A resilient transport network that enables sustainable economic growth by providing door to door travel choices.
Local Transport Plan

Policy Document 2 – Cycle

This strategy acts as guidance for anybody requiring information on how the county council will manage the transport network in Gloucestershire up to 2031.

<table>
<thead>
<tr>
<th>Version</th>
<th>1.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last Revised</td>
<td>November 2017</td>
</tr>
<tr>
<td>Review Date</td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>Owner</td>
<td>Gloucestershire County Council</td>
</tr>
</tbody>
</table>

Target Audience

Anyone wanting to find out about how the county council will manage cycle network within Gloucestershire. This document specifically includes policies on:

- Gloucestershire’s cycle network
- Asset Management
- Integrating new developments
- Safety, Awareness and Confidence
- Increasing levels of health and wellbeing

Contents Amendment Record

This report has been issued and amended as follows:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Revision</th>
<th>Description</th>
<th>Date</th>
<th>Signed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>1</td>
<td>Final document for adoption</td>
<td>01/06/16</td>
<td>BW</td>
</tr>
<tr>
<td>1.0</td>
<td>2</td>
<td>Including reference to JCS transport strategy</td>
<td>23/11/17</td>
<td>BW</td>
</tr>
</tbody>
</table>

November 2017 update

The JCS Transport Strategy and Transport Evidence Base has been issued by the JCS authorities and should be referred to alongside the LTP. It is referenced as ‘Main Modification 17’ (MM17) on the JCS website and can be viewed at: [https://jointcorestrategy.org/main-modifications-examination-document-library](https://jointcorestrategy.org/main-modifications-examination-document-library)
# Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle

## Contents

1.0  **Introduction** .................................................................................................................. 1

   - Figure A – Context of Cycle Policy Document as part of the LTP .................................. 1
   - Figure B – Expected outcomes from Cycling Policy Document ..................................... 2

2.0  **Summary of Evidence Base** .......................................................................................... 3

   - Figure C - Cycle to Work Levels across Gloucestershire (2011 Census) .................... 4
   - Figure D - Cycle to Work hotspots across Gloucestershire (2011 Census) .............. 4
   - Figure E - Financial benefits from increased cycling ....................................................... 6

3.0  **Gloucestershire’s cycle network** ................................................................................... 8

   - Figure F - Cycle Network – Cheltenham ........................................................................ 9
   - Figure G - Cycle Network – Gloucester .......................................................................... 10
   - Figure H – The Cycling Hierarchy of Provision ................................................................. 11

4.0  **Cycle Asset Management** ............................................................................................. 13

5.0  **Integrating new developments** ..................................................................................... 15

6.0  **Safety, Awareness and Confidence** .............................................................................. 17

7.0  **Increasing levels of health and wellbeing** .................................................................. 19

8.0  **Delivery priorities** .......................................................................................................... 22

   - Figure I – Countywide capital cycle project delivery priorities ................................... 23

9.0  **Review and Monitoring** ................................................................................................. 24

---

Figure J – Cycle related performance indicators........................................................................ 24

10.0 **Glossary of Terms** ......................................................................................................... 25

Appendix A - Policy Document Summary .................................................................................. 29
Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle

1.0 Introduction

1.1. Gloucestershire County Council’s Cycle Policy Document is one of six separate transport policy documents which together provide the context of local transport delivery within Gloucestershire. Figure A illustrates the context for this policy document in relation to the other documents included within the Local Transport Plan (LTP). The Overarching Strategy and Connecting Places Strategies contain the full list of Proposals for delivery, and these documents should be read in conjunction with this strategy.

1.2 People should be able to travel by a genuine choice of modes. This includes cycling which, due possibly to its low impact, simplicity and some misunderstanding about its role in the delivery of transport objectives, can be overlooked.

1.3 Cycling as a mode supports each of the over-arching economic, social, environmental and health objectives of LTP. Economic benefits can be achieved with high benefit: cost ratios as cycle schemes help meet cost savings through more efficient use of the highway network, and a cascade of knock-on health and economic benefits.

1.4 Increased resilience is also found in terms of health, access to services and needs and in more engaged communities, as well as through wide environmental benefits.

1.5 Figure B outlines the expected outcomes the Cycling Policy Document and linkages to the overarching LTP objectives.
## Objective

**Support sustainable economic growth**
- Gloucestershire is a place to do business and attract investment
- The transport network is reliable, fit for purpose and demonstrates value for money
- Increased journey time reliability
- A transport network resilient to extreme weather events
- A thriving tourist industry which benefits from ease of access to the county’s natural, built and historic environmental assets

**Enable community connectivity**
- Individuals benefit from economic prosperity and social benefits
- An integrated transport network which provides genuine transport choices
- A transport network which provides individuals with the confidence to consider all travel choices

**Conserve the environment**
- Reduced transport derived carbon emission
- A reduction in solo car use, and an increased uptake of sustainable transport modes (walking, cycling and public transport)
- Transport scheme are designed to reduce the adverse impact of transport on Gloucestershire’s high quality natural, built and historic environments

**Improve community health and well being**
- Less car trips resulting in fewer journey delays
- Increased number of walking and cycling trips
- Improved air quality
- A healthy more active population (addressing obesity and associated conditions)
2.0 Summary of Evidence Base

2.1 The 2011 Census records a greater percentage of cycle to work trips in Gloucestershire when compared to the national average in England as illustrated in Figure C. The share of cycle trips is particularly high in the Central Severn Vale and Tewkesbury Connecting Places Strategy (CPS) areas where more cycle infrastructure is available. Furthermore, some wards, for example Tewkesbury Newtown, exhibit high cycle to work trip levels (over 9%). Figure D illustrates the county’s cycling hotspots in red.

2.2 Most of the county’s population could reach key services, jobs and education by bike from the point of view of distance (up to 5km). Not only the larger towns but some of the smaller settlements, reducing physical or psychological barriers to encouraging greater numbers to consider cycling is fundamental to this policy document.

2.3 Gloucestershire is predominantly rural. Utility cycling (i.e. cycle trips with a purpose such as work or education) in most of the Cotswold and Forest of Dean CPS areas is likely to be a lower-density activity than in towns where populations are denser and destinations closer.

2.4 The focus of investment in cycling during the LTP period will be in the more developed areas and especially where new development is to be allocated through local development plans.

2.5 Nevertheless, utility trips between communities and from rural areas into urban centres contribute to LTP objectives.

2.6 In addition, recreational cycling can benefit Gloucestershire’s local economy especially in rural areas. Where practicable, opportunities will be taken to maximise the benefits of both utility and recreational cycling when delivering inter-urban measures such as elements of the National Cycle Network.
Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle

Figure C - Cycle to Work Levels across Gloucestershire (2011 Census)

Figure D - Cycle to Work hotspots across Gloucestershire (2011 Census)
2.7 National government pilot programmes have demonstrated that growth in cycling can be achieved through focused investment in both infrastructure and soft measures such as cycle-training. As an example, during the three-year Cycling Demonstration Towns programme\(^1\) cycling levels across the six towns within the trial showed an overall increase of 27% compared with their 2005 baselines\(^2\).

2.8 Given their inherent advantages of relatively flat, compact urban areas, Gloucester, Cheltenham and Tewkesbury may achieve similar levels of growth given sufficient support and funding (although it may be noted that they already exceed the cycling levels of some comparable towns). Tewkesbury benefited from the Department of Health ‘Healthy Towns Programme’ 2008-11. This provided an opportunity to link active travel and cycling to health targets, and it enabled soft measures (marketing and promotion) to support the cycle-friendly infrastructure in Tewkesbury and the high levels of cycling amongst travel to work and secondary school trips. This will impact positively on long term health in Tewkesbury. It will also contribute to the capacity of the local transport network to function well and accommodate increased transport demand generated by ambitious growth proposals through the Joint Core Strategy.

