Central Severn Vale

Cycling and Walking Infrastructure Plan

28th August 2020

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1 INTRODUCTION AND BACKGROUND

Population estimate: increase of **90,000** by **2050**

Travel to work Bicycle:
UK: **2.8%**
CSV: **6.3%**

Travel to work Walking:
UK: **6%**
CSV: **12%**

Aim: 80% reduction in emissions & **carbon zero** by **2050**

With Climate Change high on the agenda, we need a new strategic approach to cycling and walking improvements at a local level. Transport emissions continue to grow and we face a climate emergency. Giving people real travel choices will help to reduce the negative impacts of travel.

This plan aims to increase the number of trips made on foot or by cycle through infrastructure improvements that improve conditions for cycling and walking for all.

We have started to look at Gloucestershire's urban Central Severn Vale area, housing half the county's population. This includes Cheltenham, Gloucester, Churchdown and links to Bishop's Cleeve.

With the help of transport consultancies Systra and WSP and the support of the Department for Transport and Cycling UK, we have developed;

- network plans for cycling,
- walking routes,
- a programme of infrastructure improvements for future investment; and
- background reports of the analysis carried out.

The following chapters will summarise the plans we have developed so far, for investment into cycling and walking across Cheltenham and Gloucester.

2 PURPOSE AND VISION

Gloucestershire wants to get ***more people walking and cycling.*** Giving all people more choices in how they travel will reduce transport emissions, improve health and ensure more sustainable growth.

Estimated UK annual costs;

- congestion, £30bn
- road injury, £35bn
- inactivity, £45.5bn by 2050

Walking and cycling benefits;

- Emission free
- Frees up the carriageway and reduces congestion
- Travelling by active means improves workforce productivity
- Cycling only requires one tenth of the parking space of a private car
- When streets are regenerated to boost walking, there is a corresponding impact on retail turnover, property values and rental yields
- A boost in footfall can increase sales by up to 30%
- Shoppers on foot can spend up to six times more than those who arrive by car

3 DELIVERABILITY

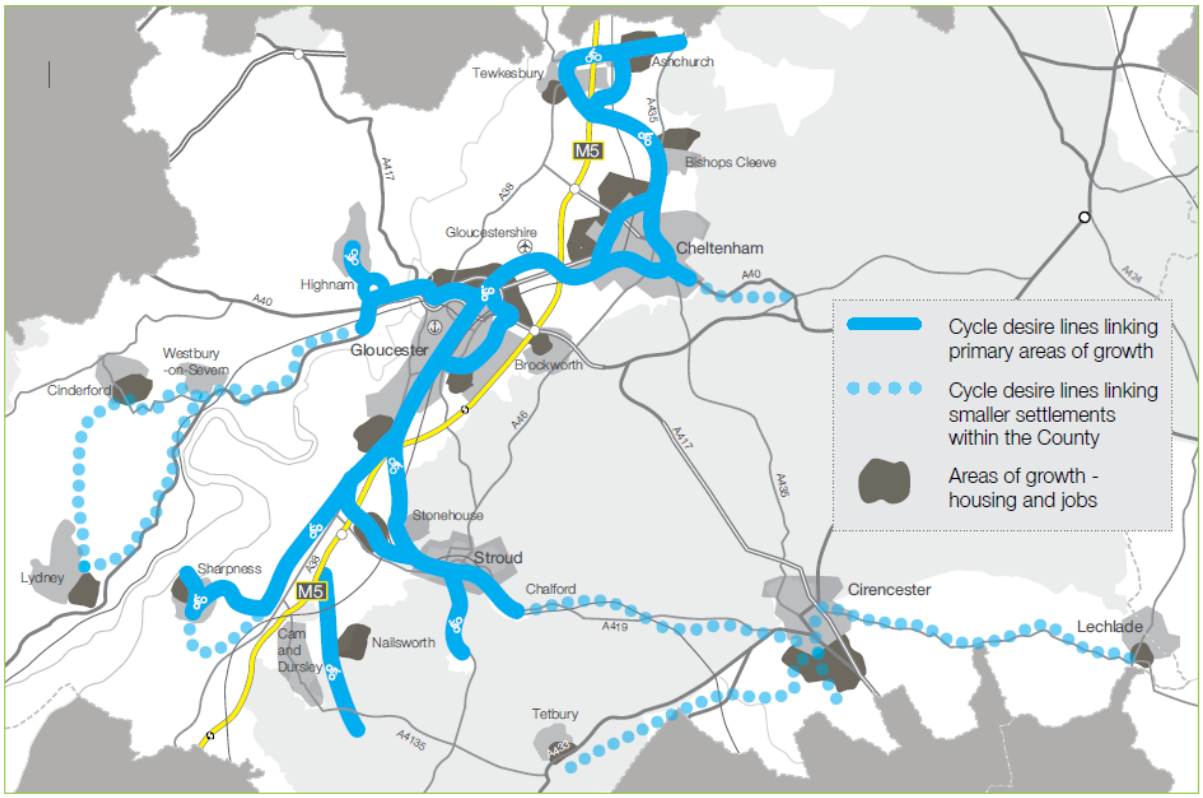
To achieve more walking any cycling we need to prioritise and invest in measures that will encourage and improve the experience for all. Measures need to address the needs of all ages and abilities. To ensure proposals are viable, the routes and improvements we have proposed have been consulted on with local residents, interest groups, businesses and councillors, with the support of transport professionals and government bodies.

This cycling and walking infrastructure plan is also reflected in Gloucestershire's emerging Local Transport Plan and should be used by developers and councils to secure and focus investment opportunities. Funding will be sought from public and private sectors and will be secured for improvements detailed in the following chapters; 4. Cycling and 5. Walking.

4 CYCLING

Through evidence and consultation the Cheltenham and Gloucester cycling networks in figures 2 and 3 have been established. The dark blue corridors are part of the strategic county cycleway desire lines, which link settlements along the M5 corridor, see figure 1 'County cycleway desire lines'.

Figure 1. County cycleway desire lines



The Cheltenham and Gloucester network maps depict orange corridors, which are key primary desire lines; this is where we would expect high levels of cycling, linking residential areas with the town centre.

The yellow corridors are important secondary links, which connect people to education, employment and health services outside the centre or to the primary corridors.

The primary and secondary corridors will be the focus of any future audits we have the resources to undertake, they are also the corridors that new development sites will need to connect to and improve to ensure sustainable development.

The initial focus of this plan was to look at connecting and routing the strategic cycleway desire lines across Cheltenham and Gloucester. This involved linking the A438 from Bishops Cleeve to Cheltenham, across the town centre and connecting to the A40 west of Cheltenham. This corridor linked to a Highways England cycle scheme, which is proposed along the B4038 between Cheltenham and Gloucester. From Gloucester the corridor connected to

London Road, crossed the city and joined with the canal and river trust towpath improvements running from Gloucester towards Quedgeley.

