Gloucestershire’s Local Transport Plan 2015-2031

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

Policy Document 5 – Rail

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

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></td>
<td>Final Draft</td>
<td>16/10/15</td>
<td>BW</td>
</tr>
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<td>1</td>
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<td>BW</td>
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<tr>
<td>1.0</td>
<td>2</td>
<td>Including reference to JCS transport strategy</td>
<td>23/11/17</td>
<td>BW</td>
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</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

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Gloucestershire’s Local Transport Plan (2015-2031) – Policy Document 5 – Rail

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1.0 Introduction

1.1 Gloucestershire County Council’s Rail 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 Gloucestershire occupies a pivotal point in the UK rail network. Current levels of rail usage are relatively low (at 1%) compared with other parts of England (around 5%). However, this does not take into account the considerable potential for rail to enable economic growth including:

- The central location of Gloucestershire and its good rail links with Birmingham, Bristol, Swindon, Reading and London
- The availability of housing land within the catchment areas of existing stations such as Kemble and Ashchurch
- The established urban centres of Cheltenham and Gloucester, along with their excellent links to the key centres

1.3 Gloucestershire’s long term vision for Rail is for more frequent, faster passenger services accessed by modern station facilities that provide gateways to the wider county. Rail passengers are to have a choice in the way they travel when accessing services to encourage use for local and longer distance trips. The vision will only be achieved by delivering a comprehensive local service through the co-ordination of stops and interchanges. This complements faster longer distance services linking the growing City Regions increasing journey choice and connectivity.

Figure A – Context of Rail Policy Document as part of the Local Transport Plan
1.4 It is important to understand the role of the different organisations in the management of the Train Network within the UK. Network Rail is a Government-owned company responsible for managing rail infrastructure including rail lines and level crossings. Train Operating Companies (TOCs) are privately owned businesses that operate train services and manage stations. These are managed through a franchise system awarded for a fixed time period. TOC’s operating in Gloucestershire include: Great Western Railway, Cross Country Train, Arriva Trains Wales and London Midland.

1.5 GCC therefore has a limited role when future rail investment decisions are made.

1.6 As part of GCC’s role of local transport authority the use of rail is promoted chiefly as an alternative to the car for long distance travel, but rail role managing short distance for trips should also not be overlooked (e.g. Lydney to Gloucester).

1.7 Having an efficient passenger rail network, with strong internal and external connectivity, is vital for Gloucestershire to be competitive in economic terms. For business, effective rail networks link supply chains, customers and specialist knowledge that are critical to securing growth. More specifically, Gloucestershire’s rail network is a vital component in delivering connectivity to major growth centres of the Midlands, London, Bristol, Cardiff and the M4 Corridor.

1.8 Figure B outlines the key themes of this policy document and the associated issues. For information on Rail Freight refer to policy LTP PD 3.6 Rail and Water Freight included in the LTP Freight policy document LTP - PD3.

Figure B – Key themes of Rail Policy Document

<table>
<thead>
<tr>
<th>Theme 1 – Infrastructure Improvements</th>
<th>Theme 2 – Service Improvements</th>
<th>Theme 3 – Rail Station access improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electrification</td>
<td>Great Western mainline</td>
<td>Access by non-car modes</td>
</tr>
<tr>
<td>Capacity Infrastructure</td>
<td>Bristol to Birmingham mainline</td>
<td>Access by Car</td>
</tr>
<tr>
<td>New Railway Stations</td>
<td>Golden Valley line</td>
<td>Access to Information</td>
</tr>
<tr>
<td>New Railway Lines</td>
<td>(Gloucester to Swindon)</td>
<td>Station Facilities</td>
</tr>
<tr>
<td></td>
<td>Cotswold and Malvern line</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gloucester to Newport Line</td>
<td></td>
</tr>
</tbody>
</table>
### Figure C – Expected outcomes from Highways Policy Document

<table>
<thead>
<tr>
<th>Objective</th>
<th>Expected Outcomes</th>
</tr>
</thead>
</table>
| 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  
- Greater economic activity  
- Increased footfall in retail areas  
- A thriving tourist industry which benefits from ease of access to the county’s natural, built and historic environmental assets |
| Enable community connectivity                  | - A business community which benefits from connectivity with local, national and international markets  
- Individuals benefit from economic prosperity and social benefits  
- A financially sustainable passenger transport network  
- 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  
- Improved air quality |
2.0 Summary of evidence base

2.1 Gloucestershire is located at a key point on the UK rail network, which provides excellent connectivity both locally and across the UK. Figure D summarises the primary destinations accessible from stations in Gloucestershire.

2.2 There are service gaps impacting connectivity with Bristol, Cardiff and Birmingham, which need to be addressed for Gloucestershire to benefit in terms of planned economic growth in these areas.

Figure D - Station Patronage

<table>
<thead>
<tr>
<th>Station</th>
<th>2004/05</th>
<th>2014/15</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cheltenham</td>
<td>1,036,744</td>
<td>2,038,404</td>
<td>97</td>
</tr>
<tr>
<td>Gloucester</td>
<td>809,913</td>
<td>1,364,142</td>
<td>68</td>
</tr>
<tr>
<td>Stroud</td>
<td>268,102</td>
<td>490,546</td>
<td>83</td>
</tr>
<tr>
<td>Kemble</td>
<td>223,066</td>
<td>356,078</td>
<td>60</td>
</tr>
<tr>
<td>Moreton in Marsh</td>
<td>180,458</td>
<td>237,198</td>
<td>31</td>
</tr>
<tr>
<td>Cam and Dursley</td>
<td>64,355</td>
<td>185,504</td>
<td>188</td>
</tr>
<tr>
<td>Lydney</td>
<td>71,378</td>
<td>192,032</td>
<td>169</td>
</tr>
<tr>
<td>Stonehouse</td>
<td>70,399</td>
<td>148,380</td>
<td>111</td>
</tr>
<tr>
<td>Ashchurch for Tewkesbury</td>
<td>47,501</td>
<td>87,384</td>
<td>84</td>
</tr>
<tr>
<td>Gloucestershire</td>
<td>2,771,916</td>
<td>5,099,668</td>
<td>84</td>
</tr>
</tbody>
</table>

2.3 Rail travel in Gloucestershire has increased by 84% over the last 10 years, as shown in Figure E. Approximately two thirds of all rail travel for in the county is from Cheltenham Spa or Gloucester. Service frequencies, especially to the lesser used stations, have generally improved in the last ten years and there may also be some under-estimation of demand where stations are unstaffed.
### Figure E - Summary of Current Rail Destinations