2.9 The study ‘Changing Travel Behaviour Scoping Exercise’ produced in 2013 as part of the Local Sustainable Transport Fund (LSTF) programme for Cheltenham and Gloucester identifies scope for increased cycling. In particular it highlights *educated suburban families* and *young urbanites without cars* as being those with the greatest propensity to change travel behaviour. Transport for London came to similar conclusions\(^3\). However, harder to reach groups\(^4\) should also be targeted. For example, those enjoying *comfortable maturity* show little interest in cycling, but are a group which can reap the greatest benefits in terms of health and independent living. Another important group is women; nationally, males are more likely to cycle to work than females (3.9% of male workers compared with 1.6% of female workers)\(^5\). Targeting those less inclined to cycle can be as valuable as encouraging those who are more willing to cycle, and can be a key determinant of significant mode shift towards cycling and ‘tipping points’ (where a modest rise in cycling levels suddenly gathers pace).

2.10 Another approach, advocated by Cycling England, concentrates activities around ‘hubs’ that in turn focus on the three Ps of *People, Place and Purpose*. A hub need not be physical place devoted to cycling; it might be

\(^1\) Valuing increased cycling in the Cycling Demonstration Towns DfT and Cycling England 2009  
\(^2\) Analysis and synthesis of evidence on the effects of investment in six Cycling Demonstration Towns DfT 2009  
\(^3\) Analysis of Cycling Potential TFL 2010 identifies the segments with the greatest propensity to cycle as being ‘Urban Living’ (young, professional city dwellers who travel more than average but have low levels of car ownership, driven by lifestyle choice rather than income), ‘High earning professionals’ and ‘Young couples with families’. Note, according to this study, young couples have little in common with the two other segments. This demonstrates the need to target interventions according to local needs.  
\(^4\) “Frequent cyclists are typically white, male, between 25 to 44 and on a higher than average income” – these groups, and people like them, still have a substantial potential for growth. But “much of the potential comes from women, ethnic minorities, younger and older people, and those on a lower income” TFL 2013  
\(^5\) 2011 Census Analysis – Cycling to Work
a programme that encourages cycling to school. The People are the students; the Place is their school; and the Purpose is health and more sustainable trips to school. Other hubs could comprise workplaces, public transport interchanges, health programmes, shopping centres etc. This is another way in which not only the easy wins will be captured but also those segments of the market that are more difficult to reach.

2.11 The benefits of cycling contribute to a reduced need for public expenditure directly, in terms of decongestion of the road network, and, indirectly, in terms of the costs to society of poor health due to sedentary lifestyles. This fundamentally supports not just transport demand management, but wider service demand management, especially in relation to social care. Cycling is key to preventative investment.

2.12 For public expenditure to deliver cost-effective services it has to demonstrate a positive benefit to cost ratio. Figure E summarises the financial benefits derived from cycling across England. Modest increases in cycling provide considerable savings for public expenditure (note; these figures do not consider the benefits of reduced obesity in children or of spend generated by cycle tourism).

2.13 Nearly 20% of Gloucestershire’s households do not have access to a car, and around a third of the population cannot or do not drive. The use of a cycle extends the radius in which people may look for work and access education and services, compared to walking. It helps reduce social exclusion and often within the groups experiencing the greatest isolation.

---

Figure E - Financial benefits (savings) gained from increased cycling (£ millions)

<table>
<thead>
<tr>
<th>Area of savings</th>
<th>20% increase in cycling (£ millions)</th>
<th>30% increase in cycling (£ millions)</th>
<th>50% increase in cycling (£ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premature death</td>
<td>£107</td>
<td>£160</td>
<td>£267</td>
</tr>
<tr>
<td>NHS costs (adult)</td>
<td>£52</td>
<td>£77</td>
<td>£129</td>
</tr>
<tr>
<td>Absence from work (adult)</td>
<td>£87</td>
<td>£130</td>
<td>£217</td>
</tr>
<tr>
<td>Pollution (all)</td>
<td>£71</td>
<td>£107</td>
<td>£178</td>
</tr>
<tr>
<td>Congestion (all)</td>
<td>£207</td>
<td>£310</td>
<td>£517</td>
</tr>
<tr>
<td>Totals</td>
<td>£523</td>
<td>£785</td>
<td>£1,308</td>
</tr>
</tbody>
</table>

2.14 It is also worthwhile to target potential cyclists at different life stages when new habits are formed. These stages include changing schools or jobs and moving house. Travel Plans that frame these junctures in people’s lives can aid changes in travel behaviour towards sustainable modes such as cycling.

---

6 Valuing the benefits of Cycling SQW for Cycling England 2007
The LTP consultation has revealed significant support for cycling in both urban and rural Gloucestershire. Key issues that have been emphasised include:

- Cycling is a very important mode in Gloucestershire for existing and potential cyclists as well as people who do not wish to cycle but understand its value to wider quality of life objectives.
- There is significant support for segregated cycling provision. This may be seen as controversial as the presumption is in favour of providing for cyclists on carriageway with other traffic unless traffic volumes and speeds preclude this\(^7\). However, in the light of this response there needs to be closer consideration of the role of segregated cycling facilities, particularly in the vicinity of schools, colleges and land uses which may generate a high cycle trip demand.
- Respondents also want to see more integration between cycling and other modes to allow journey versatility and easier door-to-door ‘seamless trips’. This may be achieved through better attention to mode integration opportunities at transport hubs such as railway stations and local park and ride facilities, and encouraging bike carriage on buses and trains.
- In rural areas there is significant potential for leisure and tourism cycling to benefit the local economy whilst having important spin off benefits for some utility travel between the smaller settlements.

\(^7\) DfT Local Transport Note no. 2/08
3.0 Gloucestershire’s cycle network

3.1 Introduction

3.1.1 Cyclists are highway users and, when on the carriageway, they are traffic. It is important to recognise that the whole of the highway network, outside of parts of the Strategic Road Network managed by Highways England, is the cycle network. The reality however, is that some roads, junctions or roundabouts create barriers to cycling movement and deter higher levels of cycling. It is for this reason that the LTP seeks to create an established cycling network – not because cyclists should be confined to a network – but so that cycling movement can be enabled and promoted on all key desire lines, and especially where cycling is inhibited on the main transport movement corridors.

3.1.2 In Cheltenham and Gloucester the networks are shown in Figures F and G. These illustrate key cycle routes and corridors which are, in reality, set within a dense web of connector routes.

3.1.3 Barriers to higher levels of cycling can be varied and complex; they may reflect physical barriers on the network or factors around safety, navigability or signing (for example). To understand this better the county council completed the ‘Barriers to Cycling Study’ (2014/15) identifying barriers across urban and some parts of the rural areas. This captured insights from local cyclists and culminated in a list of prioritised infrastructure investments on six corridors.

3.1.4 The cycling corridors which have emerged through the Barriers to Cycling Study as the top six priorities in Gloucestershire are:

- Cheltenham: Centre to A40 east and to A435 south corridor
- Lydney: central area barriers
- Stroud: central area barriers
- Tewkesbury - A38/A438 junction to A38 south corridor to east of town
- Gloucester: Outer ring road network linking Walls roundabout to Cole Avenue
- Cirencester: A429 (south west) corridor and A417 (east corridor)

3.1.5 In addition, the county council will be working with Highways England to secure improvements on parts of the Strategic Road Network. External funding will also be sought for additional schemes such as the Bishop’s Cleeve to Cheltenham cycle route and improvements to the Cainscross roundabout in Stroud. Other cycle schemes will be brought forward during the LTP plan period, as more priorities are agreed and opportunities arise through development or through the availability of funding for cycle infrastructure.
Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle

Figure F - Cycle Network – Cheltenham
Figure G - Cycle Network – Gloucester

Legend
Cycling Infrastructure
- Cycle Lane
- Cycle Path

Road Network
Suitable Cycling Ability
- 5 = Busy Road (experienced cyclists)
- 4
- 3
- 2
- 1 = Quiet Roads (No experience required)
3.1.6 The Barriers to Cycling Study also revealed support for segregated (off-carriageway) cycling provision\(^8\), and provision for cyclists in rural areas. The information has framed cycle network priorities (the key corridors). It has helped reveal which strategic gaps should be addressed in order to create an effective cycle network.

