between Gloucester and Cheltenham and semi-fast services between the market towns and Gloucester and/or Cheltenham.

We will pursue funding from Government and developers to introduce and run new Park and Ride and transport hub sites at Elmbridge Court, Linton and, Brockworth.

We will consider the introduction of a smart card ticketing as part of the South West Smart Card Project.

We will work with community transport providers and taxi operators to deliver a step change in the way community transport is perceived, used and delivered.

We will work with transport operators to simplify the fares system, especially for young people, to clarify the age when discounted fares are applied.

We will take control of concessionary fares administration from the District Council's in 2011 and will review the scope of concessionary fares provision.

With partners, we will consider the potential for financially sustainable mass transit systems in Gloucester & Cheltenham.

What are we proposing for the bus network?

The aims will be:-

2011-14

- Make efficiencies in the provision of the existing local bus network whilst keeping the same level of accessibility;
- Review provision of home to school transport to ensure it does not discourage walking and cycling. This may provide savings and help carbon and health targets;
- Introduce a more robust, formulaic methodology for gaining contributions for public and community transport from developers.

2014-26

- Develop a high quality network based on three corridors between Gloucester and Cheltenham and high quality semi fast services between the market towns and Gloucester and/or Cheltenham;
- Develop transport interchange hubs (including the park & ride sites) on this network that can be fed by taxi, community transport and local bus services serving the more rural areas;
- Smart Card ticketing as part of the South West Smart Card Project;
- Real Time Passenger Information (RTPI) expansion and electronic bus priority.

How will Park & Ride and Transport Hubs develop?

Park & Ride plays an important role in providing edge of town/city parking with fast bus links to the centres. They are mainly used by commuters and shoppers.

The main aim of Park & Ride is to reduce congestion within the central areas of the large settlements, whilst allowing valuable city centre land to be used for commercial, residential and public realm uses, rather than for car parking.

Park & Ride needs to be sustainable, both environmentally and financially. Therefore, we are proposing to review the existing P&R sites in Gloucester and Cheltenham with a view to making them transport interchange hubs on the bus network that can be fed by taxi, community transport and local bus services serving the more rural areas, in addition to traditional park and ride bus services.

The main sites that will be considered are:

- Arle Court (serving Cheltenham, existing); Racecourse (serving Cheltenham, existing);
- Waterwells (serving Gloucester, existing);
- North West Cheltenham (serving Cheltenham, potential);
- Elmbridge (serving Gloucester and Cheltenham, potential);
- Brockworth (serving Gloucester and Cheltenham, potential);
- Linton (West of Severn) (serving Gloucester, potential).

The Park & Ride sites will also be considered for their potential to provide over night lorry parking areas and for coach operator layover.



What will be the role for Rail?

We will work with the rail industry to lobby the Government for improvements to the rail network and services in Gloucestershire and connecting the County with the rest of the UK. Further detail on the approach to rail is contained in the Public Transport Strategy.

Network Rail are not proposing any new rail stations in Gloucestershire. This situation will be reviewed at each LTP review period to determine whether the potential for new stations has changed.

Audits of all railway stations in Gloucestershire have been undertaken to determine the facilities available at each station, car park capacity and usage and areas for potential improvement. We will work with those responsible for each station (normally the train operating company) to make improvements where required.

The main actions will be:-

- Continue to lobby the DfT and Network Rail for the redoubling of the railway line between Swindon and Kemble and provision of improved rail services to London.
- Work with rail operators to provide improved rail park & ride and more frequent services at Lydney and Ashchurch.

Is Light Rail (Trams) an option?

Current practices and costs of installing light rail systems in the UK, based on the experiences recently in Nottingham and Edinburgh, make a light rail system currently unaffordable and uncommercial in Gloucestershire.

However, potential developments in new technology, engineering techniques and changes in transport funding and delivery structures may make light rail viable sometime in the future. To determine this, more research is required especially to determine what future housing development scenarios would make a light rail system commercially sustainable in future.

What role will Community Transport play?