<table>
<thead>
<tr>
<th>Destinations</th>
<th>Stations Served &amp; Frequency</th>
<th>Franchise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swindon, Reading and London</td>
<td>• Cheltenham Spa (hourly) • Gloucester (hourly) • Kemble (hourly) • Stonehouse (hourly) • Stroud (hourly)</td>
<td>• Great Western – recently re-let to Great Western Railway&lt;br&gt; <em>Runs until April 2019</em></td>
</tr>
<tr>
<td>Birmingham, Bristol, South-West, North-West and North-East</td>
<td>• Cheltenham Spa (2 per hour) • Gloucester (2 per hour) Connections at Cheltenham Spa</td>
<td>• Cross Country&lt;br&gt; <em>Runs to November 2019</em></td>
</tr>
<tr>
<td>South Wales</td>
<td>• Cheltenham Spa (2 per hour) • Gloucester (2 per hour) Lydny variable</td>
<td>• Arriva Trains Wales&lt;br&gt; <em>Runs to October 2018</em>&lt;br&gt; <em>Cross Country (hourly and on to Birmingham/Derby/Nottingham)</em></td>
</tr>
<tr>
<td>Bristol/Weymouth (stopping service)</td>
<td>• Cheltenham Spa (2-hourly) • Gloucester (2-hourly) • Ashchurch (2-hourly) • Cam and Dursley (2-hourly)</td>
<td>• Great Western Railway&lt;br&gt; 2-hourly service to/from Gloucester and further 2-hourly service to/from Worcester</td>
</tr>
<tr>
<td>Great Malvern/Worcester (stopping service)</td>
<td>• Cheltenham Spa (2-hourly) • Gloucester (2-hourly) • Ashchurch (2-hourly) • Cam and Dursley (2-hourly)</td>
<td>• Great Western Railway&lt;br&gt; 2-hourly service to/from Bristol to Great Malvern/Worcester</td>
</tr>
<tr>
<td>Worcester / Oxford / Reading / London</td>
<td>• Moreton-in-Marsh (hourly)</td>
<td>• Great Western Railway</td>
</tr>
</tbody>
</table>
2.4 Despite this level of growth, travel to work data recorded through the 2011 census, there are some local constraints which affect the desirability of access to rail services including:

- Cheltenham Spa station is located almost 2km from the centre of the town at a site which is surrounded by mature residential and other development, limiting the scope to provide additional facilities such as car parking.
- Gloucester station is not on the Bristol to Birmingham mainline. Cross Country trains running to/from Bristol mainly do not stop at Gloucester, necessitating an interchange at Cheltenham Spa. Trains from Cheltenham Spa via Gloucester need to reverse, involving a 10-12 minute time penalty.
- Ashchurch for Tewkesbury station is located within a business park close to M5 junction 9. It is approximately 2.5km from Tewkesbury town centre. It has poor access to Tewkesbury due to the severance issues caused by the motorway. Currently the station has a low number of services stopping at the station and facilities are basic.
- Lydney station is around 1.5km from the town on the far side of the A48. Car parking is limited and access for walkers and cyclists is unattractive, limiting the value of the town’s rail asset.
- Kemble Station is around 6km from Cirencester which is the nearest significant settlement. Demand for parking at the current exceeds supply resulting in parking problems within Kemble village.

- Cam and Dursley station car park capacity is usually full from early in the day resulting in inappropriate parking in the surrounding area.
- Stonehouse station is enclosed by residential development, making access difficult and restricting the scope for car parking.

2.5 During the LTP Consultation process, many stakeholders stated that they travel outside the county when accessing rail services. Stations accessed by Gloucestershire residents include; Bristol Parkway, Swindon, Kingham, and Warwick Parkway. The reasons cited for this include better access to services particularly serving London, the price of rail tickets, the ease of access to the station and availability of car parking. This does suggest that rail demand in Gloucestershire is suppressed with the potential for further growth if the rail offer available within the county is improved.
3.0 Rail Infrastructure Improvements

3.1 Introduction

3.1.1 Gloucestershire’s expected increase in demand for rail needs better local and national connectivity. It is essential the infrastructure is in place to encourage the train operators to deliver improved service patterns. Network Rail is considering a number of critical medium to long-term infrastructure improvements which would have a significant impact on the operation, speed and capacity of the network accessing Gloucestershire.

3.1.2 Through the devolved city region programme Gloucestershire needs to engage with the proposals for Bristol, Cardiff and Birmingham to ensure rail infrastructure is in place to maximise connectivity to serve the expected increase in demand from businesses and communities wanting to access these economic centres. Improvements in journey times to London will also strengthen Gloucestershire’s contribution to the economic development of the region.

3.1.3 To help manage and ensure that the rail system is planned, funded and operated in a cohesive manner, Network Rail has embarked on a programme of Rail Route studies. As well as providing the basis for planning within the rail industry, these processes enable stakeholders such as Local Transport Authorities to understand the constraints and opportunities affecting the rail sector and how these link to their own plans for development.

3.1.4 When engaging in consultations for infrastructure improvements it is important for GCC to present a coherent case for infrastructure investment highlighting the links to the housing and economic development in the contribution to the local and regional economy.

3.1.5 A commitment has been made for the electrification of the Great Western Mainline which would improve services times to London. This improvement may then lead to the electrification from Swindon to Kemble which would enable an additional train per hour to start at Kemble, running via Swindon to London.

3.1.6 Although not yet committed Network Rail are considering the electrification of the Bristol to Birmingham mainline. This would enable wider plans for additional services, stations and stops, as well as providing enhanced services and speeds and potentially complementing the case for ‘Classic Compatible’ trains running through Birmingham onto HS2.

3.1.7 Worcestershire County Council and the Worcestershire Local Enterprise Partnership are promoting the electrification of the North Cotswold Line (along with redoubling) which would provide significant opportunities in the future for growth on this corridor. This improvement would improve the quality of service provided at Moreton-in-Marsh.
3.1.8 The West of England Partnership is seeking capacity improvements to enable their MetroWest proposals which would enable a half-hourly service serving Bristol’s commuting area. There is the opportunity for an extension of these services to Gloucester including Cam and Dursley. If this extension can be provided it would make a significant difference meeting commuter demands to the Greater Bristol area.