3.1.7 In providing new or upgraded cycle infrastructure there is a wide range of approaches which will reflect site/ route specific conditions and opportunities. The Cycling ‘Hierarchy of Provision’\(^9\) advises that cyclists, as traffic, should first and foremost be on the highway and that means of slowing or reducing motorised flows should be considered before cyclists are directed to use on or off carriageway facilities (Figure H). However, consultation responses reveal a high level of support for high quality shared use facilities where they confer real advantage to the cyclists (as well as removing them from roads shared with motorised traffic). There may be a need for a dual network and particularly in the vicinity of schools, colleges, major employment sites and population centres. This appears to be a major factor in Tewkesbury town where cyclists can use both carriageway and segregated facilities for continuous and connected lengths of route.

---

\(^8\) lack of off-road infrastructure was cited as the most prevalent barrier to cycling’ p.9 Barriers to Cycling Summary report  
\(^9\) DfT Local Transport Note 2/08
3.2 Policy LTP PD 2.1 Gloucestershire’s Cycle Network

**LTP PD 2.1 – Gloucestershire’s Cycle Network**

GCC will deliver a functioning cycle network by improving cycle linkages and safeguard quiet highway connections by working with delivery partners, other agencies, and community stakeholders to identify and remove barriers (physical or psychological) to cycling.

GCC will do this by implementing the following policy proposals:

- To improve cycle linkages between and within settlements throughout Gloucestershire by working with delivery partners, other agencies, the community and stakeholders to remove barriers to cycling and consolidate the network.
- To focus investment in cycling in more developed areas and especially where new development is planned.
- To recognise the role and function of the existing quiet lane network and seek to expand this where possible to provide safe cycle linkages.
- To ensure developers assess the needs of all pedestrians and cyclists within their development design and any improvements associated with the development. All cycle infrastructure provided within the county will be in accordance with Manual for Gloucestershire Streets (MfGS) and Cycle Facility Guidelines.
- To ensure all schemes on the local highway network will be subject to appropriate context reports and audits (including Road Safety, Non-Motorised Users, Walking, Cycling and Quality Audits) before design approval.
- To support the development and promotion of the leisure cycle network, and Public Rights of Way Network to encourage greater use linking centre of population.
- To work in partnership with communities in identifying local transport needs and solutions (through e.g. Parish and Neighbourhood Plans).
- To work with district / borough councils to ensure that new development is well connected to the existing transport network.

3.3 Policy Outcomes

3.3.1 This policy will act to improve the cycle network as opportunities arise; as safety requirements indicate a need; and as barriers to more cycle movement are identified and addressed. A cycle route needs to be coherent, safe, pleasant and direct if it is to be well used and cost effective to provide. Therefore the approach of demand management and the consideration of cycle corridors will help achieve this.

3.3.2 The implementation of this policy will focus on increasing the capacity of the highway network to accommodate future and projected travel demand through enabling and promoting mode shift away from the private car for solo trips to other modes such as cycling. The focus on transport demand management as a first principle will lead to cost efficiencies and a continued recognition of the value of cycling in a free-moving transport network. GCC will work with all transport providers to provide a reliable and efficient network that connects communities, employment and services with minimal congestion and competitive journey times. A key policy outcome will be greater connectivity within...
and between communities at reduced social and economic cost, including improved access to schools and employers.

3.3.3 The priorities for maintaining a functioning cycle network cycle access improvements have been prioritised at the following locations:

- London Road and Cirencester Road corridors, Cheltenham
- Lydney Town centre and access to Railway Station
- Stroud Town Centre
- Ashchurch Road corridor, Tewkesbury
- Outer ring road corridor, Gloucester
- Tetbury Road and London Road corridors, Cirencester
- A40 corridor between Cheltenham and Gloucester

4.0 Cycle Asset Management

4.1 Introduction

4.1.1 The maintenance of the carriageway and segregated cycle routes contributes significantly to cycle safety. Cyclists are disproportionately affected by debris in the gutters, where they may need to take up their road position, and the prevalence of potholes which can present serious safety risks. Similarly, issues of standing water and surfacing materials will all impact directly on cyclists. Not only are cyclists interested in the maintenance of the highway asset, they will be affected by the Maintenance Schedule that is applied to the main, secondary and tertiary transport networks.

4.1.2 A challenge in maintaining the cycle network explicitly in Gloucestershire has been that the cycle network comprises almost all of the carriageway, some shared use footway and bridleways. It would not be meaningful to develop a Transport Asset Management Plan (TAMP) strategy which set out to maintain the parts of the network which comprised bespoke cycle infrastructure only or as a priority (although these do need to be maintained and footway and cycle track lifecycle planning needs to be considered). Some of the best and most frequently used cycle routes or corridors do not include much if any cycle infrastructure. This is because they already offer quiet, direct, cycle-friendly conditions through what is sometimes called ‘invisible infrastructure’ or simply through traffic-restricted side streets.

4.1.3 Tewkesbury Newtown exhibits high levels of cycle to work trips. Yet it also experiences high traffic flows and the severing effects of the M5 motorway and the railway line. The busier roads have bespoke cycle infrastructure. The quieter roads do not but their ‘quiet connectivity’ needs to be preserved. New development should add to this connectivity and not exacerbate severance. Bespoke cycle infrastructure is only evident with heavily trafficked roads or as a segregated traffic-free cut through. Most cycle routes are through ordinary streets.
4.2 Policy LTP PD 2.2 Cycle Asset Management

LTP PD 2.2 Cycle Asset Management

GCC will manage cycle infrastructure in line with the Transport Asset Management Plan (TAMP), the Highways Maintenance Handbook and other guidance or policies such as the updated Gloucestershire Highways Biodiversity Guidance (2015).

GCC will do this by implementing the following policy proposals:

- To work with GCC’s Highways Maintenance supplier to deliver the works and services outlined in the Transport Asset Management Plan while ensuring levels of service meets customer expectations
- To ensure that street works undertaken on the local network by third parties are completed to a high standard minimising congestion and that the quality of such works is monitored, with the third parties being required to take corrective action as necessary
- To manage the street lighting network to minimise environmental impact without compromising on road safety and personal security;
- To review the provision of street furniture and signing as part of the design process for all maintenance and improvement schemes to ensure that street clutter is minimised
- To continue to deliver the GCC ‘Highways Local Initiative’ where local members (county councillors) can prioritise the delivery of highway services
- To ensure promoters of new transport schemes comply with the Enhanced Materials Policy (MFGS) whereby appropriate materials are specified and the full costs of implementation and future maintenance are factored into the scheme budget
- To regularly review the winter maintenance and vegetation clearance procedures and policies and in line with the Gloucestershire Highways Biodiversity Guidance (2015) or subsequent guidance
- To work with partners to maximise investment in the county’s cycle network as funding opportunities arise. This will include working in partnership with, the Local Enterprise Partnership, district / borough councils, Parish and Town Councils, developers, Sustains, Highways England, and Department for Transport

4.3 Expected policy outcomes

4.3.1 The implementation of this policy will result in well maintained infrastructure which offers significant and sometimes disproportionate benefit to cyclists. The above policies ensure that the factors affecting cyclist comfort and safety are addressed through LTP policy and the TAMP.

4.3.2 The priorities for maintaining a functioning cycle network cycle access improvements will be prioritised in line GCC’s highway maintenance programme.
5.0 Integrating new developments

5.1 Introduction

5.1.1 Development patterns that reduce the need to travel long distances and encourage walking and cycling as part of the door to door journey are an essential element of sustainable development. The location and nature of all new development, commercial and residential, has a major bearing on both the need to travel and how people choose to travel.

5.1.2 New development provides an excellent opportunity to create better cycling opportunities and travel practices by ensuring that issues of severance and connectivity are addressed and the local cycle network benefits. The re-development of strategic sites close to urban centres offers unique opportunities for the encouragement of cycling through the provision of convenient access routes, unlocking corridors; increasing permeability; and freeing up cycling movement through focussing on connectivity and fine grain development layouts. ‘When existing streets are being redesigned ... There is a need to identify opportunities to repair incomplete or poor quality connections’. [MfS1 para. 3.6.4].

5.1.3 Distance is a major factor in deciding how to make a journey. The longer the perceived or actual trip length the less likely it is that cycling or walking will be chosen over the car. Therefore, one way of providing a ‘walking and cycling advantage’ is to increase permeability by allowing cyclists and pedestrians to use routes not permitted for motorised vehicles. Journey times may be significantly reduced by opening up ‘cut-throughs’ from one road to another or by providing paths across green spaces. These small schemes provide good value for money, giving significant gain for comparatively little investment. New development can help fund or strengthen these linkages.