The measures proposed take into account the need to create inclusive corridors that serve the wider population and can help to encourage those returning to cycling as well as new and younger cyclists.

A series of corridors linking both the urban centres to strategic development sites in the west of Cheltenham and the north of Gloucester have also been assessed.

In both cases, the routes were audited using the Department for Transport route assessment tools, this information was used to propose infrastructure to encourage and improve cycling conditions.

The cycling route assessment tool considers;

- The directness and gradient of routes, to avoid long deviations and ensure ease of use for people with all abilities.
- The safety in terms of natural surveillance; proximity to vehicles and traffic speeds and volume.
- The connectivity and comfort of the routes, looking at the destinations relative to origins and gauging physical conditions such as surface quality which can also impact cycle comfort and safety.
- Crossings to identify waiting times and conflict with other road users which can discourage cycling as a travel option.

The walking route assessment tool considers;

- The attractiveness and coherence of route facilities such as dropped kerbs and tactile paving, footway maintenance, surveillance, traffic noise and pollution.
- The comfort and directness of the footway gradients, width, conditions and crossings.
- The real and perceived safety in terms of traffic speed, volumes and visibility.

The routes and proposed infrastructure are identified in chapter 2.2 Cheltenham cycling improvements and chapter 2.3 Gloucester cycling improvements.

4.1. Network maps

Figure 2. Cheltenham Network map

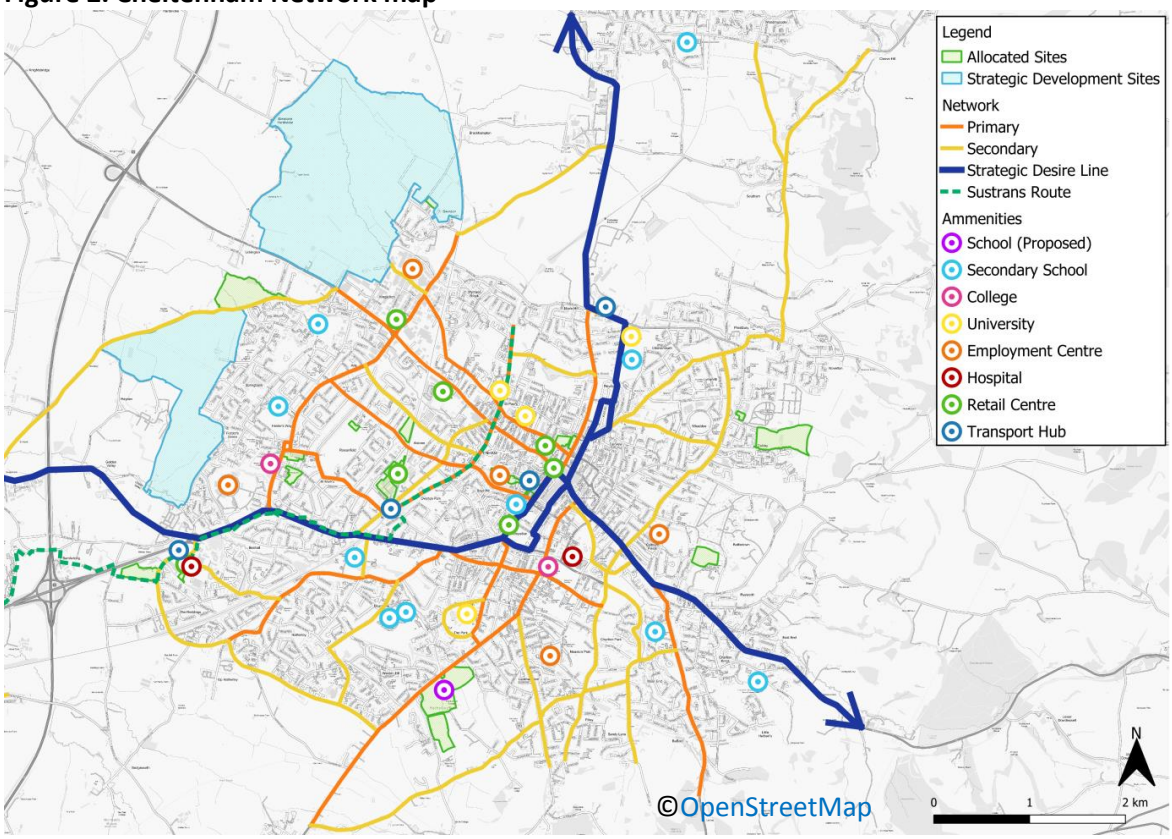
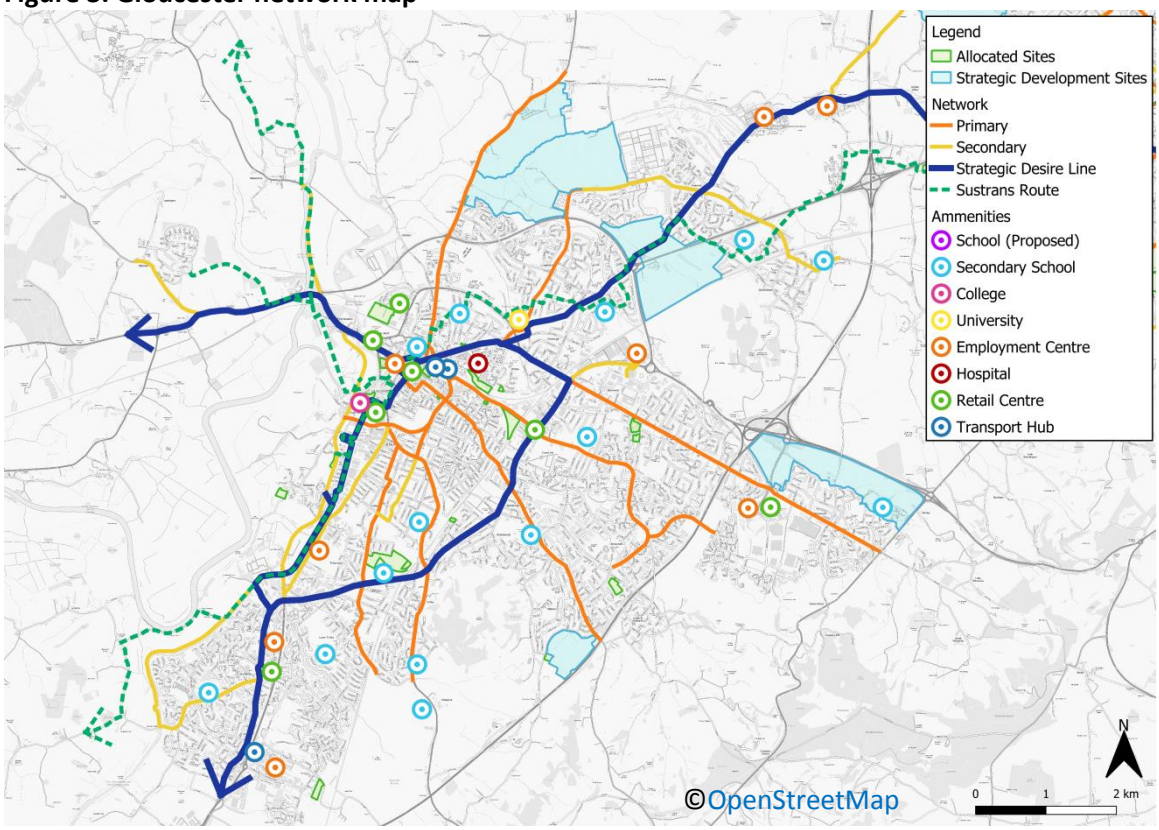