3.1.9 There is considerable complexity in the interrelationships between the different strands of rail investment and how this could impact on the Gloucestershire. Figure F summarises key elements stemming from the analysis of the existing commitments and the long-term plan options set out in the Western and Welsh Route Study documents.

3.1.10 Network Rail investments are subject to the eight stage GRIP (Governance for Railway Investment Projects) process which is used to ensure the appropriateness, effectiveness, deliverability and affordability of rail projects. This is effectively a business case process akin to that set out in the Treasury Green Book and in the Transport Business Case guidance. Delivery of infrastructure improvements are managed by delivery Control Periods, with 5-year planning horizons and help link investment options with demand models and manage the finance, scheme design and implementation process.

3.1.11 Other long-term infrastructure schemes which will have indirect (though still significant) impacts on services in the Gloucestershire area include HS2 and the arrangements for interchange in Birmingham, Crossrail with improvements at Reading and the western access improvements at Heathrow.

3.1.12 Support for new stations was raised through the LTP consultation. A Rail Study was commissioned to examine the feasibility of these long term proposals to a GRIP 2 standard and the recommendations of this study have been included within this Policy Document.
### Figure F- Key Rail Commitments and policy proposals

<table>
<thead>
<tr>
<th>Proposal</th>
<th>Timescale, Source and Status</th>
<th>Gloucestershire Impacts</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Great Western Main Line Electrification</td>
<td>Committed scheme. Schedule delayed but expected completion 2018/19</td>
<td>Improved services and new longer trains</td>
<td>Support case for extension to Cheltenham, Gloucester and on Bristol-Birmingham route</td>
</tr>
<tr>
<td>Swindon to Kemble electrification</td>
<td>Under consideration – probably Control Period 8+(2029-2034) – option to meet 2043 Conditional Outputs (alternative to changes at Swindon)</td>
<td>Electric trains running from Kemble to London – 2 trains/hour total</td>
<td>Ensure that passenger growth through development (e.g. within Cirencester) is presented to Train Operating Company.</td>
</tr>
<tr>
<td>Bristol – Birmingham electrification</td>
<td>Under consideration Control Period 6 (2019-2024)</td>
<td>Improved services. Potentially better HS2 integration (long term)</td>
<td>Work with Bristol &amp; other Councils/LEPs to press for scheme</td>
</tr>
<tr>
<td>MetroWest services Bristol-Yate and beyond</td>
<td>New trains to Yate funded through Local Growth Fund, likely Control Period 6 (2019-2024). Capacity improvements needed</td>
<td>Potential for extension to Gloucester. New station south of Gloucester may be feasible, dependent on capacity</td>
<td>Work with Bristol and LEPs to develop plan for route and build funding case for trains &amp; infrastructure improvements</td>
</tr>
<tr>
<td>Junction capacity improvements</td>
<td>Abbotsford Junction (South of Worcester) and Westerleigh Junction (East of Bristol Parkway) under consideration – Control Period 6 (2019-2024) Control Period 7 (2014-2029) &amp; beyond</td>
<td>Will help support a range of service improvements</td>
<td>Work closely with the TOC and Network Rail on the options, what they would enable and how they would link into housing growth/rail growth plans</td>
</tr>
<tr>
<td>Capacity improvements – dynamic loops</td>
<td>Western Route Study - Control Period 6 (2019-2024) Control Period 7 (2014-2029) to meet 2043 Conditional Outputs</td>
<td>Various alternatives for loops, including at Ashchurch &amp; Charfield may enable more trains and more stopping trains, including a new station</td>
<td></td>
</tr>
</tbody>
</table>
3.2 Policy LTP PD5.1 - Rail Infrastructure Improvements

LTP PD5.1 - Rail Infrastructure Improvements

GCC will engage with the rail industry to ensure that Gloucestershire is well placed to take advantage of the wider rail infrastructure improvements including route electrification, HS2 at Birmingham, MetroWest, western access to Heathrow Airport and Cross Rail at Reading.

GCC will do this by implementing the following policy proposals:

- To work in partnership with district / borough councils, neighbouring authorities, the Local Enterprise Partnership, Highways England, Network Rail and Department for Transport to seek investment in the county’s transport network as funding opportunities arise.
- To support Network Rail’s electrification of the Great Western Main Line, and to promote the extension to Kemble and the electrification of the Bristol to Birmingham mainline.
- To work in partnership with GFirst, West of England authorities, West of England Partnership and Great Western Cities to develop and fund in the long term the extension of the enhanced MetroWest Bristol-Yate service to Gloucester and potentially to Worcester.
- To work in partnership with Worcestershire and Oxfordshire County Councils, the rail industry and other stakeholders to improve infrastructure and services on the North Cotswold line including further redoubling and station improvements.
- To work with the Train Operating Companies and Network Rail to understand the infrastructure requirements to support the likely increase in demand provided by growth plans within the county.
- To provide appropriate evidence making the transport and wider economic case the need for provision of track (including electrification through Gloucestershire), signal and station capacity enhancements as part of Network Rail’s Route and Market Studies.
- To explore with Great Western Railways and Network Rail the most effective approach to station development and stopping patterns on the Bristol-Gloucester route, including the development of the existing Cam and Dursley station and the potential for one or more new stations south of Gloucester.
- Explore with Train Operating Companies and Network Rail what infrastructure changes and costs would be required to open one or more stations south of Gloucester and how much additional development would have to take place in the area for a station to be commercially viable.
- GCC will only support the re-opening of railway lines where a robust business case can be provided by the scheme promoter. The business case must provide clear evidence of benefits to the economy and deliverability.
- To support heritage railway lines (Gloucestershire Warwickshire Railway and Dean Forest Railway) and their contribution towards enhancing Gloucestershire’s tourist offering.
- To work with the district / borough councils, Highways England, Network Rail, Train Operating Companies and Department for Transport to provide relevant information on transport issues to inform the development of Development Plans and support the delivery of the Local Enterprise Partnership’s Strategic Economic Plan.
- To only seek contributions from developers towards priorities and schemes contained within the Local Transport Plan where those priorities and schemes satisfy the tests of the Community Infrastructure Levy (Amendment) Regulations 2015 (or any subsequent legislation).
3.3 Expected policy outcomes

3.3.1 The implementation of this policy will result in a better connected rail network that assists the operation of improved services. This will enable more people to consider rail as an option for longer distance trips reducing the number of car trips on the network and providing those without access to a car the opportunity to benefit from economic prosperity.