There is a need to investigate the possibilities for community transport and taxi services to take over from conventional bus as a means of maintaining and developing public transport links in some areas; i.e. getting better value from subsidy in areas where demand is constant but relatively low. It is envisaged that local transport services provided in this way should be readily identifiable as being open to all potential users.

Investigations will be undertaken into how concessionary fares can be made available on such services on an equitable basis. Investigations will also be undertaken into ensuring through-ticketing opportunities are developed with local bus, coach and train services.

We will work with community transport providers and taxi operators to deliver a step change in the way community transport is perceived, used and delivered in Gloucestershire. More information on Community Transport in Gloucestershire can be seen at: www.gloucestershire.gov.uk/communitytransport and at www.a2binfo.net



What are the plans for Taxis (Private Hire and Hackney Carriage)?

Taxis have an important role to play in providing transport in both rural and urban areas, providing door to door transport on demand almost 24 hours per day.

The main roles for taxis are envisaged to be:-

- Providing door to door transport on demand for whoever requires the service in order to provide access to a range of services and facilities;
- Providing links between railway station, bus stations/stops and homes, especially to improve rural accessibility;
- Providing home to school transport where other options are not available.

How will fares and ticketing be simplified?

At present, there are a variety of different ticket types and fare levels, depending on the type of transport used and who the service is operated by. During the LTP3 period, the aim will be to simplify the fares system and make the process of buying tickets easier where possible.

Smartcard systems are used in London (the Oyster Card) and Gloucestershire County Council is part of the South West Smart Card Project Board that is looking to trial a card in the Bristol area, with potential roll out to Gloucestershire in the future.

We will also work with the transport operators to simplify the fares system, especially for young people, to clarify the age when discounted fares are applied.

In 2011, the County will take control of concessionary fares administration from the District Council's and will review the scope of concessionary fares provision.

How will we improve access by walking and cycling?

Encouraging people to access services by walking and cycling is just as important as by other forms of transport. The policies and measures relating to walking and cycling are covered in the "Greener, Healthier Gloucestershire" section of the LTP.

Developers will be asked to design their new developments to ensure they provide good access by walking and cycling to local services. Gloucestershire's Cycling Infrastructure Design Guide can be found at www.gloucestershire.gov.uk/ltp3.

How will we gain contributions from developers to ensure accessibility?

In order to ensure that new developments are able to be served by public transport and community transport to ensure that new residents can access the services they need, developers (under current planning legislation) will be asked to provide funding based on how accessible the development is to existing services. Guidance on Contributions related to Accessibility can be found at www.gloucestershire.gov.uk/ltp3.

The full public transport strategy can be seen at www.gloucestershire.gov.uk/ltp3

What are our transport plans to manage our highways?

We will update and implement the Transport Asset Management Plan (TAMP).

We will ensure that maintenance schemes are integrated as closely as possible to improvement schemes.

We will ensure that works undertaken on the local network by third parties such as the utility companies are completed to the highest standard and appropriately monitored, with the third parties being required to take corrective action as necessary.

We will manage the streetlighting network to minimise environmental impact without compromising on road safety and personal security.

We will review the provision of street furniture and signing as part of the design process for all maintenance and improvement schemes.

We will review and update as necessary winter maintenance procedures and policies.

We will identify the most vulnerable parts of the transport network and develop contingency plans for travel during extreme weather or other events affecting the network.

Highway maintenance underpins the entire LTP programme, as it affects all the LTP goals to a greater or lesser extent.

It is proposed that the approach to asset management is to:-

- Prioritise heavily used routes, including those on the footway and cycle network;
- Consider routes wherever possible and link maintenance with safety and capacity schemes so that when maintenance work is scheduled on a particular route, safety and other issues are tackled at the same time;
- Work under current and new government guidance or powers to ensure utilities and developers repair the network to a high standard;
- Lobby DfT for increased funding to clear the maintenance backlog and cope with effects of adverse weather.

How can we make our network more resilient against severe weather?