5.1.4 ‘Invisible infrastructure’ is a term applied to infrastructure and measures which are not cycle-specific but which contribute to the creation of a cycle-friendly road environment. These include:

- Land-use and development policies that reduce the need to travel and decrease reliance on private car use
- Vehicle restricted areas/road pricing/congestion charging to discourage traffic from using roads within the central areas of towns and cities
- The management of car parking through cost and availability, workplace parking charges and residents’ parking
- Traffic management and calming measures including vehicle exclusion, home zones, area wide 20 mph zones
- Public transport policies, infrastructure and services that create a viable alternative to car use and facilitate multi-modal journeys such as bike and rail
- Workplace and school travel plans
- Individualised travel marketing
- The introduction of innovative treatments such as ‘Shared Space’ urban areas

---

10 Manual for Streets (1 & 2) DfT 2010

11 Design Portfolio Cycling England
Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle

- The informal cycle network of quiet routes and ‘cut throughs’ which are valued by a local community but which may have no ascribed cycle specific infrastructure or cycle route status

5.1.5 Part of this picture includes mitigating the transport impact of cumulative growth in traffic volumes or ‘rat running’. This can erode the qualities of some informal routes used by pedestrians and cyclists over months and years, so that highly valued undesignated routes simply disappear. As a result, more people resort to the car and it can be too late to offset the trend without building expensive dedicated cycle facilities.

5.1.6 If direct, quiet links through and between places, are identified and safeguarded through a range of locally applicable measures, non-motorised trip rates may be increased without the provision of extensive cycle-specific infrastructure.

5.2 Policy LTP PD 2.3 Integration with New Developments

<table>
<thead>
<tr>
<th>LTP PD 2.3 Integration with new developments</th>
</tr>
</thead>
<tbody>
<tr>
<td>GCC will liaise with Local Planning Authorities and developers to ensure connectivity between new developments and existing infrastructure and to ensure that realistic opportunities for travel choice are taken up within and between new developments.</td>
</tr>
</tbody>
</table>

GCC will do this by implementing the following policy proposals:

- To require that developers ensure that transport infrastructure is provided to mitigate the impact of proposed development on the highway and transport networks and that opportunities for sustainable travel have been taken up by any development that generates significant vehicle movements
- That all schemes on the local highway network are subject to appropriate Context Reports and Audits (including Road Safety, Non-Motorised Users, Walking, Cycling and Quality Audits) before design approval
- That developments identify, protect and exploit opportunities for sustainable transport mode use and are based on design principles which encourage travel by walking, cycling and public transport
- That developers consider the likely mix of street users and activities with reference to the Manual for Gloucestershire Streets
- To use Personalised Travel Planning (PTP) as part of the toolkit of measures for delivering smarter travel choices, where appropriate, in new and existing residential developments
- To identify and safeguard existing and potential quiet highway routes and connections, within and between settlements, where walking and cycling are to be promoted, hence supporting community connectivity and permeability.

5.3 Expected policy outcomes

5.3.1 The outcome of this policy will be a fit for purpose cycle network which optimises the opportunities available and benefits from a fuller understanding of what may constitute a coherent cycle network; one that does not necessarily resort to heavily engineered or designed infrastructure (unless necessary) but which recognises, safeguards and reinforces the qualities of quiet, direct, unimpeded access.
5.3.2 The cycle priorities linking proposed developments with existing networks include:

- Access improvements using disused railway bridge on Northway Lane, Ashchurch
- Access improvements over M5 linking Ashchurch and Tewkesbury
- Access improvements Cheltenham to Bishop’s Cleeve corridor
- Access improvements for planned Cheltenham and Gloucester urban extensions
- Highway improvement for Cainscross roundabout incorporating cycle access improvement, Stroud
- Access improvements for Lydney railway station
- Access improvements between South Cerney and Cirencester

6.0 Safety, Awareness and Confidence

6.1 Introduction

6.1.1 Cyclists may use the public highway, designated shared use paths and bridleways. However, due to perceptions, habits and genuine concerns many people are deterred from cycling.

6.1.2 Roughly half the households in England own bicycles but a much smaller number use them with less than 2% (nationally) and 4.5% (in Gloucestershire) cycling to work. If cycling is to be seen as a credible alternative to other modes, an increase in awareness is needed alongside physical infrastructure improvements. The Marketing Cycling Handbook makes this point well: “It’s easy to think of persuasive arguments in favour of cycling. The challenge is communicating them effectively to the people who are most likely to try it for themselves. That means thinking, and taking action, at a local level”.

6.1.3 There is a groundswell of evidence which shows that marketing and promotion (smarter measures) increase levels of cycling. The LTP aims to increase the mode share of cycling with carefully targeted marketing and promotion. This will be delivered by implementing the policies identified in the LTP Thinktravel Policy Document (LTP – PD6) which includes taking forward the successful marketing campaigns developed most recently in Gloucestershire through the Local Sustainable Transport Funded (LSTF) Programme.

6.1.4 This is not to say that people’s safety concerns are not legitimate. People who already cycle, or who are contemplating cycling for some of their trips, need to both feel safe and be safe. This can be supported through direct cycle and driver training and promotional material which emphasises behaviours and actions to safeguard safety.

6.1.5 Evidence indicates that there is safety in numbers; the more cyclists are present on the network the more motorists anticipate them and adjust speeds. Cycling casualties today are around a third less than the 1994-98 average and there are more people cycling, an increase of more than 10% from 2007-2008. If a cyclist is trained and behaves assertively their

---

12 National Census 2011
13 Bike for All DfT 2004
6.1.6 Children generally want to cycle. They are known to prefer to walk and cycle to school than be driven by their parents. Studies have shown that nationally only 2% cycle to school whilst 50% would like to. It is estimated that by 2050, 70% of children will be obese. Encouraging active travel by cycling to school is a key to tackling this challenge.

6.1.7 Training school children to cycle enable them to gain personal mobility and independence, supporting physical and mental health and their social skills. It helps embed cycling as ‘normal’ behaviour in later life.

6.1.8 Adults too can benefit from cycle training; offering suitable training is essential to encouraging employees to cycle to work and a key element of an organisation’s travel plan.

6.1.9 The Road Safety Partnership cycle training schemes are available to all primary and secondary schools in the county. They can also be directly booked for any adults or children. Training is provided to the national Bikeability standard.

---

15 Nearly half of children surveyed by Sustrans in 2010 wanted to cycle to school but only 4% were allowed to.
16 Bike It review Sustrans 2010
17 Making Children Healthier Through Walking Mackett, P. 2004

---
To recommend the use of designated cycle routes which provide attractive and safe alternatives to those routes carrying high motorised traffic flows and/or experience speeds which cannot be satisfactorily reduced;

To ensure children, young people and adults are equipped with knowledge, skills and training to be more confident cyclists;

To implement Government guidance and advice on the national speed limit to inform future decisions on speed limits in Gloucestershire;

To support communities to deliver local speed campaigns through the Safer Community Teams;

• To introduce 20mph zones in accordance with the current national guidelines and priority lists being developed by the Road Safety Partnership.

6.3 Expected policy outcomes

6.3.1 The outcome of this policy will be to identify and implement the factors that improve cycle safety, ranging from the design of hard infrastructure to its multi-modal use. The use of training, promotions, and information will make people more able to improve their cycling (and driving) skills whilst making an informed choice about risk.

6.3.2 The cycle priorities for improving cycle safety include:

- Bikeability in schools
- Workplace Travel Plans
- Station Travel Plans
- Personalised Travel Plans for new developments
- Thinktravel branding

7.0 Increasing levels of health and wellbeing

7.1 Introduction

7.1.1 The most significant effect from transport on human health is its influence on physical activity. In the UK there has been a general upward trend in car ownership since the 1960s. This is indicative of a sedentary lifestyle.

7.1.2 The effect of switching from active modes of travel (walking and cycling) to the use of the private car is now regarded by health professionals as the major health impact of current transport policy and behaviour. Early deaths from heart disease and stroke and cancer are greater in Gloucestershire than numbers of people affected by road injuries and deaths. Adults who are physically active have 20-30% reduced risk of premature death and up to 50% reduced risk of developing the major chronic diseases such as coronary heart disease, stroke, diabetes and cancers.