Figure 3. Gloucester network map



4.2. Cheltenham cycling improvements

Figure 4. Cheltenham improvements; £2.6m

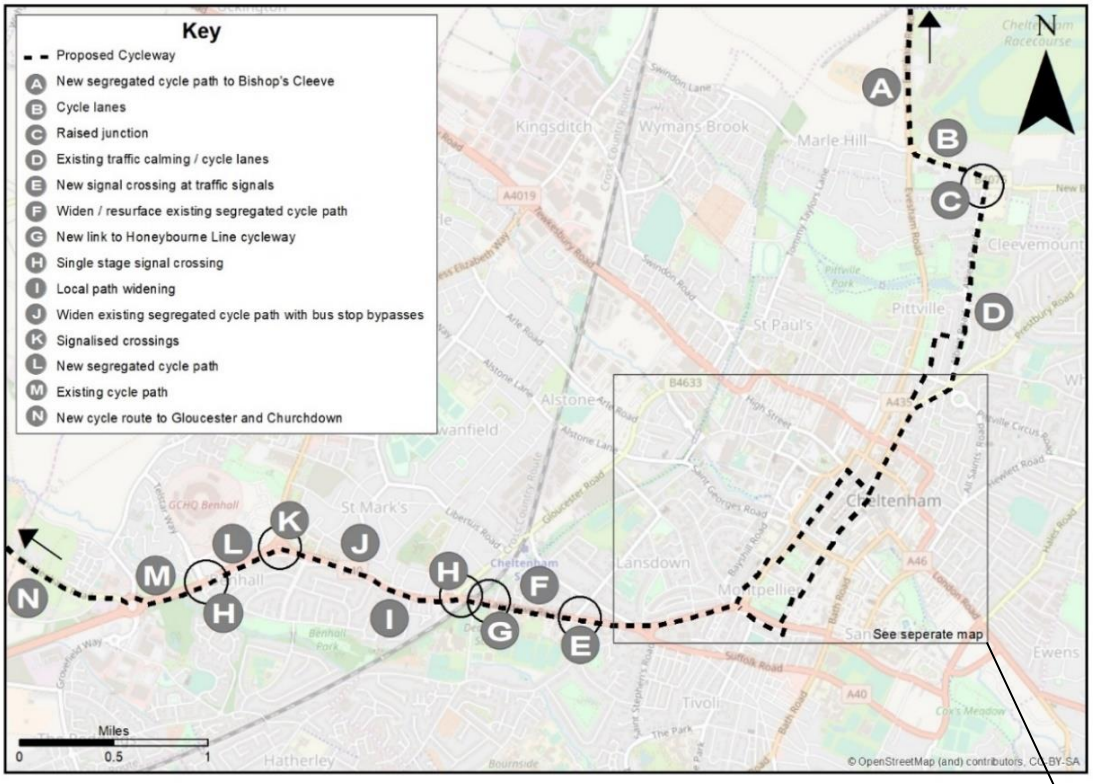


Figure 4.1. Cheltenham town centre improvement

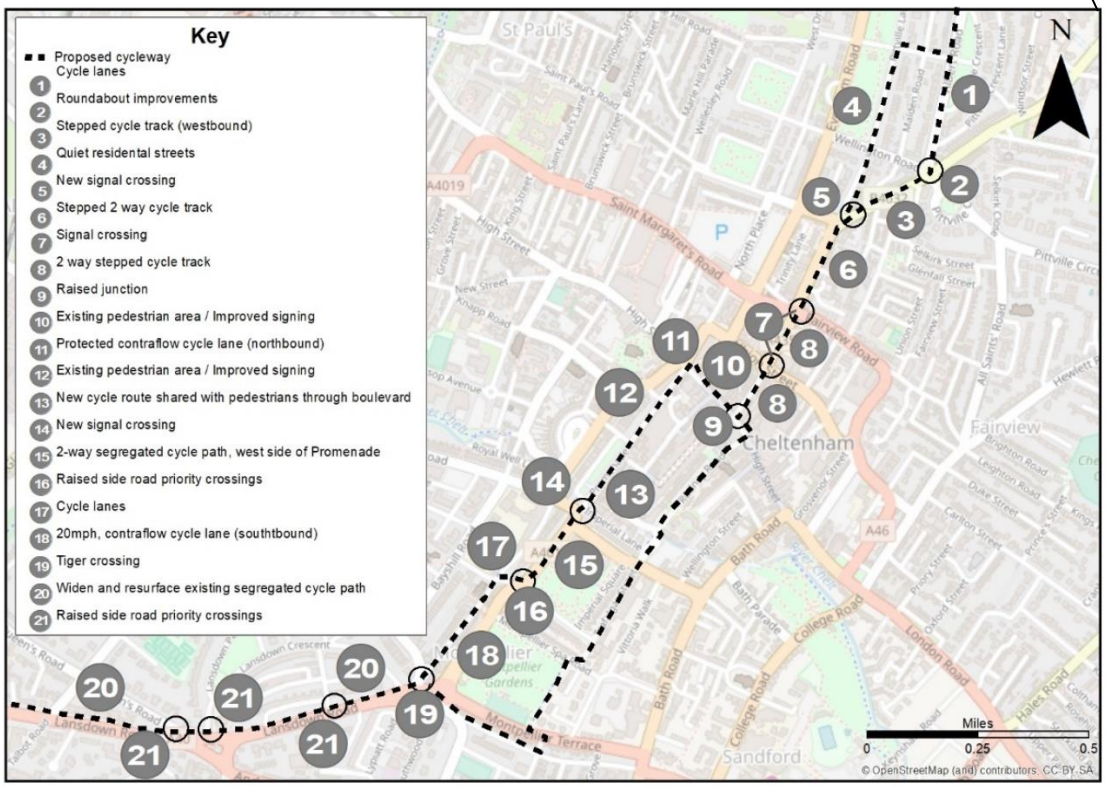
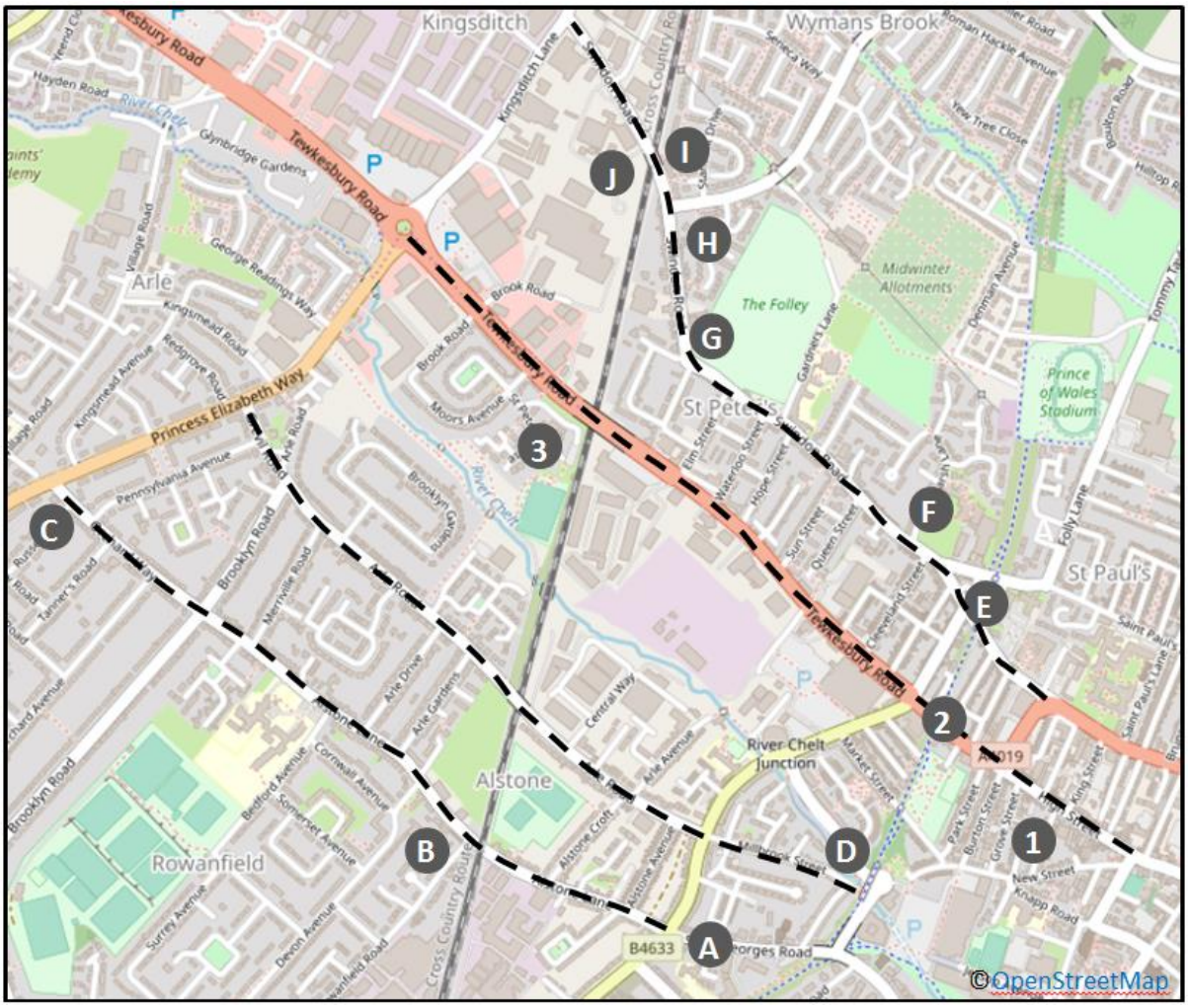


Figure 4.3. West of Cheltenham improvements; £0.5m



	Location	Measure
A	Gloucester Road Junction	Advanced stop lines
B	Alstone Lane	20mph signage and roundels
C	Princess Elizabeth Way	Adjust kerbs and resurface paths on approach to existing crossings
	Alstone Lane:	**£5,800**
D	Millbrook Street/Honeybourne Way	Raised Tiger crossing
	Arle Road:	**£35,000**
E	St Paul's Road	Raised mini roundabout
F	Swindon Road	20 mph with traffic calming
G	Bridge Street	Convert mini roundabout to priority junction and change kerb and footway alignments
H	Windyridge Road	New raised priority junction and change kerb alignments
I	Railway Bridge	Widen footpath by 0.5m Signals to accommodate shuttle working
J	Swindon Road	Cycle lanes
	Swindon Road:	**£321,000**
1	High Street	20mph signage with roundels and traffic calming Raised Tiger crossing at memorial gardens
2	Gloucester Road	Advanced stop lines and early start for cyclists
3	Tewkesbury Road	Stepped 2m cycle track with 500mm buffer, both sides of the road, including 4 bus stops; one new and four upgraded
	Tewkesbury Road:	**£155,000**