In July 2007, severe flooding in the County resulted in major travel disruption for around two weeks, and damage to the highway network of around £25 million. This included land slips that resulted in the closure of the A46 Cheltenham to Stroud route for a period of six months. This event highlighted the vulnerability of the network to extreme weather.

The winters of 2008/09 and 2009/10 were also more severe than has been the norm in recent decades, and these also resulted in significant disruption and many potholes. In 2009/10, the County Council undertook more gritting runs on the network than ever before and introduced Operation Road Rescue to concentrate on filling the potholes.

As a result of these events, the Council has reviewed its winter maintenance policies, and is investing in improvements to salt storage facilities. More information on Winter Maintenance can be viewed at www.gloucestershire.gov.uk/winter

How can we keep traffic moving through roadworks by other companies?

Under the powers of the Traffic Management Act 2004 and the New Roads and Streetworks Act 1991, roadworks conducted by developers and utility companies are closely monitored to ensure fairness for all works promoters, with the aim of having less disruptive roadworks and reduced works durations.

We will try to keep all road users moving as much as possible by:

- Managing traffic flows through the smarter use of traffic lights;
- Provision of bus priority on key bus routes;
- Ensuring developers and utility companies conduct their work quickly and re-instate the highway to agreed standards;
- Encouraging walking, cycling, use of public transport and car sharing to reduce the amount of traffic on the roads.



What standards will be used for highway design?

Dependent on the circumstances and agreement with the Highway Authority, the standards contained in either Design Manual for Roads and Bridges (DMRB) or Manual for Streets (MfS) will be required to be used when designing new infrastructure or schemes.

The general principal is:-

Use DMRB on:

- all 'A' and 'B' (class 1 and 2) roads regardless of speed limits or known speeds;
- all classified unnumbered roads (class3 or C) subject to a limit of 40mph or more
- unclassified roads subject to a 40mph limit or more that are on bus routes or serve industrial premises with no alternative access.

Use MfS on:

- all new roads on residential streets designed so that speeds should not exceed 30mph;
- all unclassified roads with a speed limit of 30mph or less
- all unclassified roads with frontage development along both sides and where speeds are known to be unlikely to exceed 30mph.

A mixture of standards taken from both DMRB and MfS will be required in circumstances other than those mentioned above. However, developments should be assessed independently and agreement with the Highway Authority at an early stage should be sought.

New schemes will also be subject to safety audits and user audits, including cycle and pedestrian audits to ensure that the scheme does not form a barrier that discourages walking and cycling to key trip attractors.

Enhanced Materials Policy

We are currently in the process of developing an enhanced materials policy. This will be used to inform planners, highway engineers and developers on the most long term, cost effective materials to use, especially in relation to maintenance.

Our transport strategies by AREA

The following chapter gives the specific measures and policies for each geographic area of Gloucestershire at a glance. Further detail can be found in the full LTP3 available at www.gloucestershire.gov.uk/ltp3, by calling 01452 425690 or visiting your local library.

Central Severn Vale area (Gloucester, Cheltenham and surrounds) (The CSV)

Headline Issues:

- Traffic congestion at peak times;
- Road maintenance;
- Access to rail services;
- Variable quality of bus services.

What are our transport plans for the Central Severn Vale area?

The following table identifies the main transport actions and policies developed specifically for CSV area. Other policies in the LTP that are countywide, will also apply to the CSV area but are not necessarily mentioned here.

We will encourage the Government to fund the Elmbridge Transport Major Scheme proposal for a new Park & Ride Site and improved bus services between Cheltenham and Gloucester.

We will look for funding sources to implement the proposals in the Central Severn Vale Transport Study.

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and the forecasted increase in population.

We will work with the Borough and District Councils to ensure that parking policies in each area support the local economy but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel.

We will work with train operators and bus operators to promote public transport services and to improve information about services for residents and employees in Gloucester and Cheltenham.

We will work with Network Rail and local train operators to safeguard and improve services at Gloucester and Cheltenham stations.

