Local Transport Plan

Annual Monitoring Report 2024/2025

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Contact: ltp@gloucestershire.gov.uk

Gloucestershire COUNTY COUNCIL

Contents

1. Introduction

1.1 About this monitoring report

This report provides an update on the implementation of the Gloucestershire Local Transport Plan (LTP), which was adopted in March 2021 and can be found at www.gloucestershire.gov.uk/ltp. It covers the period 2024/2025 and addresses current transport issues and trends in Gloucestershire.

The LTP monitoring report includes information relating to scheme delivery, policy development, and performance against set monitoring indicators. These are reported in detail in the appendices of this report. Previous versions of the LTP monitoring report can be found at www.gloucestershire.gov.uk/ltp. Details regarding recent changes in policy are provided in Appendix 4 which lists key local and governmental papers and policies.

The data reported in this report reflects the progress made in returning to pre-pandemic levels of activity and performance. Highway traffic levels appear stable though journey times are slightly higher. GCC continues to exceed its LTP road maintenance targets and has started to make real progress on road safety indicators.

All active travel modes are increasing in usage; however, bus and rail ridership remains below pre-pandemic levels. Bus journey times and reliability on the monitored corridors have decreased in recent years. However, great progress is being made in terms of bus accessibility levels, vehicle fleet composition, and passenger satisfaction.

Air quality in Gloucestershire is improving, and overall CO2 emissions are declining, likely at least partially due to the increased uptake in Electric Vehicles that can also be evidenced in Gloucestershire.

The LTP provides the overarching framework for transport policy in Gloucestershire. Under this umbrella, Gloucestershire County Council (GCC) develops more specific transport policy and strategies/plans to further support the implementation of the LTP.

2. Overarching Policies

Transport can act as an enabler of growth and economic prosperity and provide access to opportunities. However, transport is also a key contributor to greenhouse gas emissions, and the negative effects of traffic can reduce economic output and have adverse impacts on health, wellbeing, and the environment. The LTP overarching policy chapter sets the long-term ambition to make transport more sustainable while enabling growth.

2.1 Carbon reduction

The updated LTP commits to developing a transport carbon reduction pathway for the county, recognising that transportation makes a substantial contribution to CO2 emissions due to the continued use of diesel and petrol vehicles. In 2023, road transport accounted for 29% of all emissions, rising to 42% when emissions from motorways and railways are included. Of the 5 (t CO2e) per capita carbon emissions from all sources, transport emissions accounted for 2.1(t CO2e) per capita.

The targets set out in GCC's Climate Change Strategy are for the County Council's own operational emissions to be net zero by 2030, emissions from all sources across the county to be net zero by 2050; and the county to work with partners to deliver an 80% reduction in emissions by 2030, relative to 2005. In 2020, GCC strengthened its targets by signing up to the UK100 Pledge, committing to reaching net zero emissions from all sources across the county by 2045. This 2045 target is reflected in the adopted LTP and as the Local Transport Authority, GCC leads on the decarbonising transport workstream, through Climate Leadership Gloucestershire (CLG). Reaching both targets; net zero emissions by 2045 and an 80% reduction in emissions by 2030, would mean that Gloucestershire would stay within its carbon budget.[1]

Over the last 8 years, in Gloucestershire CO2 from transport emissions have decreased and transport emissions within the control of Gloucestershire (excluding rail and motorways) have also decreased during the same period. (see Appendix 1: PI-14 Reduce per capita transport carbon emissions)

Ultra Low Emission Vehicles (ULEVs) are a key component of Gloucestershire's transport decarbonisation strategy. However, ULEVs made up just 2.92% of all registered vehicles in Gloucestershire in 2024, despite numbers nearly doubling since 2021. The LTP prioritises increasing ULEV uptake and expanding charging infrastructure, addressing challenges specific to the county's rural areas. These aims are outlined in Gloucestershire's ULEV Strategy.

2.2 Improving health and local environmental protection

Air quality in Gloucestershire is generally good, but eight Air Quality Management Areas (AQMAs) have been designated due to nitrogen dioxide (NO^2) levels, primarily from traffic. Monitoring is conducted via diffusion tubes and continuous test sites, with data reported annually to

[1] The carbon budget refers to the total amount of greenhouse gases that can be emitted while keeping global temperature rise within climate targets (e.g., 1.5°C or 2°C).