7.1.3 Part of the challenge is associated with the way in which heavy traffic volumes and speeds suppress higher levels of cycling (and walking). This can also lead to less play and social and community activity in public space. Levels of cycling are an important barometer of the wider health of communities.

7.1.4 Improving public health is important in terms of achieving long-term future savings on health care. Promoting the health of the community through encouraging active travel is a key element of the county council’s responsibilities under the Health and Social Care Act 2012. Gloucestershire’s Health and Wellbeing Strategy identifies the following
opportunities for transport to play a significant role in securing this objective by:

- Improving access to income, employment, housing, education, services, amenities, facilities and social networks crucial to maintaining a healthy vibrant and cohesive community
- Influencing the quality of the urban environment (air quality, noise, severance and risk of collision) with social, mental and physical health outcomes
- Influencing lifestyle and behaviour with opportunities to prevent many of the UK’s key economic, social, mental and physical health issues (and associated care costs)

7.1.5 These objectives are aligned with the LTP; prevention rather than cure is a key aim of the council’s health and social care service provision and this links closely with transport demand management. Cycling can support health, cut the costs of providing transport provision and help achieve significant long-term financial savings. In addition, it is worth noting that “The benefits of cycling do not stop at improvements in the individual’s physical and mental health but also extend to benefits to wider public health by reducing the adverse impacts associated with motor traffic”\textsuperscript{18}.

7.1.6 The combining of health and transport delivery has been tested in Gloucestershire most evidently during the delivery of the Tewkesbury Healthy Towns (Count Me In) Programme between 2008 and 2011. A key learning outcome was the degree to which these two sectors can share project ambitions and especially where funding can be combined.

\textsuperscript{18} Cycling and Health – What’s the evidence? DfT & Cycling England 2007

“The proportion of people cycling in the Cycling Demonstration Towns increased between 2006 and 2009. We estimate the economic value of the reduced mortality associated with this increase to be in the region of £4.5 million per year. Over ten years, if these new cyclists continued to cycle regularly, the value of reduced mortality would amount to £45 million. For each £1 invested, the value of decreased mortality is £2.59.

A benefit to cost ratio of this magnitude is classed as ‘high’ by DfT. Including other benefits (such as morbidity; absenteeism; congestion; pollution) would be likely to increase this value.”

Valuing increased cycling in the Cycling Demonstration Towns DfT & Cycling England 2009

7.2 Policy LTP PD 2.5 Increasing levels of health and wellbeing

LTP PD 2.5 Increasing levels of health and wellbeing

GCC will work with partners to encourage levels of physical activity by encouraging greater numbers of people to walk and cycle short distance trips and to enable children to enjoy more independent, physically active lifestyles.

GCC will do this by implementing the following policy proposals:

- To reduce both actual and perceived risk to personal safety. The choice to walk and cycle is strongly influenced by perception and experience of available infrastructure, aesthetics and safety
- To ensure walking and cycling routes are safe and form a continuous accessible network accessing town centres, residential areas, employment areas, and routes to schools
- To recommend the use of designated cycle routes which provide safe and attractive alternatives to some roads carrying high motorised flows and/or speeds
- To encourage developers to include both informal and formal playable space in new development and engage children in the design process. Streets should be where children feel safe to play, walk and cycle
- To identify partnerships where transport and health outcomes and resources can be aligned to attain cross-sector health benefits and cost savings

7.3 Expected policy outcomes

7.3.1 During the LTP delivery period this policy will encourage joint working with partners and developers to identify and exploit opportunities for shared joint objectives to be met through the transport, health and planning authorities.

7.3.2 The cycle priorities for improving health and wellbeing include:

- London Road and Cirencester Road corridors, Cheltenham
- Lydney Town centre and access to Railway Station
- Stroud Town Centre
- Ashchurch Road corridor, Tewkesbury
- Outer ring road corridor, Gloucester
- Tetbury Road and London Road corridors, Cirencester
- A40 corridor between Cheltenham and Gloucester
- Access improvement for Cam and Dursley Greenway to Railway Station
- Access improvement for Cam and Dursley Greenway to Uley
- Access improvements to national cycle route 45, Stroud
- Access improvements for Cotswold Water Park, Fairford
- Access improvement - reuse of old railway line between Tetbury and Kemble
- Access improvement between Eastington and Nailsworth
8.0 Delivery priorities

8.1 Gloucestershire’s vision for transport is to deliver:

‘A resilient transport network that enables sustainable economic growth by providing door to door travel choices’

8.2 To address the issues raised during our conversation with local stakeholders and support the delivery of the outcomes identified in the LTP Overarching Strategy, a range of scheme priorities have been identified.

8.3 The scheme appraisal process used to inform these priorities is based on the same process promoted through the European Union project Boosting Urban Mobility Plans (BUMP).

8.4 Every scheme identified has been included on the basis of compliance with delivering the LTP outcomes and does not reflect a commitment by the county council for funding.

8.5 They will provide the basis for future funding bids, as opportunities arise, and discussions with third parties where funding may be provided such as by transport operators, providers and developers.

8.6 Initiatives have been divided into two delivery phases:

- Short-term 2015 to 2021
- Long-term 2021 to 2031

8.7 The delivery phases are indicative only and schemes may be delivered in a different phase to that suggested here.

8.8 The scheme list identified in Figure 1 will be updated during the lifetime of the LTP as new evidence emerges. The schemes identified should therefore not be considered a definitive list as it will be subject to periodic reviews.
Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle

Figure I – Countywide capital cycle project delivery priorities (2015 to 2031)

<table>
<thead>
<tr>
<th>Countywide short term capital projects delivery priorities (2015 to 2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Access improvements for London Rd and Cirencester Rd, Cheltenham</td>
</tr>
<tr>
<td>• Access improvements linking Honeybourne Line to A40, Cheltenham</td>
</tr>
<tr>
<td>• Access improvements for outer ring road corridor, Gloucester</td>
</tr>
<tr>
<td>• Access improvements to Lydney railway station, Gloucester</td>
</tr>
<tr>
<td>• Access improvements for Lydney Town centre, Gloucester</td>
</tr>
<tr>
<td>• Access improvements for Tetbury Road and London Road corridors, Cirencester</td>
</tr>
<tr>
<td>• Access improvements for Stroud Town Centre, Gloucester</td>
</tr>
<tr>
<td>• Access improvements for Ashchurch Road corridor, Tewkesbury</td>
</tr>
<tr>
<td>• Pedestrian and cycle access improvements using disused railway bridge on Northway Lane, Ashchurch</td>
</tr>
<tr>
<td>• Cycle infrastructure improvements (countywide)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Countywide long term capital projects delivery priorities (2021 to 2031)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Access improvement reuse of old railway line between Tetbury and Kemble</td>
</tr>
<tr>
<td>• Access improvements between Eastington and Nailsworth</td>
</tr>
<tr>
<td>• Access improvements between Lydney and Parkend, Lydney</td>
</tr>
<tr>
<td>• Access improvements between South Cerney and Cirencester</td>
</tr>
<tr>
<td>• Access improvements for A40 corridor between Cheltenham and Gloucester</td>
</tr>
<tr>
<td>• Access improvements for Cam and Dursley Greenway to Railway Station</td>
</tr>
<tr>
<td>• Access improvements for Cam and Dursley Greenway to Uley</td>
</tr>
<tr>
<td>• Access improvements for Cheltenham to Bishop’s Cleeve corridor</td>
</tr>
<tr>
<td>• Access improvements for Cotswold Water Park, Fairford</td>
</tr>
</tbody>
</table>

- Access improvements linking Cirencester to Kemble Railway Station
- Access improvements over MS linking Ashchurch and Tewkesbury
- Access improvements to Gloucester & Sharpness Canal towpath, Gloucester
- Access improvements to national cycle route 45, Stroud
- Access improvements for Cainscross roundabout, Stroud
- Access improvement Multi-Use Track – A417 between Fairford and Lechlade-on-Thames
- Access improvement Multi-Use Track - B4008 between Little Haresfield and Stonehouse
- Cycle infrastructure improvements (countywide)

The identification of priorities does not reflect a commitment by the county council for funding.
9.0 Review and Monitoring

9.1 Whilst the preparation and publication of LTP is a statutory responsibility of the county council, every member of the Gloucestershire community uses the transport system and therefore has a stake in the way it is managed.