3.3.2 Increased connectivity will also improve the desirability of Gloucestershire as a destination for residents, businesses and tourists.

3.3.3 The priorities for rail infrastructure include:
- Junction and Capacity improvements (dynamic loops) to enable more trains to operate and more stopping services, including possible new stations
- Electrification of Great Western Main Line including Kemble extension and Bristol to Birmingham main line
- Possible new station south of Gloucester. The revenue generated could support the overall business case for the extension to MetroWest to Gloucester

4.0 Rail Service Capacity Improvements

4.1 Introduction

4.1.1 Infrastructure improvements undertaken by Network Rail will enable service improvements with enhanced journey speeds. Service improvements are deliverable either through changes made through the Rail Franchise renewal process or through the twice annual timetable renewal. The infrastructure improvements outlined in Section 3 will, if implemented, provide the opportunity for TOC’s to improve the service pattern within Gloucestershire if it is financially viable to do so.

4.1.2 Where no commercial case can be made a subsidy can be paid by a third party to enable a desired stopping pattern until such time as demand can be demonstrated and the service becomes commercially viable. GCC can request planning obligations (S106 or CIL if adopted) from developers where it is reasonable to do so.

4.1.3 GCC will need to work in partnership with the Local Enterprise Partnership (GFirst) and regional partners to strengthen the evidence base for better rail services in Gloucestershire. This will include the need to contribute to and influence the debates surrounding medium to long-term developments such as MetroWest and HS2, as set out in Figure F.

4.1.4 MetroWest provides the opportunity to improve the links between Gloucester and Bristol, achieving a half-hourly service via Bristol Parkway and Yate. Developing a Business Case for this, in partnership with GFirst,
the West of England LEP, South Gloucestershire Council and Bristol City Council is a priority in the short-term. Once these service improvements are established and operating commercially, further improvements could include the provision of a new station south of Gloucester. This would be subject to the preparation of Transport Business Cases linked to developments in the area.

4.1.5 West Midlands Rail (WMR) is a partnership of fourteen West Midlands local authorities seeking a greater role in the franchising of rail services in the region. WMR is working in collaboration with the DfT with regards to the specification and management of the rail franchise that will replace London Midland in October 2017 with the potential to lead to later full devolution of local rail services. Although only one London Midland service currently operates to Cheltenham/Gloucester (for driver training purposes) there is potential for additional services to run to Birmingham particularly serving Ashchurch for Tewkesbury and Worcester.

4.1.6 The ‘devolution’ agenda makes it essential that Gloucestershire County Council and GFirst engage with the City Region developments in the West Midlands, Bristol and Cardiff. This will help to achieve the connectivity goals of Gloucestershire (e.g. improved Bristol-Gloucester and Gloucester – Birmingham links) and will strengthen Gloucestershire’s contribution to the economic development of the South West.

4.1.7 Improvements to passenger services at Ashchurch for Tewkesbury are essential to support the proposed developments in the area. The primary constraint to improving the services is the shortage of rolling stock. If this could be resolved and attendant staffing provided, an hourly service could be offered without the need for rail infrastructure changes. Any further frequency improvements would involve resolving more fundamental issues. This is primarily due to the mix of trains, with High Speed Trains continuing north, along with other passenger and freight
trains. Some of these constraints may be relieved with the replacement of trains with new Intercity Express Programme trains. It is likely that frequency enhancements beyond an hourly service would need to be considered post 2031.

4.1.8 As with Ashchurch for Tewkesbury station the main barrier to the provision of additional services at Lydney is the shortage of rolling stock. Even if funding could be provided for enhancements, it is unlikely that they could be provided due to constraints with rolling stock. In the longer term it is important to engage with the wider rail industry in the context of proposals for enhanced Birmingham-Gloucester-Caiff services which could be routed either via Bristol Parkway and the Severn Tunnel or via Lydney. Either way could provide improved access for Lydney, especially if combined with additional stopping trains on the existing services.

4.1.9 Other opportunities for enhanced connectivity through HS2 will also be pursued. Active engagement is also required, setting out the case for enhanced regional services running on existing lines complemented by ‘Classic Compatible’ running through Birmingham onto HS2 towards Leeds and Manchester. Failure to address this may leave the Gloucestershire economy at a significant disadvantage.

4.1.10 **Figure G** summarises the rail service policy aims for the short and long term.
### Figure G - Key Rail Service policy aims

<table>
<thead>
<tr>
<th>Station and existing services</th>
<th>Short-Term policy aims (2021)</th>
<th>Medium to Long-Term policy aims (2021-2043+)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cheltenham Spa</strong></td>
<td>Excellent connectivity across UK, including London</td>
<td>Review overall service patterns as part of wider planning</td>
</tr>
<tr>
<td><strong>Gloucester</strong></td>
<td>Good connectivity across UK, including London</td>
<td>Work with GFirst, Bristol and West of England LEP to fund &amp; deliver half-hourly Bristol-Gloucester service</td>
</tr>
<tr>
<td><strong>Stonehouse</strong></td>
<td>Hourly services to London and to Swindon (from Cheltenham via Gloucester)</td>
<td>Work with rail industry on long-term increase in frequency (seeking half-hourly to London changing at Swindon)</td>
</tr>
<tr>
<td><strong>Stroud</strong></td>
<td>Hourly services to London and to Swindon (from Cheltenham via Gloucester)</td>
<td>Work with rail industry on long-term increase in frequency (seeking half-hourly to London changing at Swindon)</td>
</tr>
<tr>
<td><strong>Kemble</strong></td>
<td>Fast hourly service to London (from Cheltenham/Gloucester) – excellent scope for growth</td>
<td>Work within rail long-term planning to advocate London-Swindon additional service runs to Kemble</td>
</tr>
<tr>
<td><strong>Moreton-in-Marsh</strong></td>
<td>Good links to London (from Worcester) via Oxford</td>
<td>Work with rail industry, local authorities and other stakeholders to reinstate the rail link between Honeybourne and Stratford on Avon</td>
</tr>
<tr>
<td><strong>Cam &amp; Dursley</strong></td>
<td>Hourly services to Bristol</td>
<td>Work with GFirst, Bristol and West of England LEP to fund &amp; deliver half-hourly Bristol-Gloucester service</td>
</tr>
<tr>
<td><strong>Lydney</strong></td>
<td>Station serves Lydney and wider Forest of Dean</td>
<td>Work within the long-term planning system to develop most effective approach to Lydney connectivity, taking account of access to Cardiff, Bristol and Gloucester/Cheltenham</td>
</tr>
<tr>
<td><strong>Ashchurch for Tewkesbury</strong></td>
<td>Infrequent (2-hourly) service</td>
<td>Build on potential to extend Bristol-Gloucester services to Worcester, via Ashchurch</td>
</tr>
<tr>
<td></td>
<td>Rolling stock/staffing constrains additional stopping services</td>
<td></td>
</tr>
</tbody>
</table>
4.2 Policy LTP PD5.2 - Rail Service Capacity Improvements

GCC will engage with the rail industry to ensure Gloucestershire has access to reliable and efficient rail services that enable local access and longer distance services accessing London, Bristol, Birmingham, Cardiff and Worcester.