DEFRA.

The GCC District Air Quality Grant awarded £23,400 for air quality projects to several district councils in March. Funding will help towards anti-idling efforts at schools and congested areas in Cheltenham and Tewkesbury, and the installation of particulate matter monitors in Stroud to help monitor the impacts of wood burning. The DEFRA funded electric cargo bike is in the final delivery stage and the GCC Air Quality Monitoring Dashboard now includes particulate matter data where available. We have also presented talks on air quality and health impacts to various healthcare professionals for the Forest of Dean and Cotswolds areas and are looking forward to securing more presentations across the county.

Following the success of GCC's Clean Air Day campaign last year, we celebrated Clean Air Day again this year with a children's drawing competition, a GCC staff sustainable commuting competition, Clean Air Day advertisement on buses across the county and the procurement of an Air Quality Theatre which reached 539 pupils across 10 Gloucestershire primary schools.

PI-13 Reduce levels of traffic derived Nitrogen Dioxide (Appendix 1) shows that since 2015, NO^2 levels have remained relatively stable and overall, figures remain below pre-pandemic levels.

2.3 Maximising investment and enabling growth

GCC has recently published Gloucestershire's Economic Strategy (2024-2034) which covers the next 10 years and introduces a new long-term vision for the county, Gloucestershire 2050, which sets out the plan to achieve greener and inclusive growth that all residents can contribute to and benefit from. Transport is mentioned in a number of places as an enabler for the growth ambitions outlined.

Gloucestershire's City Region Board agreed the county's Local Growth Plan in November 2025. This document will be formally considered for adoption by the County Council in March 2026.

The Local Growth Plan sets out a bold and inclusive economic vision to enhance prosperity, the environment and wellbeing for all. It identifies five core economic missions and champions a collaborative, county-wide approach to delivery, bringing together public sector partners, businesses, education providers, the voluntary sector, and local communities to create opportunities for Gloucestershire's residents.

The Local Growth Plan is a live and fluid document. As Gloucestershire progresses through Local Government Reorganisation and its devolution journey, it will need to evolve to become more focused with increased detail on its delivery priorities as additional funding is identified and secured. Its success will depend on strong partnerships and collaborative delivery.

2.4 Influencing Travel Behaviour Change

In the 2024/25 financial year, Bikeability training delivered by GCC, expanded by 4% among primary pupils and 10% among secondary students compared with the previous year. A new partnership with the Fire Service enabled holiday courses specifically for homeschooled children and those unable to attend during term time.

To bolster the Walk Wheel Cycle Trust (previously known as Sustrans) Big Walk and Wheel campaign, Thinktravel delivered a series of themed activities from January to March 2025, including led cycle rides, scooting, and skateboarding workshops, history walks, treasure hunts, bike maintenance sessions, and assemblies. 52 schools across Gloucestershire registered, with events hosted in 33 settings.

Thinktravel also advanced use of the ModeShift STARS platform by guiding schools through travel plan development and accreditation. This initiative aligns with the national PE curriculum and Ofsted criteria, helping schools identify barriers to active travel, record their interventions, and achieve awards from basic through to gold level.

The Pedal Eazy e-bike hire scheme, launched in September 2024 with Transition Stroud and Gloucestershire Bike Project as partners, offers 3-month rentals at £70 per month with concessions for job seekers. By March 2025, 34 hires had been recorded. The scheme has been renewed for a second year and will expand in October 2025 to include e-bike loans at Bishop's Cleeve and Churchdown Libraries.

The Workplace E-bike Loan Scheme continued into 2025/26, allowing organisations to trial up to 10 e-bikes for 3-month periods. In 2024/25, 4 organisations participated and 55 staff borrowed an e-bike to assess its suitability for commuting and other journeys.

Finally, Thinktravel's support for Love to Ride which is a free online community platform, resulted in a 20% increase in campaign sign-ups over 4 key annual drives. Users benefit from goal setting, peer encouragement, prize incentives, and educational webinars designed to sustain and grow cycling participation.