9.2 It is intended that the LTP will be a living document, and will therefore be updated and amended as necessary to reflect changes in policy, funding or implementation at a local and national level.

9.3 Updates to this policy document will be agreed through discussions with the Lead Cabinet Member with responsibility for Transport Policy. Where significant changes are required approval will be sought from the county council’s Cabinet.

9.4 At officer level, the LTP will be overseen by the LTP Management Board, comprising those Managers responsible for the delivery of the individual strands of LTP strategy.

9.5 An Annual Implementation Report will be produced including performance against indicators, any changes in policies and details of scheme delivery.

9.6 Figure J outlines the performance indicators used to assess the impacts of this Cycle Policy Document.

---

**Figure J – Cycle related performance indicators**

<table>
<thead>
<tr>
<th>LTP PI</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LTP PI-5</td>
<td>Maintain the percentage of non-principal classified road network where maintenance should be considered at or below 9%</td>
</tr>
<tr>
<td>LTP PI-6</td>
<td>Maintain the percentage of unclassified road network where maintenance should be considered at or below 18%</td>
</tr>
<tr>
<td>LTP PI-8</td>
<td>To increase cycle use within the county by 50% from 2015 to 2031</td>
</tr>
<tr>
<td>LTP PI-13</td>
<td>To reduce the annual mean concentration level of transport derived NO₂ at each of the county’s Air Quality Management Areas</td>
</tr>
<tr>
<td>LTP PI-14</td>
<td>To reduce per capita transport carbon emissions, in order to contribute to achieving the government’s climate change commitments as part of COP21</td>
</tr>
</tbody>
</table>
### 10.0 Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Travel</td>
<td>All trips where cycling and walking are the main modes of transport</td>
</tr>
<tr>
<td>AONB</td>
<td>Area of Outstanding Natural Beauty</td>
</tr>
<tr>
<td>AONB</td>
<td>A national designation for conservation due to the significance of the landscape.</td>
</tr>
<tr>
<td>AQMA</td>
<td>Air Quality Management Area</td>
</tr>
<tr>
<td>AQMA</td>
<td>An area where air quality does not meet nationally set thresholds, and is positively managed to bring it within thresholds.</td>
</tr>
<tr>
<td>Bikeability</td>
<td>Modern cycle training programme delivered across 3 levels to children and adults</td>
</tr>
<tr>
<td>BUMP</td>
<td>Boosting Urban Mobility Plans</td>
</tr>
<tr>
<td>BUMP</td>
<td>A European-wide initiative which supports local authorities in enabling people to travel safely, affordably, and in ways that cause minimal environmental harm and promote healthy living.</td>
</tr>
<tr>
<td>Bus Advantage</td>
<td>Infrastructure or traffic management which prioritises bus movement over that of other traffic.</td>
</tr>
<tr>
<td>Census</td>
<td>Every ten years the government census gives a snapshot of the nation helping plan and provide infrastructure and services.</td>
</tr>
<tr>
<td>Chamber of Commerce</td>
<td>A local association to promote and protect the interests of the business community in a particular place.</td>
</tr>
<tr>
<td>CIL</td>
<td>Community Infrastructure Levy</td>
</tr>
<tr>
<td>CIL</td>
<td>A planning charge, introduced by the Planning Act 2008, as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.</td>
</tr>
<tr>
<td>CMP</td>
<td>Construction Management Plans</td>
</tr>
<tr>
<td>CMP</td>
<td>A legal requirement, which must address issues such as health, safety, traffic management, environmental and amenity issues relating to the construction of a site and the adjoining community.</td>
</tr>
<tr>
<td>CPS</td>
<td>Connecting Places Strategy</td>
</tr>
<tr>
<td>CPS</td>
<td>Areas within Gloucestershire identified within LTP3 through their distinctive transport characteristics; opportunities and constraints.</td>
</tr>
<tr>
<td>Crossrail</td>
<td>Crossrail refers to a major infrastructure (stations, tunnels and track) project to improve rail travel to and across London.</td>
</tr>
<tr>
<td>DFT</td>
<td>Department for Transport</td>
</tr>
<tr>
<td>DFT</td>
<td>Department for Transport is the government department responsible for the English transport network. The department is run by the Secretary of State for Transport.</td>
</tr>
<tr>
<td>Dynamic loop</td>
<td>Track mechanism allowing two trains to pass each other without stopping</td>
</tr>
<tr>
<td>Fastershire Broadband Strategy</td>
<td>A programme to deliver faster broadband across Gloucestershire and Herefordshire by 2018.</td>
</tr>
<tr>
<td>Freight Gateway management</td>
<td>On-line mapping portal to ensure HGVs are guided to the safest most appropriate routes and facilities.</td>
</tr>
<tr>
<td>Freight Route</td>
<td>Advisory routes for Heavy Goods Vehicles</td>
</tr>
<tr>
<td>GFirst LEP</td>
<td>GFirst (Gloucestershire First) Local Economic Partnership. Drives sustainable economic growth in the county to create jobs and business opportunities.</td>
</tr>
<tr>
<td>Gloucester Central Transport Hub</td>
<td>One of the approved transport schemes comprising a new state of the art bus station which will integrate various modes of transport including bus, rail, walking and cycling in a city centre location.</td>
</tr>
<tr>
<td>Great Western Cities</td>
<td>Initiative launched jointly in February 2015 by the cities of Bristol, Cardiff and Newport to improve cooperation across the area as a city region, and to develop economic and environmental partnerships.</td>
</tr>
<tr>
<td>GRIP</td>
<td>Governance for Railway Investment Projects</td>
</tr>
<tr>
<td>GRIP</td>
<td>This advises how Network Rail manages and controls projects that enhance or renew the national rail network. It covers the project process from inception through to the post-implementation realisation of benefits.</td>
</tr>
<tr>
<td>Growth Deal</td>
<td>Agreement between GFirst (LEP) and Government to secure the Growth</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Growth Fund</td>
<td>Growth Fund £78.5 million awarded to Gloucestershire in July 2014 by the Department for Business, Innovation and Skills (BIS) for economic development.</td>
</tr>
<tr>
<td>Growth Zones</td>
<td>Identified areas which will receive lighter-touch planning regulations on brownfield sites to encourage the building of new housing in Gloucester and new employment opportunities on the M5 corridor (J.9 and 10).</td>
</tr>
<tr>
<td>GVA</td>
<td>Gross Value Added</td>
</tr>
<tr>
<td>Hard Measures</td>
<td>Hard measures most commonly involve physical changes, such as improvements to infrastructure.</td>
</tr>
<tr>
<td>Headline Indicators</td>
<td>Transport headline indicators provide simple and clear information to decision-makers and the general public about progress in transport policy and the key factors determining its delivery.</td>
</tr>
<tr>
<td>HGV</td>
<td>Heavy Goods Vehicle</td>
</tr>
<tr>
<td>Highways</td>
<td>Within the LTP the term ‘Highways’ refers to the following assets:</td>
</tr>
<tr>
<td></td>
<td>Carriageways - Principal, Classified, Unclassified</td>
</tr>
<tr>
<td></td>
<td>Footways / Cycle tracks - Footways, Pedestrian Areas, Footpaths, Cycle tracks</td>
</tr>
<tr>
<td></td>
<td>Structures - Bridges, Culverts, Footbridges, Retaining Walls</td>
</tr>
<tr>
<td></td>
<td>Highway lighting - lighting Columns/Units, Heritage Columns, Illuminated Bollards, Illuminated Traffic</td>
</tr>
<tr>
<td></td>
<td>Street Furniture - Non-illuminated Traffic Signs, Safety Fences, Non-illuminated Bollards, Pedestrian Barriers, Other Fencing/Barriers, Bus Shelters, Grit Bins, Cattle Grids, Trees, Verge Marker Posts</td>
</tr>
<tr>
<td></td>
<td>Drainage Systems - Gullies, Balancing Ponds, Catchpits, Counterfort</td>
</tr>
</tbody>
</table>

**Growth Fund**

Growth Fund £78.5 million awarded to Gloucestershire in July 2014 by the Department for Business, Innovation and Skills (BIS) for economic development.