GCC will do this by implementing the following policy proposals:

- To respond to rail franchise and timetable consultations to ensure that Gloucestershire is well connected to the national rail network with competitively timed local services with at least an hourly frequency to London, Bristol, Birmingham, Worcester and Cardiff
- Contribute to and influence the debates surrounding medium to long-term developments such as MetroWest and HS2. Ensuring that Gloucester’s needs and contribution are expressed
- Work with West Midlands Rail to explore improving services along the Gloucester/Cheltenham to Birmingham via Worcester corridor as part of the devolution of the West Midlands franchise
- Work with partners (including developers) to improve the service provision at Ashchurch for Tewkesbury. Initially providing an hourly with further improvements desired in the long term
- Work with rail industry, local authorities and other stakeholders to reinstate the rail link between Honeybourne and Stratford on Avon
- Work with partners (including developers) to deliver a more frequent service at Lydney. In parallel, work with G-First and the rail industry to define and agree long-term options for the provision of enhanced Birmingham-Gloucester-Cardiff services, either via Lydney or Bristol Parkway
- Work with Great Western Railway and Network Rail to identify the most effective approach to station development and stopping patterns on the Bristol-Gloucester route, including the development of the existing Cam and Dursley station and the potential for one or more new stations

4.3 Expected policy outcomes

4.3.1 The implementation of this policy will result in an improved rail service offer which will increase the desirability of using rail for both local and longer distance journeys. This increased level of accessibility will benefit business and individuals. Increased rail use will also result in a higher footfall in urban areas improving economic activity in the surrounding area.

4.3.2 The priorities for rail service capacity improvements include:

- Providing an hourly service at Ashchurch for Tewkesbury, linked to the proposed development at MOD Ashchurch
- Providing an improved service linking Gloucester, Cam and Dursley with Bristol (MetroWest)
- Provide service enhancements for Lydney with better linkages for Birmingham-Gloucester-Cardiff services
5.0 Rail Station Improvements

5.1 Introduction

5.1.1 Railway stations including their facilities and information provision are managed by TOC’s as part of their route franchise arrangements. All stations within Gloucestershire, with the exception of Lydney, are managed by Great Western Railway. Lydney is managed by Arriva Trains Wales. The car parking at each station is also usually covered by the franchise arrangements, with exceptions at Ashchurch for Tewkesbury and Cam and Dursley where GCC own the car park.

5.1.2 Improving access to railways stations is an issue GCC can directly influence and there are ongoing discussions with the TOCs and Network Rail to improve stations facilities. As each location is different each faces its own set of issues.

5.1.3 Cheltenham Spa is the busiest station in the county with nearly 2 million passengers a year. It is categorised as C1 by Network Rail, in the same category as Worcester Shrub Hill or Bath Spa. The station, although located almost 2km from the town centre, is a major asset and is a key gateway to the town and its economy.

5.1.4 Concern was raised about the state and appearance of the Cheltenham Spa station which has not had any significant improvements in recent decades. Cheltenham Borough Council/Cheltenham Development Task Group are progressing plans to significantly improve the station. These include increasing car parking, improving bus access on the forecourt and enhancing the station facilities. A package of different funding sources is being worked to fund these improvements. Funding has recently been secured to create a cycle/pedestrian link from the station to the A40.

5.1.5 Gloucester has enormous potential for economic growth. The centrally-located rail station is a key asset and could assist in the provision of valuable development land attractive to high-value businesses. Improved links to London and the access to Birmingham, Bristol and Cardiff are fundamental to this. However, Gloucester station is not on the Bristol to Birmingham mainline. When services access the station from that direction there is a need to reverse back onto the mainline which involves a 10-12 minute time penalty.

5.1.6 The environment around Gloucester Station is currently unattractive with Bruton Way presenting a barrier when accessing the city centre. The construction of a new bus station is planned to start in 2016, finishing in February 2017. This is part of a wider committed scheme for the Kings Quarter redevelopment and a longer-term proposal to form a public transport hub, which includes the reconfiguring of the rail station forecourt to improve pedestrian access into the city centre and bus station.

5.1.7 The existing car park is limited in size and access to the area to the north of the station (including the hospital) is very poor, involving an especially unpleasant subway. Discussions have taken place regarding the use of a
disused car park on Great Western Road, improved station facilities including access onto platform 4 to allow easier access to Gloucester Royal Hospital along with significant access improvements both to the underpass and over the tracks. These improvements are linked with commitments by Great Western Railway to increase frequency, the speed and services to London.

5.1.8 Stroud and Stonehouse stations need upgrading. In particular, Stroud requires a new Disability Discrimination Act (DDA) compliant footbridge, upgrading of station facilities and increased car parking. Stonehouse station is surrounded by residential development, making access difficult and restricting the scope for car parking. It also requires a new DDA compliant footbridge.

5.1.9 Cam and Dursley demand for services accessing Bristol at Cam and Dursley continues to grow and this demand is anticipated to continue in line with the development proposals for Stroud District. GCC is looking at expanding the size of the car park and improve cycle links to reduce the need to travel by car when accessing the station. There is also the need to improve local services at Cam and Dursley but it is understood that the conflicts between local and express services constrain this. It is hoped that linkages to the expanded MetroWest service would address this. There are long-term aspirations for a new station south of Gloucester linked to increased development in the area.

5.1.10 Kemble station is around 6km from Cirencester. The station is popular with good links to London. The recently completed redoubling of the line will further improve service frequencies and the scale of development planned for Cirencester is likely to further increase demand at the Station. The current car park is full on weekdays and the proposed car park expansion is unlikely to meet demand in the medium to long-term. Parking is a major problem at Kemble with travellers parking in the village causing conflict with local residents.