4.3. Gloucester cycling improvements

Figure 5. Gloucester improvements; £2.2-3m

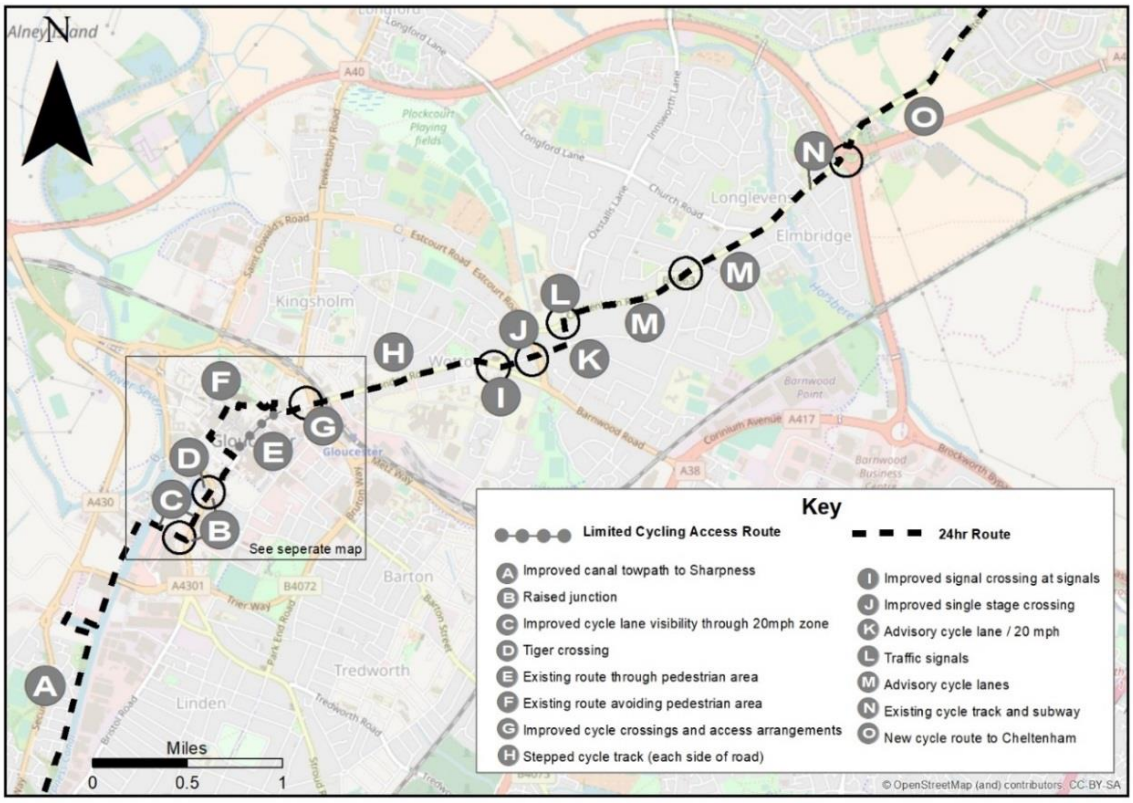


Figure 5.1. Gloucester city centre improvements

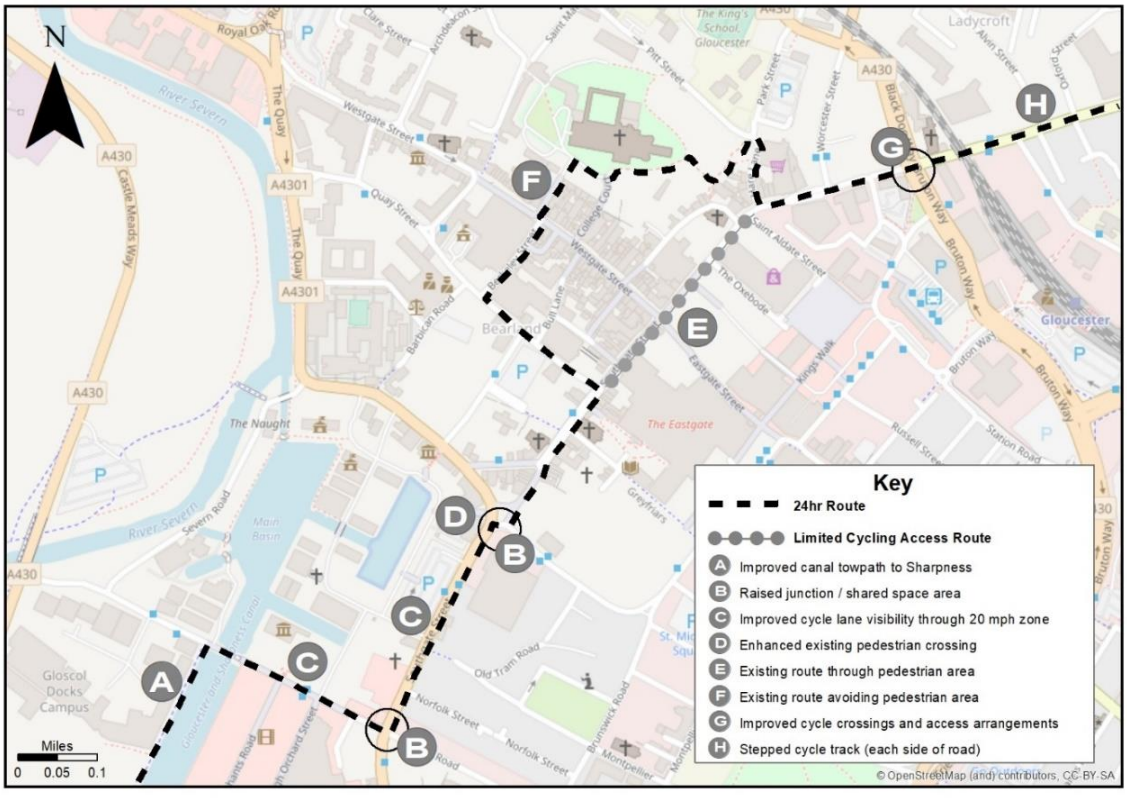


Figure 5.2 North Gloucester improvements; £71k

	Location	Measure
A	Oxstalls Lane/Innsworth Lane junction	Advanced stop line on Oxstalls Lane, early start phase for cyclists Additional crossing phase for cyclists and kerbing works for Grafton Road
B	Ostalls Lane	Cycle logo along road
C	Innsworth Lane (Brionne way to development entrance)	Cycle Lanes, both side and reduce speed limit to 30 mph
D	Innsworth lane (entrance to Technology park)	Priority cycle crossing across junction entrance
	Oxstalls/Innsworth Lane:	**£71,000**

5 WALKING

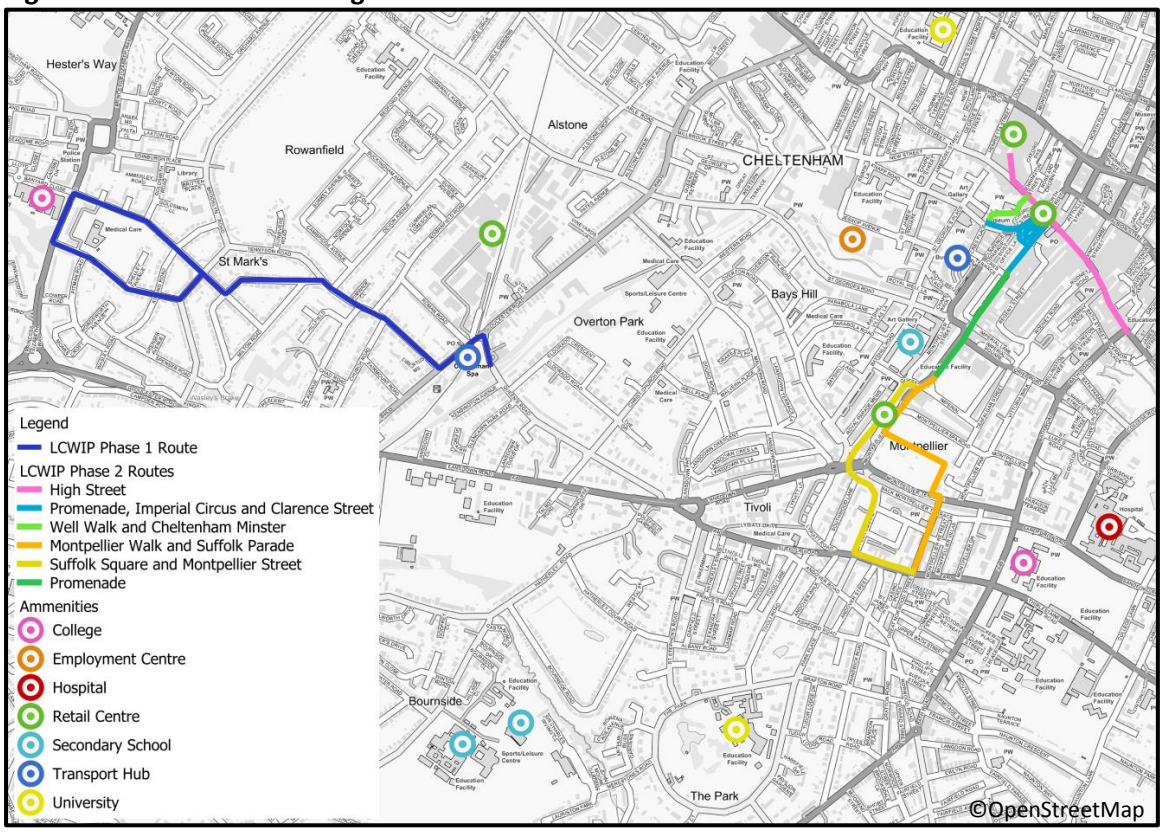
Through evidence and consultation, the Cheltenham and Gloucester walking routes outlined in figures 6 and 7 have been established. These are focused on 'key walking zones'; these zones are busy urban centres, where people are drawn to spend time; places where people live, work, shop and socialise, rather than just passing through.