3. Bus

GCC published an updated Bus Service Improvement Plan (BSIP) in 2024 which sets out the goal for buses to be at the heart of an integrated, affordable, and sustainable transport system. The key objectives include:

- A more comprehensive bus network
- Faster, more reliable services
- More attractive fares and ticketing
- Improved information, marketing, and innovation
- Better vehicles and infrastructure

The BSIP aligns with the LTP and includes short, medium, and long-term targets through to 2041 which are reported in Appendix 2. To achieve these objectives, GCC has entered into an Enhanced Partnership (EP) with bus operators, ensuring a collaborative approach. This partnership is already supporting the development of key transport initiatives, such as:

- **Arle Court Park and Ride Improvements and a network of local interchange hubs**
- **Express Bus Corridors**
- **Bus Rapid Transit Scheme Development**
- **Demand Responsive Transport** (including the expansion of the Gloucestershire Robin service in rural areas)

For further details on GCC's BSIP, please refer to the document here: Gloucestershire's Bus Service Improvement Plan 2024

Government funding was awarded to GCC through a single BSIP grant, totaling £8.03 million. This funding will be used to enhance existing services through greater frequencies and service extensions, fleet and bus passenger information upgrades, bus priority improvements, information and promotional campaigns and further feasibility/design work. Additionally, in 2023, GCC was awarded nearly £6 million through the Zero Emission Bus Regional Areas (ZEBRA) programme, which will fund the introduction of up to 58 electric buses, replacing older diesel buses and supporting the county's goal of becoming carbon net zero by 2045. These investments will help reduce an estimated 59,069 tonnes of CO2 and 30 tonnes of nitrogen oxide emissions over the buses' lifetimes. The first electric buses are expected to be in service by late 2025/early 2026.

Arle Court Transport Hub opened in July 2024, providing a flagship facility with local bus and national coach service connections to the southwest of Cheltenham. The Merrywalks Interchange Hub in Stroud is due to be completed in 2025, with improvements to passenger waiting facilities, transport integration and public realm being delivered. Work is ongoing to roll out further Real Time Passenger Information facilities at railway stations to improve bus-rail connectivity.

Monitoring of LTP and BSIP indicators shows that bus patronage is steadily recovering from the sharp decline experienced during the COVID-19 pandemic. In 2023/24, Gloucestershire recorded 22.6 local bus journeys per head, more than double the 9.8 journeys per head reported in 2020/21, highlighting a positive trend toward pre-pandemic usage levels. (see Appendix 1: PI-9 Increase use of bus and Appendix 2: BSIP Target 3 Bus passenger numbers).

GCC continued to maintain bus passenger access to key services and in 2024, 95% of Gloucestershire residents could reach a GP within 45 minutes by public transport (see Appendix 1: PI-10 Maintain bus passenger access). BSIP Target 1 Bus journey times (see Appendix 2) indicates that travel times across the network are increasing. Whilst journey times along the Cheltenham to Tewkesbury corridor appear to have stabilised, they continue to rise on the Cheltenham to Gloucester corridor. However, as the baseline year for this data is 2024, it is still too early to draw firm conclusions.

Bus journey reliability continues to be monitored, with 2024 established as the baseline year for reporting. Although data from previous years is available for comparison, early indications suggest that reliability has improved compared to 2023 (see Appendix 2: BSIP Target 2 Bus journey reliability).

The proportion of the population living within 400 metres of a bus stop served by at least four buses per hour in 2025 has increased overall when compared to 2024 data. Accessibility has notably improved over most time periods, and GCC will continue to monitor progress against this target (see Appendix 2: BSIP Target 4 Network accessibility). GCC are continuing to monitor progress against vehicle quality across the county, in 2024 61% of buses were Euro 6 standard. As we work towards delivering ZEBRA, we will see the number of Zero Emissions in the county accelerated.

4. Cycle and Walk

Gloucestershire's LTP is complemented by Local Cycling & Walking Infrastructure Plans (LCWIPs) which set out the strategic approach to identifying long-term cycling and walking improvements and make the case for future investment through funding bids and by informing discussions with developers.