5.1.11 Given Kemble’s location as a ‘parkway’ and the hourly service to London (including a change at Swindon) demand will only continue to increase at the station so it is important that access improvements, including bus and cycle access, are delivered as part of planned housing growth in the local area.

5.1.12 Lydney station is around 1.5km from the town on the other side of the A48. Car parking and bus interchange is limited and access for walkers and cyclists is unattractive, limiting the value of the town’s rail station. The provision of additional parking as a short-term solution is currently being negotiated.

5.1.13 Lydney is the only station in the Forest of Dean area and is thus an important asset. Forest of Dean District Council is keen to see improvements to the station as currently facilities are poor. Services have improved in recent years but there is still scope for more stopping services. Parking capacity at the station is an issue and plans to address
this are under way. Other plans to improve access to the station have received provisional funding through the Local Growth Fund, including possible re-opening of the subway under the rail line, car park extension and improved walk cycle access. The package of works to be delivered is currently being developed. Further proposals are under consideration for redevelopment of the harbour just over 1km to the east of the station.

5.1.14 **Moreton-in-Marsh** station serves communities in the North Cotswold providing access to Worcester, Oxford, Reading and London. It also acts as a gateway to the Cotswolds for the many tourists that visit the area. The station is located in the town centre and is generally in good repair requiring only minimal improvements. Pedestrian access over the A429 High Street railway bridge is an issue within the town with many people choosing to use the station to cross the railway line. This informal arrangement is not being discouraged by Network Rail or Great Western Railway. However, there is a need to formalise access either with a formal arrangement with Network Rail or changes in the access arrangements for the A429 High Street Railway Bridge.

5.1.15 **Ashchurch for Tewkesbury** station is currently only served by services every two hours. Increasing the frequency of services to at least an hourly service is essential to meet the expected increase in demand anticipated from the proposed redevelopment of MOD Ashchurch and nearby proposed future developments. The station also only has basic facilities and there is a need for investment. It is important to get these in place before any development happens. Ease of access and reliable rail services will be important for any development in this area. Developer contributions towards rail service improvements should be sought.

5.1.16 In the short term the priority for Ashchurch for Tewkesbury station is improved passenger facilities, including walk & cycle access, buses along the A46 / A438 corridor and car parking at the station.

5.1.17 **Figure H** summarises the key findings and short-term recommendations for access improvements at each station.
<table>
<thead>
<tr>
<th>Station</th>
<th>Findings</th>
<th>Short-Term proposals (up to 2019)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cheltenham Spa</td>
<td>• Key gateway to one of two main urban centres</td>
<td>• Investment in facilities</td>
</tr>
<tr>
<td></td>
<td>• Distant from town</td>
<td>• Increase car parking (including short-term use of area for potential bay platforms)</td>
</tr>
<tr>
<td></td>
<td>• Poor passenger facilities</td>
<td>• Improve concourse</td>
</tr>
<tr>
<td></td>
<td>• Lack of parking</td>
<td>• Improve bus interchange</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improve cycle access &amp; facilities</td>
</tr>
<tr>
<td>Gloucester</td>
<td>• Key gateway to one of two main urban centres</td>
<td>• Develop car park on north side</td>
</tr>
<tr>
<td></td>
<td>• Central location provides focus for development of Gloucester City</td>
<td>• New pedestrian entrance to north side (car park and hospital)</td>
</tr>
<tr>
<td></td>
<td>• Poor environment around station</td>
<td>• Improve highway access to north-side car park</td>
</tr>
<tr>
<td></td>
<td>• Poor access to town centre</td>
<td>• Improve north-south access (improve subway)</td>
</tr>
<tr>
<td></td>
<td>• Very poor access to north side, including hospital</td>
<td>• Integrate station with town centre, via Kings Quarter and new bus station</td>
</tr>
<tr>
<td></td>
<td>• Limited car parking</td>
<td>• Improve forecourt and station buildings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Develop land to north of station – good connectivity</td>
</tr>
<tr>
<td>Stroud</td>
<td>• Market town station</td>
<td>• Improve station facilities and access (e.g. footbridge)</td>
</tr>
<tr>
<td></td>
<td>• Central location and attractive environment</td>
<td>• Increase and improve cycle parking</td>
</tr>
<tr>
<td></td>
<td>• Limited car parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Good cycle access but limited cycle parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Poor access across tracks (old footbridge not Equality Act compliant)</td>
<td></td>
</tr>
<tr>
<td>Stonehouse</td>
<td>• Basic station facilities</td>
<td>• Improve station facilities, including cycle storage</td>
</tr>
<tr>
<td></td>
<td>• Very constrained location, making access and parking difficult</td>
<td>• Promote walk and cycle access</td>
</tr>
<tr>
<td></td>
<td>• Cycling to station from surrounding area quite feasible</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Poor cycle storage (unsuitable location, poor security)</td>
<td></td>
</tr>
</tbody>
</table>
### Figure H – Station access key finding and recommendations (cont)

<table>
<thead>
<tr>
<th>Station</th>
<th>Findings</th>
<th>Short-Term proposals (up to 2019)</th>
</tr>
</thead>
</table>
| Kemble                | • Station serves Cirencester and surrounding rural area  
• Station lies 6km from Cirencester  
• Car park full – awaiting planning permission for larger new one  
• Car parking always likely to be constraint  
• Poor highway access (queuing at A433/A429 junction)  
• Poor cycle access from Cirencester  
• Irregular and complex bus links, not timed to trains | • Deliver new car park and plan further provision to meet growth  
• Improve highway, bus and cycle links (developer contributions)                                                                 |
| Moreton-in-Marsh      | • Station serves village and surrounding rural area  
• Low growth in patronage (2001-2014)  
• Relatively low housing growth planned | • Resolve town centre pedestrian access issue                                                                                     |
| Cam and Dursley       | • Car park full – Car parking always likely to be constraint                                                                                                                                          | • Deliver new car park and plan further provision to meet growth  
• Improve highway, bus and cycle links (developer contributions)                                                                 |
| Lydney                | • Station serves Lydney and wider Forest of Dean  
• Distant from town, with poor access  
• Limited parking available  
• Significant planned housing growth in area, with more possible at harbour. | • Implement Lydney Transport Strategy to improve access  
• Enlarge car park and develop plans for more parking                                                                 |
| Ashchurch for Tewkesbury | • Significant housing growth planned  
• Poor connections to Tewkesbury  
• Very basic station facilities | • Seek funding to improve station facilities, including parking                                                                 |

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[Image of a countryside landscape with people cycling and walking, indicating a leisurely activity near a train station.]
5.2 Policy LTP PD 5.3 – Railway stations

LTP PD 5.3 – Railways Stations

GCC will engage with delivery partners to maximise the desirability, demand and customer experience of using Railway Stations within Gloucestershire. Station facilities need to meet existing and forecasted demand by providing the safe and secure facilities for pedestrians, cyclists, bus users and car users.