The network maps below depict corridors, which are key primary desire lines. The desire lines focus on the town centre and public transport gateways. This is where we would expect high levels of walking, linking people from public transport into the town centres or towards other key destinations.

In Cheltenham, the rail station is not central to the town centre. However, it is local to existing employment, residents and substantial areas of growth. For this reason a route across St Marks towards the west is identified as a key primary desire line for improvements, see the route in dark blue below.

The coloured routes to the east link people from public transport into the town centre and towards the Suffolk's. These are key destinations for retail, employment and other services.

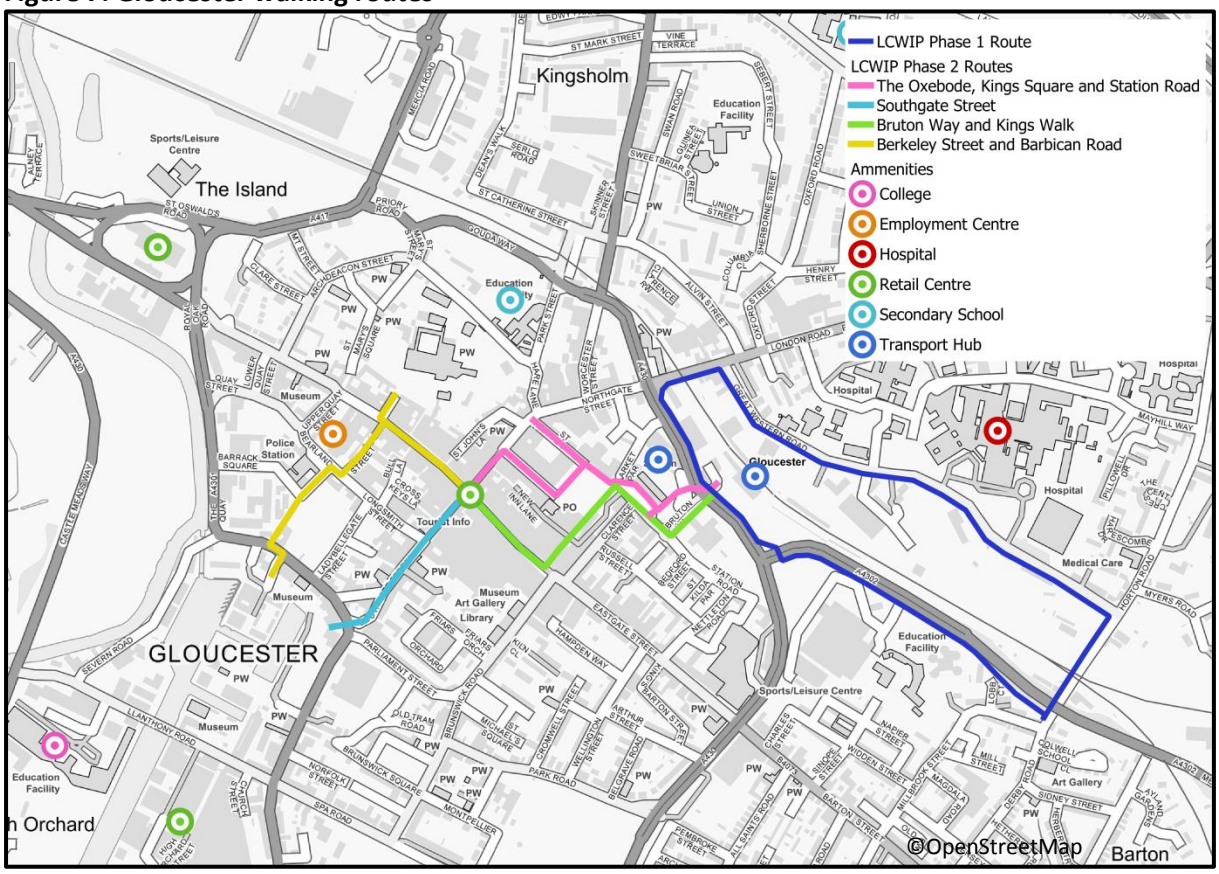
Figure 6. Cheltenham walking routes



In Gloucester, the rail station is adjacent to the central transport hub, which includes a bus station and taxi rank. In addition there are health and community support agencies to the east. For this reason the route in dark blue was identified for improvements. This route leads towards Gloucestershire Royal Hospital from the central transport hub and into the ward of Barton.