We have published LCWIPs for the following locations and the documents available for download can be found here – https://www.gloucestershire.gov.uk/lcwip

- Bishop's Cleeve
- Cam & Dursley
- Central Severn Vale
- Cirencester
- Countywide Cycle Infrastructure Plan
- Newent
- Stroud
- Tewkesbury

The Bishop's Cleeve, CSV and Stroud LCWIPs have focused on routing the Gloucestershire cycle spine. We will continue to update and refine the approach to developing infrastructure plans in response to Department for Transport evaluation of the CWIS process and currently anticipate that LCWIPs will be informed by urban centres and strategic allocations across the county.

A digital cycle map, available on the LCWIP page, includes proposed LCWIP corridors, strategic desire lines, and the national Cycling network. Each layer of information can be overlaid to help build a visual picture of the broader strategy for cycling across Gloucestershire.

Walking and cycling will form a fundamental part of our plans to achieve net zero, by unlocking the potential of zero carbon trips, and giving people real transport choices through high quality infrastructure. We are currently working on delivering the core sections of the 26-mile Gloucestershire Cycle Spine ambition, a walking and cycling route from Stroud to Bishop's Cleeve that will bolster the county's active travel network with high-quality, connected facilities built to the latest design guidance.

Under the new administration, the group formerly known as the Cycling Advisory Group will be reinstated as the Active Travel Advisory Group, with updated terms of reference. We will also host Active Travel Forums to engage communities on improving walking, wheeling, and cycling provision. For more information, dates of future hybrid meetings and terms of reference can be found here: GCC Active Travel Advisory Group

LTP Target: PI-8 Increase use of cycling (Appendix 1) shows that trends vary across locations, with some sites such as Llanthony Road and the Honeybourne Line seeing increases, while others declined. Monthly volumes were highest in August and September, reflecting typical

seasonal cycling patterns. The high usage of the Arle Court path underscores the importance of Gloucestershire's developing 26-mile cycle spine, with further growth anticipated as infrastructure improves.

The table below presents a comparison of cycle usage at Arle Court, highlighting the increase in cyclists prior to the construction of the cycle spine in 2018 and 2019, and the subsequent change in usage following its completion. Although the Cycle Spine is not yet fully complete, the sections that have been delivered are already demonstrating encouraging progress in increasing cycling along the route. This early success highlights the positive impact that improvements to cycling infrastructure can have on usage levels.

Year	*Dates*	*7 Day Average (2 way)*	*% increase since 2018*
2018	1st – 14th Oct	231	-
2019	7th - 20th Oct	214	-7%
2022	3rd – 16th Oct	272	27%
2023	October 7 day average	360	56%
2025	October 7 day average	461	100%

5. Freight

GCC in its role as local highway authority will work with its partners to maintain a functioning freight network, ensuring the safe and expeditious movement of goods vehicles using the highway, and facilitate the decarbonisation of freight by 2045.To support government ambition and to bring in line with LTP policy, we are committed to facilitate the decarbonisation of road and rail freight by 2045.

In Gloucestershire, van (light commercial vehicles) vehicle traffic miles increased by 2.8% and lorries (heavy goods vehicles) decreased by 2.3% from 2023 to 2024. Heavy goods vehicles (HGVs) average daily traffic miles travelled in Gloucestershire between 2000 and 2024 have decreased by 12.9%, whilst light goods vehicles (LCVs) have increased by 107.5% over the same period, this is well above the national trend by 27%.2 Van traffic nationally in 2024 was 9.5% higher than 2019 (pre-pandemic); of all vehicle van miles travelled, minor roads carry over a third (35%), compared to A-roads (42%) and motorways (23%). Nationally, on average in 2024, vans had similar daily travel patterns to cars. The weekday morning and afternoon peaks were a similar level to cars; however, the afternoon peak were higher than cars according to national statistics. In Great Britain by contrast, lorry miles travelled showed an increased trend to 2021, before small yearly falls in the years

[2] Road Traffic Estimates in Great Britain Traffic in Great Britain by Vehicle Type - GOV.UK (www.gov.uk)

since. Lorry traffic levels in 2024 were 2.0% lower when compared with 2023. Lorry traffic nationally is primarily concentrated on motorways (47%) and A-roads (45%), with all minor roads carrying 8% of heavy goods vehicles.[1]

Government has in place low-emission vehicle grants for small and large vans. Gloucestershire will continue to monitor this trend to facilitate the decarbonisation of freight, through monitoring the number of licensed Ultra Low Emission Vehicles (ULEV) in the county. The freight sector is a national priority in terms of growth and reduction in greenhouse gases. The Future of Freight Plan is the Government's and the sector's joint response to future challenges to meet rising demand. We will work towards a greater understanding of the freight sector that serves Gloucestershire.