GCC will do this by implementing the following policy proposals:

- To work in partnership with district / borough councils, the Local Enterprise Partnership, Highways England and Department for Transport to seek investment in the county’s transport network as funding opportunities arise.
- To ensure each railway station has a clear plan for its development in the short, medium and long-term, linked to development proposals in the area and the wider rail-side opportunities
- To work with Train Operating Companies to encourage ongoing investment in station facilities to improve the experience of travelling within the county. Improvements include improved passenger waiting facilities, increasing cycle racks, car parking, access improvements and providing real time passenger information for onward journeys
- Where bus services access railway stations ensure the timings of those services complement each other to encourage interchange between modes.
- To encourage early consultation with Highway Development Management officers to agree design principles at pre-application stage to avoid prolonged or unsatisfactory discussion later in the planning process. This consultation should consider innovative layouts but should a developer propose the use of enhanced materials, they will need to demonstrate that such use will be financially sustainable in the long term.
- To encourage the use of innovative design to enhance the aesthetic appeal and desirability of using public transport facilities. In addition to operation and safety issues GCC welcomes designs which compliment and where possible enhance the natural, built and historic environment.
5.3 Expected policy outcomes

5.3.1 The implementation of this policy will result in the promotion of an accessible rail service which provides safe and convenient transport choices, where individuals have confidence to consider rail as a realistic travel choice. Facilities must be provided to meet demand and sustainable travel access improvements will increase the desirability of use.

5.3.2 The priorities for railway station access improvements include:

- Investment in the improved integration of Cheltenham Spa and Gloucester stations into their surroundings, making them attractive, effective gateways into the county’s primary urban centres.

- Continue to implement complementary enhancements to existing stations including the developments of travel plans, integration of bus services, improved car and cycle parking and customer facilities.

- Work with partners to manage growing demand at Kemble Station. Promote this station as a Cirencester Parkway facility. This would require improvements to station facilities, further car parking spaces, improved sustainable transport linkages with the town and longer-term work alongside the wider rail industry to improve frequencies to Swindon and London services.

- Resolving pedestrian access arrangements in Moreton-in-Marsh.
6.0 Delivery priorities

6.1 Gloucestershire’s vision for transport is to deliver:

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

6.2 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.

6.3 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).

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

6.5 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.

6.6 Initiatives have been divided between capital and revenue schemes and separated into two delivery phases:

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

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

6.8 The scheme list identified in Figures I and J 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.
### Countywide short term capital projects delivery priorities (2015 to 2021)
- Cheltenham Spa railway station enhancement
- Gloucester railway station enhancement
- Lydney railway station enhancements
- Kemble railway station enhancements

### Countywide long term capital projects delivery priorities (2021 to 2026)
- A new railway station(s) south of Gloucester north of Bristol
- Ashchurch for Tewkesbury railway station improvements
- Cam and Dursley railway station enhancements
- Electrification of Great Western main line including Kemble Link extension
- Electrification of Bristol to Birmingham main line
- Moreton-in-Marsh small scale railway station enhancements
- Rail Junction and Capacity improvements (dynamic loops) to rail lines to enable more trains to operate and more stopping services, including possible new stations
- Stonehouse railway station enhancements
- Stroud railway station enhancements

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

7.1 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.

7.2 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.

7.3 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.

7.4 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.

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

7.6 Figure K outlines the performance indicators used to assess the impacts of this Rail Policy Document.

### Figure K – Rail related performance indicators

<table>
<thead>
<tr>
<th>Name</th>
<th>Indicator and Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>LTP PI-7</td>
<td>To increase rail use within the county by 30% from 2015 to 2031</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>
## 8.0 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>AQMA</td>
<td>Air Quality Management Area</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>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>CMP</td>
<td>Construction Management Plans</td>
</tr>
<tr>
<td>CPS</td>
<td>Connecting Places Strategy</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>Dynamic loop</td>
<td>Track mechanism allowing two trains to pass each other without stopping</td>
</tr>
<tr>
<td>Frequent Highway 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>Gloucestershire Highways Biodiversity Guidance (2015)</td>
<td>Advice to help the county council implement its statutory duty to conserve biodiversity (Natural Environment &amp; Rural Communities Act 2006) whilst carrying out its highways functions.</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>
</tbody>
</table>

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.
Gloucestershire’s Local Transport Plan (2015 - 2031) – Policy Document 5 – Rail

<table>
<thead>
<tr>
<th>Growth Deal</th>
<th>Agreement between GFirst (LEP) and Government to secure the Growth Fund.</th>
</tr>
</thead>
<tbody>
<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 (J9 and 10).</td>
</tr>
</tbody>
</table>
| 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 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 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. |
### Gloucestershire’s Local Transport Plan (2015 - 2031) – Policy Document 5 – Rail

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
</table>
| LSTF    | Local Sustainable Transport Fund  
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. |
| LTA     | Local Transport Authority  
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). |
| LTP     | Local Transport Plan  
A statutory document setting out a LTAs long-term transport strategy. |
| 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. |
| MFGS    | Manual for Gloucestershire Streets  
Manual for Gloucestershire Streets sets out the principles that GCC will apply to the design and construction of transport infrastructure associated with new development. |
| NCN     | National Cycle Network  
A national cycling route network of the United Kingdom, which was established to encourage cycling throughout Britain. |
| NDP     | Neighbourhood Development Plan  
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. |
| Network Rail | The authority responsible for the United Kingdom’s railway network. |
| NMU     | Non-motorised User  
Road users who are pedestrians, cyclists and equestrians with attention to the needs of disabled people. |
| NPPF    | National Planning Policy Framework  
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. |
| 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. |
| PRoW    | Public Rights of Way  
Paths on which the public have a legally protected right to pass and re-pass. |
| PTP     | Personal Travel Planning  
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. |
| RTPI    | Real Time Passenger Information  
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. |
| 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. |
| SEP     | Strategic Economic Plan  
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. |
| 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.