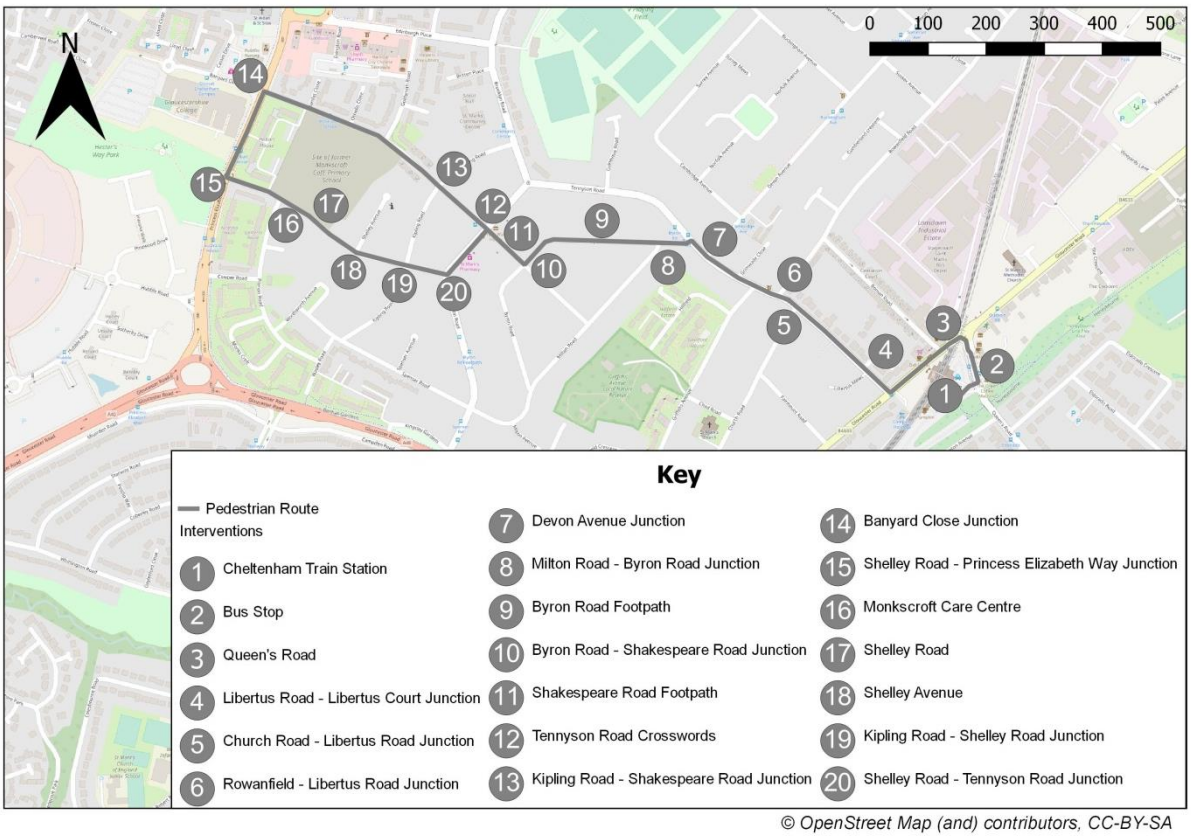
The coloured routes to the west link people from public transport into the town centre and towards Gloucester Historic Docks and the Quays. These are key destinations for retail, employment and other services.

Figure 7. Gloucester walking routes



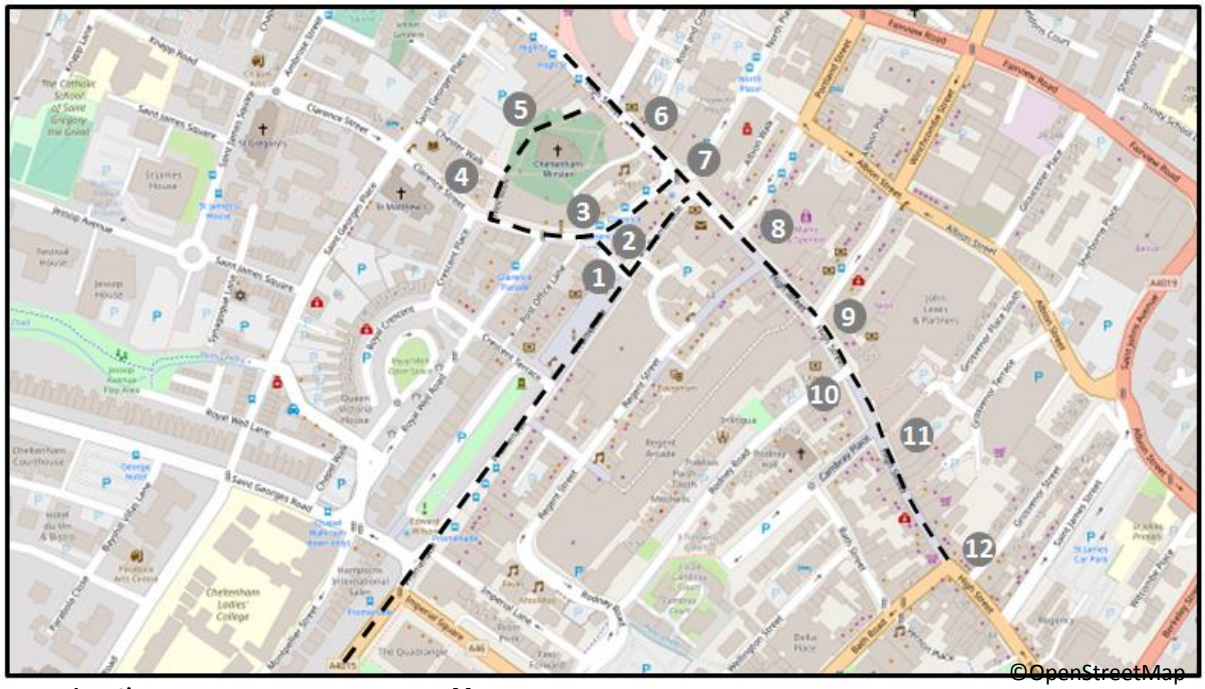
5.1. Cheltenham walking improvement

Figure 6.1. West of Cheltenham; walking improvement - west of rail station



Rail station to P.E. Way: £229,650

Figure 6.2. Cheltenham town centre; walking improvements – town centre



	Location	Measure
1	Imperial Circus	Tactile paving
2	Imperial Circus	Tactile paving
3	Clarence street	Dropped kerb and tactile paving