The movement of goods must be balanced to mitigate and effectively manage the impact of demand against community needs and the environmental impacts of freight transport. The LTP has identified key routes whose primary purpose will always be the movement of high traffic volumes. This is reflected in the primary route corridors. These routes are for the most part advisory and form the Advisory Freight Route Map for the county, set in policy and periodically reviewed to mirror HGV traffic flows.

LTP Target: PI-3 Reduction in inappropriate freight travel shows that freight volumes plateaued since 2016.

6. Highways

The Strategic Road Network (SRN) of motorways and other major routes are managed by National Highways and benefit from the Road Investment Strategy.

Managing the highway network to provide a safe, resilient, functioning network is at the core of the Council's responsibility as a Highway Authority. The Transport Assessment Management Plan (TAMP) provides the operational detail which supports the Asset Management Policy and Strategy; it is updated periodically and monitored in LTP Targets PI 4, 5 and 6.

Manual for Gloucestershire Streets (MfGS) provides guidance to developers, their consultants and design engineers, Local Planning Authorities, Parish and Town Councils, and the public on how new development within Gloucestershire can contribute towards the provision of a safe and sustainable transport network within the county. In October 2021, GCC updated the MfGS with an addendum: Manual for Gloucestershire Streets, it is based on DfT's wider application of the principles set out in Manual for Streets 2. It is proposed that work will commence on a more comprehensive update in 2025.

In recent years casualty statistics have been on the rise across Gloucestershire following many years of decline or levelling off. As such, GCC launched the Gloucestershire Road Safety Policy and Partnership in December 2022 with the first meetings taking place in February 2023. The policy document complements and updates the LTP for Gloucestershire 2021-2040 in respect of road safety. The policy covers the actions of the County Council as Highway Authority and as the Fire and Rescue Service Authority. The document has an aspiration to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, by 2050.

Annual vehicle kilometres travelled in Gloucestershire fell significantly during the COVID-19 pandemic due to lockdowns and reduced travel. Traffic decreased by 66% at the start of lockdown in 2020 and has been gradually increasing since. Although figures have not yet reached pre-pandemic levels, traffic saw a slight rise between 2023 and 2024, indicating a continuing upward trend (DfT table TRA8905).

LTP Target: PI-1 Journey time reliability on strategic important routes during the AM peak (Appendix 1) shows that journey times along strategic corridors slowed by 1% between 2018/19 and 2019/20. However, journey times rose between 2020 and 2023, reflecting the shift back to commuting after covid 19 and increased congestion.

LTP target: PI-2 Number of peak hour vehicle journeys (Appendix 1) shows flows are stabilising near 2019 levels, with AM peaks slightly higher. It is unclear if this trend will continue; 2025 data will provide more insight.

LTP Target: PI-4 Principal road network condition, PI-5 Non-principal road network condition, PI-6 Unclassified road network condition (Appendix 1) shows that the condition of Gloucestershire's road networks, principal, non-principal, and unclassified road continues to exceed the target.

LTP Targets: PI-11 Reduce the number of highway casualties, PI-12a Reduce the number of child highway casualties, PI-12b Reduce the number of older highway casualties (Appendix 1) show that although data availability is currently limited, early indications suggest a decline in casualties consistent with the new 50% reduction target. As such, progress appears on track. Future reports will continue to monitor alignment.

7. Rail

7.1 Service updates

In May 2023, an additional Bristol to Gloucester service commenced delivering two trains per hour in each direction, although Cam and Dursley still only gets one stop per hour. The existing hourly Bristol to Gloucester service has also been extended to Worcester, calling at Ashchurch-for-Tewkesbury. It is understood that planned capacity improvements in the Worcester area (estimated delivery 2027-29) could allow the extension of the new service to Worcester to provide two trains per hour.