We will undertake promotional activities to encourage use of walking and cycling facilities, rolling out principles from the Tewkesbury 'Healthy Towns' demonstration project.

We will continue to work with Gloucester and Cheltenham councils to identify measures to improve air quality in the designated Air Quality Management Areas.

With the Freight Quality Partnership, we will continue to review and update the county wide Freight Route Map, to encourage, and ensure, that HGVs use the most appropriate routes across the Central Severn Vale.

The main actions for the CSV area are shown in the full LTP document. The full Central Severn Vale Transport Study can be seen at www.gloucestershire.gov.uk/ltp3.

What are our Cotswold transport policies?

Headline Issues:

- Highway maintenance;
- Access to services, especially in rural areas;
- Congestion on the A417 between the Cotswolds and Gloucester;
- Improvement to rail services at Kemble and Moreton in Marsh.

The following table identifies the main transport actions and policies developed specifically for the Cotswolds. Other policies in the LTP that are countywide, such as on maintenance and public transport, will also apply to the Cotswolds but are not mentioned here.

Developers will need to provide the infrastructure and services required to mitigate the impact of the development on the highway network and ensure that services can be accessed without the use of a car.

We will work with and lobby the Highways Agency and the Department for Transport with responsibility for the A417 to address the capacity issues on the A417 between Gloucester and Cirencester.

We will work with the rail industry to lobby for the re-doubling of the railway line between Kemble and Swindon and improvement of rail services.

We will work with Cotswold District Council to ensure that parking policies do not discourage local trade but do not encourage unnecessary car use.

We may support partners to bid for external funding for schemes to improve the public realm where these are couple with improvements to the transport network.

We will work with community transport providers to make use of the Transport Act 2008 to encourage them to run services open to all.

We will work with the Highways Agency and Cotswold District Council on the action plan to improve air quality at the Air Balloon Roundabout Air Quality Management Area.

We will assess the effectiveness of the Cotswolds Lorry Management Zone (LMZ) to determine whether to maintain, extend or end the scheme.

What are our transport plans for the Forest of Dean?

Headline Issues:

- New housing development, often dispersed in rural areas;
- Regeneration in Cinderford and Newent;
- Potential traffic congestion at peak times in Lydney due to new development;
- Congestion in the A40 between Highnam and Over Roundabouts;
- Highway maintenance;
- Access to services, especially in rural areas;
- Capacity issues at Lydney Station car park and need to improve rail services.

The following table identifies the main transport actions and policies developed specifically for the Forest of Dean. Other policies in the LTP that are countywide, will also apply to the Forest of Dean but are not mentioned here.

Developers will need to provide the infrastructure and services required to mitigate the impact of the development on the highway network and ensure that services can be accessed without the use of a car.

We will implement the Lydney Highway Strategy when funding is available from development.

We will work with Forest of Dean District Council to ensure that parking policies do not discourage local trade but do not encourage unnecessary car use.

We will engage with Network Rail and the train operating companies to encourage them to improve rail services from Forest of Dean to Gloucester, Cheltenham and stations to Cardiff.

We will engage with Network Rail and the train operating companies to help improve car parking and interchange facilities at Lydney Station.

We will work with Forest of Dean District Council on the action plan to improve air quality in Air Quality Management Areas where pollution from traffic is believed to be an issue.

We will work with Forest of Dean District Council, the Forestry Commission and Sustrans to promote and improve links to the from the centres of the market towns to the National Cycle Network and Forest Cycle Networks

We will review the Advisory Freight Route Map at each major review of LTP3 and maintain existing Lorry Information Boards.

What are our transport plans for Stroud?

Headline Issues:

- Regeneration of Stroud and the severance effect of traffic around the town centre;
- The effect of heavy goods vehicles in Stonehouse and on the B4008;
- Poor frequency and reliability of rail services
- between Stroud, Stonehouse and the rest of the rail network;
- Highway maintenance;
- Access to services, especially in rural areas.

The following table identifies the main transport actions and policies developed specifically for Stroud District. Other policies in the LTP that are countywide, will also apply to the Stroud District but are not mentioned here.