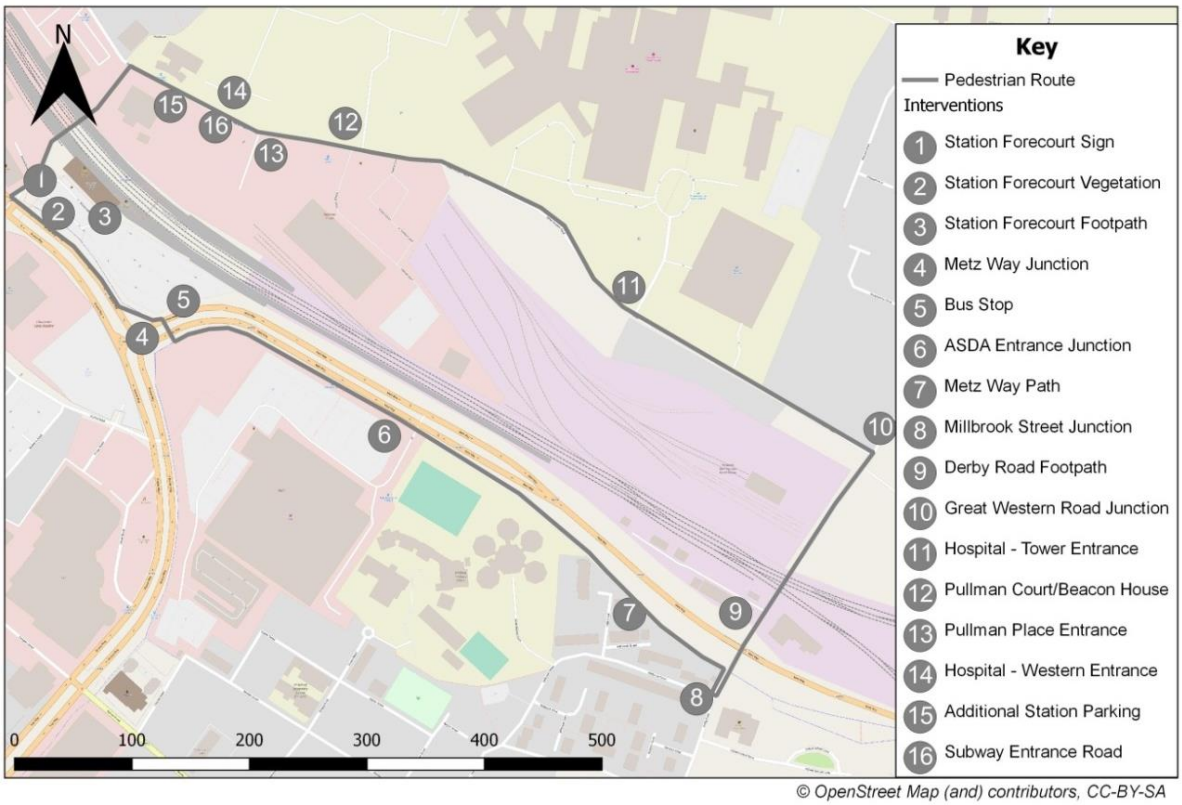
4	Well Walk	Pedestrian walkway; level footway and install bollard to block vehicles
5	Cheltenham Minster	Resurface footway
6	High Street (Brewery to Boots corner)	Dropped kerb and tactile paving
7	Boots corner	Realign dropped kerbs, install tactile paving
8	High Street, crossing Pitville Street	Realign dropped kerbs, install tactile paving
9	High Street, crossing Winchcombe Street	Tactile paving
10	High Street, crossing Rodney Road	Raised pedestrian crossing
11	High Street (Winchcombe Street - Bath Road)	Repair/resurface footway
12	Bath Road	Relocate the crossing/diagonal crossing to correspond with wider footway
	Town Centre:	**£80,400**

Figure 6.3 Cheltenham to the Suffolks; walking improvements – The suffolks

	Location	Measure
13	Montpellier Terrace	Repair/resurface footway
14	Suffolk Parade	Relocated permit holders parking sign and reconfigure Back Montpellier Terrace crossing
15	Suffolk Square	Re surface northbound carriageway footway
16	Suffolk Place	Install dropped kerb and tactile paving across Southward Lane
17	Lansdown Road from Suffolk Place	Install dropped kerb and tactile paving across Suffolk Place
	The Suffolks:	**£20,050**

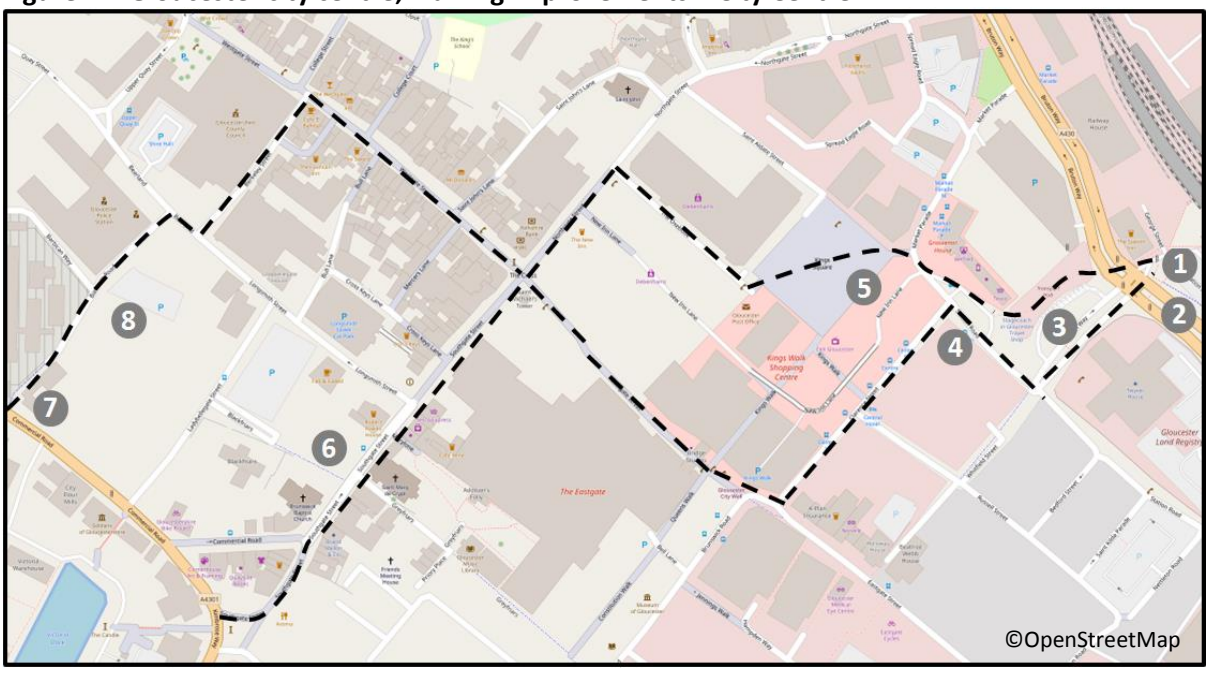
5.2. Gloucester walking improvements

Figure 7.1 Gloucester Great Western Road & Metz Way; walking improvements – rail station and Gloucester Royal Hospital



Rail station to Gloucester Royal Hospital:	**£114,150**

Figure 7.2 Gloucester city centre; walking improvements – City Centre



	Location	Measure
1	Bruton Way	Improve signage and waypoints
2	Bruton Way	Increase island or create one stage crossing

3	Station Road	Improve signage and waypoints
4	Station road	Dropped kerb and tactile paving across car park entrance
5	King's Square	Update and fix existing signage
6	Southgate Street from Longsmith Street to Commercial Road	A resurfacing project is already planned
7	Commercial Road	Replace pelican crossing with zebra
8	Barbican Road	Level footway and make this a shared cycle and pedestrian facility
	Gloucester:	**£97,500**

6 FURTHER INFORMATION

- For details on walking and cycling scheme costs, please see Appendix A
- For further information on the process of developing a cycling and walking infrastructure plan, please go to www.gov.uk
- For more information on Gloucestershire's transport plans please go to www.gloucestershire.gov.uk/ltp
- For back ground reports and more information please contact ltp@gloucestershire.gov.uk
- For information on planned investment across the county, strategic cycle schemes have been summarised in the Travel by Cycle booklet available at www.thinktravel.info/bike