7.2 Station and Infrastructure updates

GCC is working with Tewkesbury Borough Council to implement the Ashchurch for Tewkesbury Rail Strategy as part of the emerging Tewkesbury Garden Town proposals. At Gloucester station forecourt improvements were completed in Spring 2025, which have significantly improved interchange facilities and connections with the Gloucester Transport Hub and Gloucestershire Royal Hospital. Delivered in collaboration with GCC, Gloucester City Council, GWR, Network Rail, and GFirst LEP, the wider project also included a new access from Metz Way, an upgraded junction at Bruton Way, improved car parking, and step-free access via a refreshed subway linking to Great Western Road and the hospital.

In March 2025, the County Council was successfully awarded CIL funding for the delivery of an active travel link between Cheltenham Spa station and the A40 Lansdown Road. This will provide a much-needed extension of the existing Honeybourne Line cycle link, a significant step forward in delivering the County Council's Cycle Spine ambitions.

7.3 Rail freight

The County Council will continue to engage with the Western Gateway Sub National Transport Body (WGSNTB) and the Western Gateway Partnership on implementing their rail strategy and rail vision, respectively. Officers are currently identifying opportunities to improve intermodal freight facilities within the county, as part of delivering the South West Freight Strategy being led by Peninsula Transport SNTB and WGSNTB. The new Gloucester Yard sidings and freight facility are expected to be in operation in 2025.

LTP target: PI-7 Increase use of rail shows that since 2010/11, patronage has shown a general year-on-year increase, supporting ongoing investment in Cheltenham and Gloucester stations. The COVID-19 pandemic caused a significant decline, but recent passenger numbers indicate a strong recovery.

8. Scheme Delivery and Development Activity

This section provides details of scheme implementation and development activity since Gloucestershire's Local Transport Plan was adopted. Full details of the status of all LTP schemes are provided in Appendix 3.

8.1 Completed schemes

The following table summarises LTP schemes that are now completed.

Table 1 – Completed schemes:

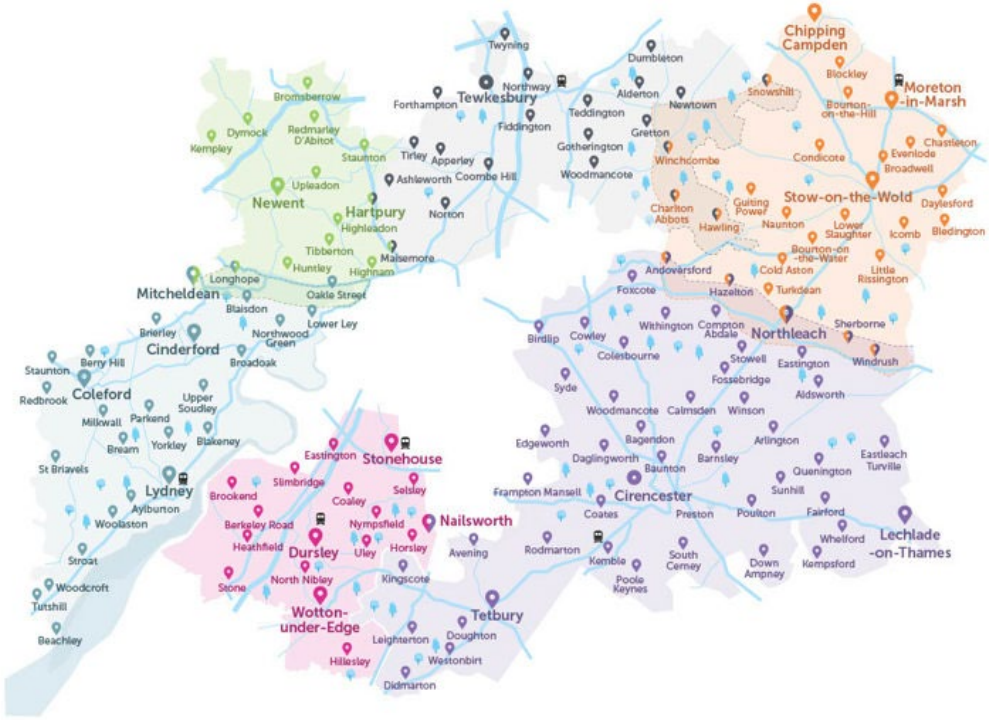
LTP scheme ref.	Scheme mode	Scheme name	Status
CSV 2	Highways	West Cheltenham Transport Infrastructure Scheme	Complete
CSV 8	Highways	Innsworth Gateway	Complete
CSV 12	Public Transport - Bus	Arle Court Strategic Park & Interchange expansion	Complete
CSV 24	Ped/Cycle	Gloucester - Sharpness walking & cycle Improvements	Complete
CSV 25	Public Transport - Bus	Innsworth Lane and Oxstalls Lane, Gloucester	Complete
CSV 36	Highways	Over Roundabout Upgrade – Left Slip from A40 East.	Complete
CSV 41	Highways	Highway Improvements A435 Corridor, Bishop's Cleeve	Complete
CSV 54	Highways	Staverton Cross Roads (B4063/B4634	Complete
CSV 55	Public Transport - Rail	Gloucester Railway Station Enhancement	Complete
CSV 57	Public Transport - Rail	Cheltenham Spa Railway Station Enhancements	Complete
FOD 14	Ped/Cycle	Cycling and Walking access improvements to Lydney Station and Lydney Harbour	Complete
FOD 15	Ped/Cycle	Cycling and Walking access improvements – Lydney Town Centre	Complete
FOD 19	Highways	Junction improvements - Highfield Hill including Traffic Calming, Lydney	Complete
SCots 12	Highways	Highway improvement - Thames St - High St, Lechlade	Complete