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and the forecasted increase in population.

We will continue to work closely with the Highways Agency to manage traffic demand on the A38 / M5 corridor, given the projected growth in population in this area.

We will work with SDC and town and parish councils to develop a Stroud parking strategy.

We will work with SDC and town and parish councils and interest groups to develop and implement a cycling strategy for Stroud District for adoption within Stroud's Local Development Framework.

We will identify means to reduce the level and impact of Heavy Goods Vehicles in Stroud District, in a way which is not detrimental to the local economy.

As a member of the Stroud Concordat, we will work with the group to explore the feasibility of traffic management and transport-based schemes proposed by the Stroud town centre public realm strategy.

We will continue to work with Stroud District Council and Stonehouse Town Council to improve conditions for pedestrians within the town centre and surrounding residential areas.

We will continue to work with Stroud District Council, Dursley Town Council and Vale Vision to improve conditions and accessibility for users of Dursley town centre and surrounding residential areas.

We will continue to work with Stroud District Council and Nailsworth Town Council to improve conditions and accessibility for users of Nailsworth centre and surrounding residential areas.

What are our transport plans for Tewkesbury?

Headline Issues:

- Potential impact of development around the Tewkesbury town area;
- The impact of the Air Quality Management Area in Tewkesbury High Street;
- The ability to build on the work of the Tewkesbury 'Count Me In' Project;
- The poor reliability and frequency of trains stopping at Ashchurch Station;
- Highway maintenance;
- Access to services, especially in rural areas.

The following table identifies the main transport actions and policies developed specifically for Tewkesbury Borough. Other policies in the LTP that are countywide, will also apply to Tewkesbury Borough but are not mentioned here.

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and the forecasted increase in population.

We will work with Tewkesbury Borough Council to develop a Tewkesbury Borough parking strategy.

We will work with train operators and bus operators in the Tewkesbury area to promote public transport services and to improve information about services for residents and employees in the Tewkesbury Borough area.

We will work with local train and bus operators to improve access to the rail services at Ashchurch Station.

We will work with Tewkesbury Borough Council and the Train Operating Company to improve facilities at Ashchurch station, including information and car parking.

We will undertake promotional activities to encourage use of walking and cycling facilities, linking to the Tewkesbury 'Healthy Towns' demonstration project.

We will work with continue to work with Tewkesbury Borough Council to identify measures to improve air quality in the designated Air Quality Management Area.

With the Freight Quality Partnership, we will continue to review and update the county wide Freight Route Map, to encourage, and ensure, that HGVs use the most appropriate routes across the Borough.

How we plan to deliver LTP3

What is the implementation plan?

The implementation plan includes the detail of major and large schemes. Smaller safety and maintenance schemes will be included in the programme of works to be reviewed each year but are not individually listed in the LTP. Our entire implementation plan is included in the full version of LTP3 available at www.gloucestershire.gov.uk/ltp3, by calling 01452 425690 or visiting your local library.

The pace of delivery of the implementation plan will, of course, be dependent upon the available budget, and financial pressures may mean that the 2011-14 programme will need to be reviewed further prior to adoption of the LTP3 in April 2011. The current programme is based upon latest information on the LTP3 budget allocations included in Government guidance, although an alternative programme based on a 40% budget reduction is also included for comparative purposes.

What are the risks to the delivery of LTP3?

There are substantial risks to the delivery of LTP3. A full risk assessment will be developed and included in the final LTP3 document and project/programme management process. The main risks are bullet pointed below:

- Unknown levels of capital and revenue funding in future years;
- Structural re-organisations, changing the role of delivery partners and losing experienced staff;
- High dependence on developer funding, the timing and extent of which varies;
- High dependence on bids for external funding, especially for 'smarter choices' and 'active travel projects'. We may not be successful in the bidding process or have the match funding required;
- Major scheme and Regional Funding Advice (RFA) processes may change or be abolished.
- The Competition Commission could order the break up of the Stagecoach network, without other operators being able to replace them.

