

GLOUCESTERSHIRE COUNTY COUNCIL

Draft Local Transport Plan 2027-2043

LTP Monitoring Report



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1. Introduction

Our vision for transport in Gloucestershire

We have developed a clear vision for the future of transport in Gloucestershire which reflects the characteristics and needs of residents across our urban, suburban and rural communities. It responds to the challenges and opportunities identified in the Gloucestershire LTP Evidence Base and public and stakeholder engagement.

Our vision is for a better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable. By 2043, Gloucestershire will have a transport system that gives residents and visitors genuine travel choices and the ability to shift to sustainable modes. New homes and employment will be located where they can be served by high-quality sustainable transport routes.

A transformed public transport network will form the backbone of the county's transport system. It will be centred on a zero-emission Bus Rapid Transit (BRT) system, which will provide fast, reliable and affordable connections between Gloucester, Cheltenham, market towns, rural communities and employment centres. The delivery of BRT will secure a step change in public transport in Gloucestershire and help to support our ambition to increase bus patronage 145% by 2043.

Walking, wheeling and cycling will be safe and attractive options for everyday journeys. The Gloucestershire Cycle Spine will form the heart of a county-wide active travel network. Comprehensive sustainable networks will provide safe, direct and attractive routes for journeys, supporting an increase in active travel journeys by 117% in urban areas and 16% in rural areas.

Rail will play an important role in supporting long distance journeys. Through the delivery of the Midlands Rail Hub and wider rail improvements, residents and businesses will benefit from faster, more frequent and more reliable rail services, strengthening links to Birmingham, Bristol, Cardiff, London, the Midlands and the South West. These improvements will help to increase Gloucestershire's rail network capacity 83% by 2040 and support our ambition to increase rail patronage 112% by 2043.

Investment in Gloucestershire's sustainable transport network, alongside national road user charging and wider demand management measures such as workplace parking levies or congestion charging will help reduce congestion, encourage modal shift and support our ambition to achieve net zero by 2045

Our vision is supported a number of objectives and three outcomes which will underpin the policies and interventions set out in the LTP strategy and the targets set out in this Monitoring Plan as set out in Figure 1.

Figure 1: Gloucestershire LTP Vision, Objectives and Outcomes

Vision: A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable		
Outcome 1: A well connected and prosperous Gloucestershire	Outcome 2: A green and healthy Gloucestershire	Outcome 3: A Gloucestershire for local communities
Objective 1: Improving regional transport connections to support a wider functional economic area	Objective 5: High quality natural and built environment	Objective 9: Integrating different types of transport to make it work better for the community
Objective 2: A transport system which supports sustainable housing and employment growth	Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	Objective 10: Ensuring travel is affordable for all and supports reduced social exclusion
Objective 3: Making our transport system more reliable and resilient all day, every day	Objective 7: Making travel safer and more secure	Objective 11: Ensuring transport is accessible and inclusive for everyone
Objective 4: Making our transport system fit for the future	Objective 8: Enabling people to lead active and healthy lives	Objective 12: Local transport that reflects community needs

Our approach to monitoring

Monitoring is important to enable us to track scheme progress and to ensure the vision, outcomes and objectives for Gloucestershire are delivered. We will use our outcomes and objectives to monitor the performance of the policies, interventions and actions set out in Gloucestershire Local Transport Plan (LTP) Strategy and the benefits they deliver to the county.

Monitoring our performance will allow us to measure the success of our vision and enable us to update our Implementation Plans to reflect our performance against the LTP outcomes and objectives. The LTP implementation Plans include LTP Policy Implementation Plan, LTP Schemes List and LTP Monitoring Report. These plans will be updated on an annual basis to reflect progress made on delivery of the LTP vision, outcomes, objectives and targets.

Performance Indicators

To monitor and evaluate the implementation of our LTP, we have identified a set of performance indicators and targets against which progress can be assessed against. The performance indicators align to the outcomes and objectives within the LTP but also reflect the priorities set out within the Department for Transport's (DfT) Local Transport Outcomes Framework. The Local Transport Outcomes Framework provides outcome-based transport performance indicators which are set against key national priorities. The transport indicators aim to create 'communities [which] are better connected by healthier, safer and greener transport that meets the needs of all users and drives growth.' Every Local Authority will be assessed on their transport performance against achieving this vision and meeting the indicator targets.

2.A well connected and prosperous Gloucestershire

Table 1 summarises the Outcome 1: A well connected and prosperous Gloucestershire performance indicators and targets to meet the LTP objectives.