<table>
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<th>Soft Measures</th>
<th>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.</th>
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| TAMP          | **Transport Asset Management Plan**  
|               | 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**  
|               | 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**  
|               | 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
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Economic growth

Local Transport Plan

The vision for transport in Gloucestershire is ‘A resilient network that enables sustainable economic growth by providing door to door travel choices’. This vision encapsulates the importance of journey time reliability, the promotion of different travel choices, and the delivery of sustainable economic growth.

The LTP objectives are to:
- Support sustainable economic growth
- Enable community connectivity
- Conserve the environment
- Improve community health and wellbeing

Working with the private, public and voluntary sectors to generate

34,000 NEW JOBS and over 5,000 NEW APPRENTICESHIPS

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

5 MILLION annual passenger journeys

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

The role for rail:

9 STATIONS

CONNECTING – London, Bristol, Birmingham, Cardiff, Swindon, Oxford, Reading and Worcester
Gloucestershire’s Local Transport Plan 2015-2031 Gloucestershire’s vision for Rail

Our vision for Rail

This document sets out our long term vision for Rail 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.

Enhancements in rail 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. Rail will also contribute towards the management of increased transport demand to reduce transport derived carbon emissions.

Gloucestershire benefits from its strategic location in the south west of England and provides good rail links. This enables commuting connections to the commercial centres of London, Birmingham, Bristol, Cardiff, Worcester, Oxford, Swindon and Reading. There are nine rail stations within the county servicing approximately five million passenger journeys with demand continuing to grow year on year.

Gloucestershire’s long term vision for Rail is for more frequent, faster passenger services accessed by modern station facilities that provide gateways to the wider county. Rail passengers are to have a choice in the way they travel when accessing services to encourage use for local and longer distance trips.

The vision will only be achieved by delivering a comprehensive local service through the co-ordination of stops and interchanges. This complements faster longer distance services linking the growing City Regions increasing journey choice and connectivity.

More passenger services and additional stops can only be introduced in the context of wider investment by the rail industry with collaborative working with neighbouring local enterprise partnerships. New stations will result in abstraction (the transfer of customers from existing stations) and will require business cases to be developed.
Wider Rail investments

The Great Western Railway Rail Franchise is pivotal for Gloucestershire. The company’s priority in relation to Gloucestershire is focused on improving services from the main centres, including Cheltenham and Gloucester and especially to London and the wider South East. These improved links should be complemented by enhanced connectivity to growth centres, including Bristol, Birmingham, Cardiff, Oxford, Swindon and Reading. It is likely that more people will come to live in Gloucestershire with the intention of working in these centres.

The electrification of the Great Western Mainline (GWML), the completion of Crossrail in 2018 and its integration with the GWML at Reading will provide significantly improved access to the economy of South East England, enhanced further in the future by improved links to Heathrow and the international trade.

There is great potential for Gloucestershire through improved linkages to the Bristol City Region MetroWest programme including working collaboratively with Bristol and the West of England Local Enterprise Partnership to develop a case for extending the planned half-hourly MetroWest (Bristol-Yate) services to Gloucester. This will complement the existing fast links to Bristol, Birmingham and HS2.

It is critical that Gloucestershire and the South West have good connectivity to Birmingham to enable the continuation of fast trains to London and the cities of the Northern Powerhouse.
Our short to medium term ask for Rail investment:

**Short term Network Rail Control Period 5, 2015 - 2019**

- Investment in the improved integration of Cheltenham Spa and Gloucester stations into their surroundings, making them attractive, effective gateways into the county’s primary urban centres
- Continue to implement complementary enhancements to existing stations including the developments of travel plans, integration of bus services, improved car and cycle parking and customer facilities
- Contribute and influence the debate surrounding medium and long term developments such as MetroWest, West Midland Rail Devolution and HS2. Identify opportunities and how to exploit them in terms of broader connectivity to London, Bristol and Birmingham

**Short to medium term Network Rail Control Period 5, 6 and 7, 2015 - 2029**

- Seek service improvements at Ashchurch for Tewkesbury initially to an hourly service to meet demands of proposed development at MOD Ashchurch and longer-term work alongside the wider rail industry to improve frequencies further
- Seek service improvements at Lydney and longer-term work alongside the wider rail industry to improve frequencies and connections further in the context of planned developments in the town and harbour area
- Work with partners to manage growing demand at Kemble Station. Promote this station as a Cirencester Parkway facility. This would require improvements to station facilities, further car parking spaces, improved sustainable transport linkages with the town and longer-term work alongside the wider rail industry to improve frequencies to Swindon and London services
- Work in partnership with G First, West of England Partnership and Great Western Cities to develop and fund in the long term the extension of the enhanced MetroWest Bristol-Yate service to Gloucester and potentially to Worcester
**Medium term Network Rail Control**

Period 6 - 7, 2019 - 2029

- Explore with Great Western Railway and Network Rail the most effective approach to station development and stopping patterns on the Bristol-Gloucester route, including the development of the existing Cam and Dursley station and the potential for one or more new stations.

**Long term Network Rail Control**

Period 8 +, 2029 +

- Deliver new station(s) at Hunt’s Grove and/or Stonehouse and/or Charfield. The revenue generated could support the overall business case for the extension to MetroWest to Gloucester of the forthcoming half-hourly Bristol-Yate service.
For continual investment by the rail industry to enable the delivery of enhanced passenger facilities and services in Gloucestershire.

We want more people to have access to rail and for them to choose the use of rail on a daily basis for local and longer distance trips.

Our commitment.....

To work with the neighbouring Local Enterprise Partnerships, the train operators and Network Rail to prepare comprehensive business cases that demonstrate a robust case for investment in:

- Enhanced frequency and reduced journey times to London, Birmingham, Bristol, Wales and gateways to Europe, from Gloucestershire stations
- Bristol-Gloucester service frequency enhancement through the extension of the MetroWest service
- Ashchurch for Tewkesbury service frequency enhancement as part of the proposal for over 2,500 new homes on the former MOD site in Ashchurch
- Kemble station enhancements providing a Parkway facility with improved integration with the surrounding area and the extension of the Great Western Mainline electrification to Kemble providing service frequency enhancements to Swindon, Reading and London
- Lydney station enhancements with improved integration with the surrounding area and enhanced passenger services
- A new station(s) in the county, south of Gloucester, serving development in this area
Gloucestershire Local Transport Plan

For more information on local transport within Gloucestershire visit:

www.gloucestershire.gov.uk/ltp3

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