How will we prioritise transport schemes for implementation?

For capital schemes, a priority assessment process will be used to ensure that funds are spent wisely on projects and schemes that meet the objectives of the LTP.

A variety of transport scheme proposals are put forward from members of the public, local stakeholders or as a result of our own work. In particular in times of limited funding it is important that a clear and robust process is applied to determine which of these schemes are to be given the highest priority to be delivered. Further details of the priority assessment process can be seen in the full LTP3 document.

What are the next steps for LTP3?

As a strategic policy document that is also a statutory requirement, LTP3 will be adopted through approval at a full County Council meeting. Any significant changes to the LTP3 strategy will also, therefore, require County Council approval.

Who is responsible for LTP3?

Operational supervision of the LTP3 strategy, including routine updates and programme management, will be through the County Council's Cabinet, with the appropriate Lead Cabinet Member with responsibility for Transport Policy being directly accountable for LTP3 delivery.

At officer level, the LTP3 strategy will be administered by the LTP Management Board, comprising those Managers responsible for the delivery of the individual elements of LTP3 strategy. This Board will be chaired by the Manager with overall responsibility for the preparation of the LTP3 strategy.

Everyone has a say in how our transport system is run. That is why it is important external interests are also represented in the governance of LTP3. We will engage Local and Regional partners through the Gloucestershire Conference, which is the umbrella organisation overseeing the Gloucestershire Strategic Partnership with responsibility for the Local Area Agreement.

We also propose to establish a Gloucestershire Transport Board, which will include partners from the Gloucestershire Conference as well as representatives from network managers (such as the Highways Agency or Network Rail) and transport operators (such as Stagecoach or local representatives of the Confederation of Passenger Transport). Transport user groups such as Travelwatch South West, Sustrans and other local groups may also be invited to join the Board.

How will LTP3 be reviewed?

LTP3 is a living document, and will need to be updated to reflect changes in policy, funding or implementation as necessary. Progress with the delivery of the LTP3 strategy will be reviewed annually by LTP Delivery Reports, including performance against targets and indicators, changes in policies, and updates on the Implementation Plan to reflect budget availability and scheme delivery.

Major reviews of LTP3 will be undertaken in 2013/14 and 2018/19. This timing is intended to link in with the funding periods adopted by DfT in relation to national transport funding streams, such as Network Rail Control Periods, and will therefore enable the LTP3 strategy to reflect funding availability and progress of nationally funded schemes on the Gloucestershire network. Each of these major reviews will require approval by full County Council, whilst partners in the Gloucestershire Transport Board will provide guidance to the County Council on the scope and content of each Review.

What are LTP3's Performance Targets?

Monitoring of the LTP3 strategy will be undertaken against financial targets, relating to efficient use of transport funding, and against performance targets set for various specific elements of the implementation plan.

Given the current uncertainty of funding for transport schemes, it is proposed to set targets against the indicators once the Government has announced the funding package for the first LTP3 period. Our default position will be to maintain current levels of performance as reported in the LTP2 Annual Progress report 2009/10.

Supporting Documents (Document or link)

- Local Transport Plan 2 (LTP2) Annual Progress Report 2008/9
- Elmbridge Transport Major Scheme Bid
- Central Severn Vale Transport Study
- Gloucester & Cheltenham Connectivity DaSTS Study
- Public Transport Strategy
- Transport Asset Management Plan
- Highways Inspections Policy
- Sustainable Schools Travel Strategy
- Stroud Area Strategy
- Tewkesbury Area Strategy
- Cotswolds Area Strategy
- Forest of Dean Area Strategy
- Gloucestershire County Council Parking Policy
- Guidance on Contributions Related to Accessibility
- Gloucestershire Cycling Design Guide
- NI 186 Delivery Plan
- LTP3 Consultation Report
- LTP3 Strategic Environmental Assessment (including Health Impact Assessment) (Draft due for completion by end of June 2010)
- Equality Impact Assessment
- Travel Plan Guide for Developers
- Gloucestershire's Congestion Monitoring Report.