**Growth Zones**

Identified areas which will receive lighter-touch planning regulations on brownfield sites to encourage the building of new housing in Gloucester and new employment opportunities on the M5 corridor (J.9 and 10).

**GVA**

Gross Value Added

A measurement of the contribution to the economy of each individual producer, industry or sector in the United Kingdom.

**Hard Measures**

Hard measures most commonly involve physical changes, such as improvements to infrastructure.

**Headline Indicators**

Transport headline indicators provide simple and clear information to decision-makers and the general public about progress in transport policy and the key factors determining its delivery.

**HGV**

Heavy Goods Vehicle

A road vehicle primarily suited for the carriage of goods or burden of any kind and designed/adapted to have a maximum weight exceeding 3,500 kilograms when in normal laden use.

**Highways**

Within the LTP the term ‘Highways’ refers to the following assets:

- Carriageways - Principal, Classified, Unclassified
- Footways / Cycle tracks - Footways, Pedestrian Areas, Footpaths, Cycle tracks
- Structures - Bridges, Culverts, Footbridges, Retaining Walls
- Highway lighting - lighting Columns/Units, Heritage Columns, Illuminated Bollards, Illuminated Traffic
- Street Furniture - Non-illuminated Traffic Signs, Safety Fences, Non-illuminated Bollards, Pedestrian Barriers, Other Fencing/Barriers, Bus Shelters, Grit Bins, Cattle Grids, Trees, Verge Marker Posts
- Drainage Systems - Gullies, Balancing Ponds, Catchpits, Counterfort

**Housing Zone**

Housing Zones are government-recognised brownfield sites located across the country. The Housing Zones programme offers the chance to unlock brownfield land that has the potential to deliver viable housing schemes through a combination of long term investment funding, planning simplification (e.g. local development orders), local authority leadership, dedicated brokerage support from central government and ATLAS planning support.

**HS2**

High Speed 2

A planned high-speed railway to link the cities of London and Birmingham, and then to extend to North West England and Yorkshire.

**Intelligent Transport Systems**

Intelligent transport systems vary in technologies applied, from basic management systems such as car navigation; traffic signal control systems; variable message signs; automatic number plate recognition or speed cameras to monitor applications, such as security CCTV systems; and to more advanced applications that integrate live data and feedback from a number of other sources, such as parking guidance and information systems and weather information.

**JCS**

Joint Core Strategy

A partnership between Gloucester City, Cheltenham Borough, and Tewkesbury Borough Council, supported by Gloucestershire County Council. It was formed to produce a co-ordinated strategic development plan to show how this area will develop during the period up to 2031.

**Local Plans**

Development plan prepared by the district authorities in Gloucestershire.

**Local Transport Act (2008)**

An Act which makes provisions in terms of the responsibilities of local transport authorities – such as Gloucestershire County Council.

**LSTF**

Local Sustainable Transport Fund

Drains, Culverts, Filter Drains, Grips, Manholes, Piped Grips, Pumping Stations

Ancillary Assets - Public Rights of Way & Bridges, Verges, Laybys, Car Parks (Park & Ride Sites), Automatic Traffic Counter Sites

Highways England

The government company charged with driving forward our motorways and major A roads. This includes modernising and maintaining the highways, as well as running the network and keeping traffic moving.

**Housing Zones**

Housing Zones are government recognised brownfield sites located across the country. The Housing Zones programme offers the chance to unlock brownfield land that has the potential to deliver viable housing schemes through a combination of long term investment funding, planning simplification (e.g. local development orders), local authority leadership, dedicated brokerage support from central government and ATLAS planning support.

**Highways England**

The government company charged with driving forward our motorways and major A roads. This includes modernising and maintaining the highways, as well as running the network and keeping traffic moving.

**Intelligent Transport Systems**

Intelligent transport systems vary in technologies applied, from basic management systems such as car navigation; traffic signal control systems; variable message signs; automatic number plate recognition or speed cameras to monitor applications, such as security CCTV systems; and to more advanced applications that integrate live data and feedback from a number of other sources, such as parking guidance and information systems and weather information.

**JCS**

Joint Core Strategy

A partnership between Gloucester City, Cheltenham Borough, and Tewkesbury Borough Council, supported by Gloucestershire County Council. It was formed to produce a co-ordinated strategic development plan to show how this area will develop during the period up to 2031.

**Local Plans**

Development plan prepared by the district authorities in Gloucestershire.

**Local Transport Act (2008)**

An Act which makes provisions in terms of the responsibilities of local transport authorities – such as Gloucestershire County Council.

**LSTF**

Local Sustainable Transport Fund
**Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 2 - Cycle**

The Local Sustainable Transport Fund (LSTF) is a DfT funded initiative that aims to encourage a modal shift towards sustainable travel options and to encourage economic growth.

<table>
<thead>
<tr>
<th><strong>LTA</strong></th>
<th><strong>Local Transport Authority</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>In Gloucestershire the county council is the Local Transport Authority. It owns and manages the highway asset and is required to meet the needs of the transport network as defined in the Transport Act (2008).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>LTP</strong></th>
<th><strong>Local Transport Plan</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A statutory document setting out a LTAs long-term transport strategy.</td>
<td></td>
</tr>
</tbody>
</table>

| **LTP Management Board** | **The Board consists of county council Officers, and is responsible for delivering the LTP and reporting to the Council management and the Lead Cabinet Member.** |

| **MetroWest** | **A proposal to improve rail services in Bristol. When fully implemented, the MetroWest project will provide half-hourly train services on all routes within the main Bristol commuting area.** |

<table>
<thead>
<tr>
<th><strong>MFGS</strong></th>
<th><strong>Manual for Gloucestershire Streets</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Manual for Gloucestershire Streets sets out the principles that GCC will apply to the design and construction of transport infrastructure associated with new development.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>NCN</strong></th>
<th><strong>National Cycle Network</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A national cycling route network of the United Kingdom, which was established to encourage cycling throughout Britain.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>NDP</strong></th>
<th><strong>Neighbourhood Development Plan</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Parish and town councils and neighbourhood forums can write an NDP for their area. The Plan can set out policies and plans, like a Development Plan Document, but on a very local scale.</td>
<td></td>
</tr>
</tbody>
</table>

| **Network Rail** | **The authority responsible for the United Kingdom’s railway network.** |

<table>
<thead>
<tr>
<th><strong>NMU</strong></th>
<th><strong>Non-motorised User</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road users who are pedestrians, cyclists and equestrians with attention to the needs of disabled people.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>NPPF</strong></th>
<th><strong>National Planning Policy Framework</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The National Planning Policy Framework is a key part of the government’s reforms to make the planning system less complex and more accessible. It vastly simplifies the number of policy pages about planning.</td>
<td></td>
</tr>
</tbody>
</table>

| **Peak Hour** | **A rush hour or peak hour is a part of the day during which traffic congestion on roads and crowding on public transport is at its highest. Normally, this happens twice every weekday—once in the morning and once in the evening. It may last more than an hour.** |

<table>
<thead>
<tr>
<th><strong>ProW</strong></th>
<th><strong>Public Rights of Way</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Paths on which the public have a legally protected right to pass and re-pass.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PTP</strong></th>
<th><strong>Personal Travel Planning</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A method to encourage people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars. This is through the provision of information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>RTPI</strong></th>
<th><strong>Real Time Passenger Information</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Assists the flow of people and traffic, lessens customer frustration and reduces journey times. It refers to a range of digitally and immediately available information updates to support bus users, motorists avoiding congestion, parking management etc.</td>
<td></td>
</tr>
</tbody>
</table>

| **Route Electrification** | **Electrification of rail routes allows for faster trains with greater acceleration to be used thus increasing capacity on busy routes.** |

| **S106 Agreement** | **Mechanism which makes a development proposal acceptable in planning terms that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development.** |