Table 1: Outcome 1 Performance Indicators and Targets

Objective	Performance Indicator	Target
Outcome 1: A well connected and prosperous Gloucestershire		
Objective 1: Improving regional transport connections for a wider functional economic area	Reduction in inappropriate freight travel	Maintain HGV traffic on inappropriate roads at less than 5%
	Increase use of rail	112% increase in rail usage by 2043
Objective 2: A transport system which supports sustainable housing and employment growth	% change in average bus speeds	Awaiting guidance from DfT
	Local highways capability rating	Improve maintenance performance from Amber to Green and maintain Green rating for road condition, spend and overall ranking
Objective 3: Making our transport system more reliable and resilient all day, every day	- Local authority managed roads where maintenance should be considered (categorised as red): - A roads and motorways	Awaiting guidance from DfT. It is proposed to monitor in line with existing LTP targets as below:

	○ B and C roads ○ Unclassified roads	• To maintain the percentage of principal road network requiring maintenance at or below 4% • To maintain the percentage of non-principal classified road network where maintenance should be considered at or below 9% • To maintain the percentage of unclassified road network where maintenance should be considered at or below 18%
	• % of buses departing from stops no more than one minute early and no more than five minutes fifty-nine seconds late across all routes	• 95% of buses departing from stops no more than one minute early and no more than five minutes fifty-nine seconds late across all routes
Objective 4: Making our transport system fit for the future	• % of traffic signals operating under adaptive control (MOVA/SCOOT) • Number of bus stops with real time information	• 185% increase in MOVA Controlled Crossings, 17% increase in MOVA controlled traffic signal junctions and 1167% increase in the number of SCOOT controlled traffic signal junctions. • 20-35 new real time information installations every year as funding allows

3.A green and healthy Gloucestershire

Table 2 summarises the Outcome 2: A green and healthy Gloucestershire performance indicators and targets to meet the LTP objectives.

Table 2: Outcome 2 Performance Indicators and Targets

Objective	Performance Indicator	Target
Outcome 2: A green and healthy Gloucestershire		
Objective 5: High quality natural and built environment	Number of Nitrogen Dioxide (NO₂) roadside monitoring sites in exceedance of the annual statutory concentration limit	Number of Nitrogen Dioxide (NO₂) roadside monitoring sites in exceedance of the annual statutory concentration limit to achieving 0.
Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	Estimated annual transport carbon impacts up to 2050, disaggregated by user emissions and infrastructure carbon emissions	Net Zero by 2045
	% of the bus fleet that is zero tailpipe emission	75% by 2030 and 100% by 2040
	Number of publicly accessible Electric Vehicle Supply Equipment per 100,000 population	Awaiting guidance from DfT
	Provision of Electric Vehicle charging sockets and pavements channels on LA land	Awaiting guidance from DfT
Objective 7: Making travel safer and more secure	- Number of road casualties disaggregated by: - The total killed or seriously injured (KSI)	Vision zero by 2050, 65% reduction by 2035.

	○ KSI's aged 16 years old and under ○ KSI of pedestrians and pedal cyclists	
Objective 8: Enabling people to lead active and healthy lives	• Average number of walking, wheeling and cycling journey stages per year	• 117% increase in urban areas and 16% increase in rural areas by 2043
	• Miles of compliant new/improved active travel network delivered	• 20 miles of compliant new/improved active travel network delivered by 2043
	• % of adults who engaged in active travel at least twice in the last 28 days	• Increase active travel participation above the 2025 baseline level of 30% by 2043
	• Active travel capability rating	• Maintain level 3 active travel capability rating

4.A Gloucestershire for local communities

Table 3 summarises the Outcome 3: A Gloucestershire for local communities performance indicators and targets to meet the LTP objectives.

Table 3: Outcome 3 Performance Indicators and Targets

Objective	Performance Indicator	Target
Objective 9: Integrating different types of transport to make it work better for the community	- Bus patronage disaggregated by: - Passenger journeys - Elderly and concessionary passenger journeys	- Increase bus passenger journeys 145% by 2043 - Monitor the proportion of elderly and concessionary passenger journeys
Objective 10: Ensuring travel is affordable for all and supports reduced social exclusion	Public transport, walking and cycling connectivity score to key destinations (education, leisure and community, health, shopping, residential and workplaces)	Maintain and improve Gloucestershire's connectivity score to key destinations
	Vehicle miles on local bus services	Annual increase in vehicle miles on local bus services
Objective 11: Ensuring transport is accessible and inclusive for everyone	- Bus accessibility: % of local buses meeting all accessibility standards % of local buses with audio-visual announcements	75% by 2030 and 100% by 2040

Objective 12: Local transport that reflects community needs	• Bus passenger satisfaction: ○ % of total bus passengers very or fairly satisfied with bus journey ○ % satisfaction of passengers with personal security on the bus ○ % total of disabled passengers very or fairly satisfied with bus journey ○ % satisfaction of passengers with real-time information at the bus stop	• Reach national average for passenger satisfaction by 2030 and exceed it at the end of the plan period in 2043
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5. Conclusion and Next Steps

Monitoring the LTP is important for us to track our progress and ensure we achieve our vision for transport in Gloucestershire. Monitoring will also help to inform future decision making by assessing the performance and benefits of delivered transport schemes.

The LTP targets will be monitored annually and the outcomes will be published on our website documenting scheme delivery, changes in policies and performance against performance indicators. This will ensure we are delivering the level of change required to achieve our vision, outcomes and objectives.

As part of our monitoring, we will also measure our performance against national transport priorities as set out in the Government's Local Outcomes Framework