<table>
<thead>
<tr>
<th><strong>SEP</strong></th>
<th><strong>Strategic Economic Plan</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>In 2013, Government asked the Local Economic Partnership (LEP) to negotiate a ‘Growth Deal’ to drive forward economic growth in Gloucestershire. To guide these negotiations Government asked LEPs to express their offer through a Strategic Economic Plan.</td>
<td></td>
</tr>
</tbody>
</table>

| **Smart Card** | **A plastic card with a built-in microprocessor, used to perform financial transactions.** |

| **Smarter Choices** | **The terminology often used by the DfT to refer to soft measures which include 'techniques for influencing people’s travel behaviour towards...** |
more sustainable options’, including travel planning, improving public transport, marketing such as awareness campaigns and websites, and encouraging teleworking.

| Soft Measures | Soft measures induce psychological changes through methods such as information and Travel Planning, which seek to change attitudes towards travel modes and encourage sustainable behaviours. |
| TAMP | **Transport Asset Management Plan**<br>The Transport Asset Management Plan outlines the strategic approach to the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. |
| TOCs | **Train Operating Companies**<br>Train Operation Companies are businesses which hold franchises operating passenger trains on the UK railway system. TOCs have existed since the privatisation of the network under the Railways Act 1993. |
| Travel Plan | A package of measures designed to reduce travel problems and car dependency. |
| VMS | **Variable Message Signs**<br>Electronic traffic sign used on roadways to give information about transport matters or events. |
| West of England Local Enterprise Partnership | The West of England Local Enterprise Partnership supports business growth and is working to attract new jobs to Bristol, Bath and Weston-super-Mare – and the surrounding countryside. |
Appendix A - Policy Document Summary
Economic growth

Working with the private, public and voluntary sectors to generate

34,000 NEW JOBS and 5,000 NEW APPRENTICESHIPS

The role of the cycle network

- Roughly half the households in England own bicycles
- The percentage of cycle to work trips in Gloucestershire (4.5%) is above the national average (2%)
- The number of cycle to work trips in Gloucester, Cheltenham and Tewkesbury is particularly high
- In Newtown, Tewkesbury almost 10% of all work trips are made by bike
- Most of the County’s population could reach key services, jobs and education by bike, as distances are typically less than the 5km – a comfortable cycling distance

Deliver over 47,000 new homes

Supporting the creation of 200 NEW BUSINESSES between 2016 and 2021

Aim to drive GROWTH of 4.7% of GVA per annum (£500m) by 2022

Population of 597,000

By 2031 the population is expected to increase by 53,000

The number of non-car households in the county is 17% - lower than the national average of 26%

The percentage of cycle to work trips in Gloucestershire (4.5%) is above the national average (2%)

In Newtown, Tewkesbury almost 10% of all work trips are made by bike
The role of the cycle network

This document sets out the role of cycling in Gloucestershire. It has been produced as part of the Local Transport Plan.

Growth in Gloucestershire is underpinned by its connectivity for attracting business and staff into the county and by showing that it is a great place to live, work and visit.

The high quality of life available, iconic landscapes, natural environment, heritage and culture within the county all play a major role in contributing to local economic growth.

Reliable cycle connectivity will ease access, reduce congestion, reduce journey times, provide journey time reliability and enable the unlocking of further development in the local and national economy. It will also contribute towards the management of increased transport demand to reduce transport derived carbon emissions.

As a county, Gloucestershire is becoming a strong ‘trip attractor’, particularly into the major employment centres in Gloucester and Cheltenham, but also in areas such as Tewkesbury which has strong road links for manufacturing, logistics and warehousing activity.

Development of centres for start-up and SME businesses, such as the Growth Hub and other incubator business parks in Tewkesbury, Mitcheldean, Gloucester and Cheltenham are all contributing to the economic capacity of the county, but we need to ensure that the transport and logistics links are firmly in place over the next 20 years to support these growing enterprises and to ensure that they remain connected to both Gloucestershire and wider markets outside.

People should be able to travel by a genuine choice of modes. This includes cycling which, due possibly to its low impact, simplicity and some misunderstanding about its role in the delivery of transport objectives, can be overlooked.

The benefits of cycling contribute to a reduced need for public expenditure directly, in terms of decongestion of the road network, and, indirectly, in terms of the costs to society of poor health due to sedentary lifestyles.

This fundamentally supports not just transport demand management, but wider service demand management, especially in relation to health and social care.
Cyclists are highway users and, when on the carriageway they are considered as traffic.

The reality however, is that some roads, junctions or roundabouts create barriers to cycling movement and deter higher levels of cycling. It is for this reason that the Local Transport Plan seeks to create an established cycling network – not because cyclists should be confined to a network but so that cycling movement can be enabled and promoted on all key desire lines, and especially where cycling is inhibited on the main transport movement corridors.

Barriers to higher levels of cycling can be varied and complex; they may reflect physical barriers on the network or factors around safety, navigability or signing. Evidence indicates that there is safety in numbers; the more cyclists are present on the network the more motorists anticipate them and adjust speeds.

The maintenance of the carriageway and segregated cycle routes contributes significantly to cycle safety. Cyclists are disproportionately affected by debris in the gutters, where they may need to take up their road position, and the prevalence of potholes which can present serious safety issues.

New development provides an excellent opportunity to create better cycling opportunities and travel practices by ensuring that issues of severance and connectivity are addressed and the local cycle network benefits.

National government pilot programmes have demonstrated that growth in cycling can be achieved through focused investment in both infrastructure and soft measures such as cycle-training.

Whilst cycling in rural areas for utility purposes may not always be cost effective, there is significant potential for leisure and tourism cycling to benefit the local economy while having important spin off benefits for some utility travel between the smaller settlements. This is evidenced in parts of the Forest of Dean and North Cotswolds.
Priorities for improving cycle access

The physical priorities for improving the quality of cycle access include:

- London Road and Cirencester Road corridors, Cheltenham
- Lydney Town Centre, access to railway station and Parkend
- Stroud Town Centre
- Ashchurch Road corridor, Tewkesbury
- Outer ring road corridor, Gloucester
- Tetbury Road and London Road corridors, Cirencester
- A40 corridor between Cheltenham and Gloucester
- Access improvements using disused railway bridge on Northway Lane, Ashchurch
- Access improvements over M5 linking Ashchurch and Tewkesbury
- Access improvements Cheltenham to Bishops Cleeve corridor
- Highway improvement for Cainscross roundabout incorporating cycle access improvement, Stroud
- Access improvements between South Cerney and Cirencester
- Access improvements linking Honeybourne Line to A40, Cheltenham
- Cycle facilities in conjunction with new development
Priorities for improving cycle access

The operational priorities for improving the quality of cycle the cycle network:

• Maintenance programme
• 20 mph zones
• Highway safety promotions and improvement programme

The behavioural priorities for encouraging cycle use include:

• Bikeability in schools
• Workplace Travel Plans
• Station Travel Plans
• Personalised Travel Plans for new developments
• Thinktravel branding
Our commitment...

Our commitment to encouraging more people to cycle include:

- To deliver a functioning cycle network by improving cycle linkages and safeguarding quiet highway connections by working with delivery partners, other agencies, and community stakeholders to identify and remove barriers (physical or psychological) to cycling.

- To manage cycle infrastructure in line with the Transport Asset Management Plan (TAMP), the Highways Maintenance Handbook and other guidance or policies such as the updated Gloucestershire Highways Biodiversity Guidance (2015).

- To liaise with Local Planning Authorities and developers to ensure connectivity between new developments and existing infrastructure and to ensure that realistic opportunities for travel choice are taken up in new developments.

- To contribute to better safety, security, health and thereby longer life expectancy by reducing the risk of death, injury or illness arising from transport. This will be provided by working with partners to improve personal safety perceptions of using the cycle network and promote the use of cycling to contribute towards health and wellbeing.

- To work with its partners to encourage levels of physical activity by encouraging greater numbers of people to walk and cycle short distance trips and to enable children to enjoy more independent, physically active lifestyles.
Gloucestershire Local Transport Plan

For more information on local transport within Gloucestershire visit:

www.gloucestershire.gov.uk/ltp3

Transport Planning Team
Strategic Infrastructure
Shire Hall
Westgate Street
Gloucester GL1 2TH

ltp@gloucestershire.gov.uk