SCots 17	Highways	A429, Cherry Tree Junction, Cirencester	Complete
SD 3	Ped/Cycle	Active Travel Route - Stroudwater Navigation to Gloucester & Sharpness Canal	Complete
SD 8	Highways	Improvements for A419 Corridor, Stonehouse	Complete

8.2 Completed scheme example

The Robin Expansion

The Robin was first introduced in 2022 to tackle the growing challenge of rural isolation and limited transport options. Since its inception with two areas, it has transformed travel for thousands of residents, with over 43,300 passenger-trips made since it started across its existing five service areas. The service operates in five areas, the south Forest of Dean, north and south Cotswolds, Berkeley Vale, and parts of the Tewkesbury district. These areas cover the majority of rural Gloucestershire, however the last major rural area of the county without a Robin service was Newent and the surrounding area.



The latest extension of the service to Newent closes the final major gap in rural coverage, delivering a substantial boost to connectivity by opening up access to a previously unserved area.

Reaction from the public to The Robin has been overwhelmingly positive, with many praising the huge increase in transport options. Residents who previously had a limited bus service now have a service that operates 7am-7pm Monday to Saturday and will stop anywhere within the area of operation or link passengers with another form of transport.

[The Robin (your bookable bus)]

8.3 Schemes in delivery

The following table summarises LTP schemes that are currently in delivery. Schemes may take longer than one year to be fully delivered – in this case the relevant delivery activity within the reporting period and the expected scheme completion is provided.

Table 2 – Schemes in delivery:

LTP scheme ref.	Scheme mode	Scheme name	Status	Delivery update
CSV 1	Highways	M5 Junction 10 'All Movements' access and Link Road to West Cheltenham.	In delivery	Development consent was officially granted on 4 June 2025. Site preparation begins 2025, followed by construction in spring 2026, with completion expected in 2028/29.
CSV 14	Ped/Cycle	Cycle access improvements for A40/B4063 Corridor between Cheltenham and Gloucester	In delivery	Works are complete between Arle Court and Elmbridge Court, with the exception of Pirton Lane Junction, which is in construction. Works complete in Longlevens between Elmbridge Court and Oxstalls Lane.
CSV 21	Ped/Cycle	Cheltenham – Bishop's Cleeve Corridor cycle scheme	In delivery	Section 1: Honeybourne Line to Cheltenham Racecourse Roundabout Construction work began in November 2023 and was completed in December 2024, with the cycleway now open for use. Section 2.1: Gloucestershire & Warwickshire Steam Railway Bridge to Bishop's Cleeve Construction work commenced in January 2025 and is currently planned to be completed in Autumn 2025. Section 2.2: Cheltenham Racecourse Roundabout to Gloucestershire & Warwickshire Steam Railway Bridge Construction commenced in May 2025 and is currently planned to be completed in January 2026. Wellington Road to Central Cross Drive: Construction work commenced in Spring 2025 and is due for completion Summer 2025.
CSV 22	Ped/Cycle	Cycle access improvements linking Honeybourne Line to A40, Cheltenham	In design	Decision Approved in July 2025 for Glos CC to take forward the scheme from Great Western Railway. Ongoing coordination with landowner Network Rail and a Basic Asset Protection Agreement (BAPA) is being drafted for the scheme. Detailed Design progressing with GCC consultants GWR. Final surveys and advanced site clearance expected to be undertaken in Autumn 2025.

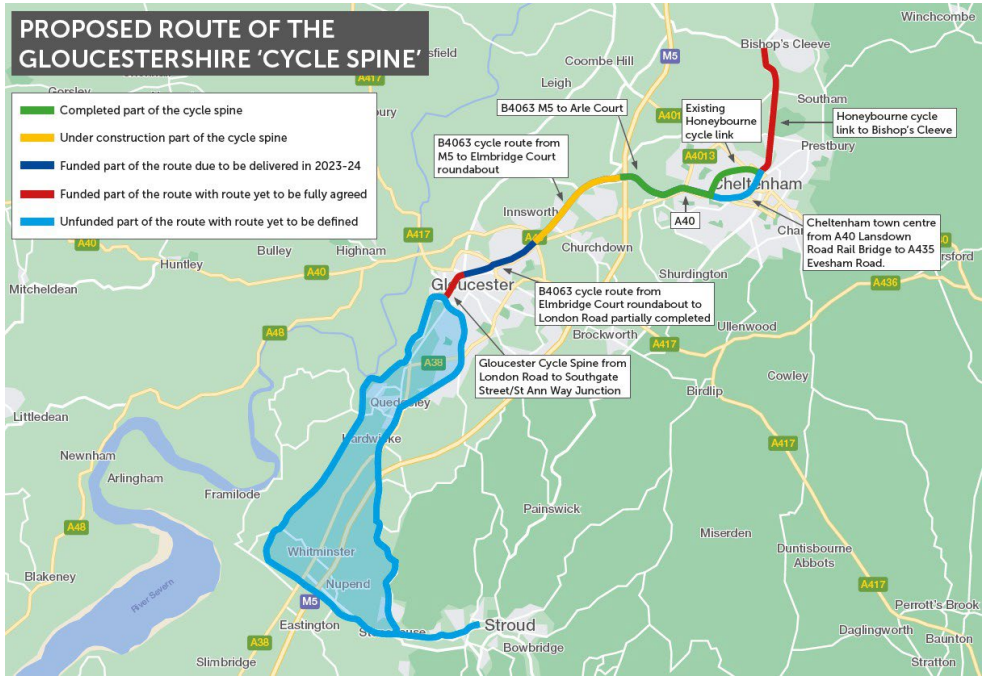
CSV 28	Ped/Cycle	LCWIP Cycling Corridor, Cheltenham (Phase 1 - 4)	In design/delivery	Bishop's Cleeve – Cheltenham section is in delivery. The Cheltenham town centre section is in design. Cheltenham – Gloucester section has been delivered.
CSV 30	Ped/Cycle	LCWIP Cycling Corridor, Gloucester (Phase 1 - 4)	Pre-design/design/delivery	Longlevens – Estcourt Rd section is in delivery. London Rd section is largely complete. The Gloucester town centre section is in design. Southgate Street – Cole Avenue section is in design. Cole Ave – Haresfield section is in the feasibility/concept stage.
CSV 40	Highways	A430 Llanthony Rd and St Ann Way, Gloucester (South West Bypass)	In delivery	Construction works completed in August 2023. Additional access road works are currently in construction.
CSV 49	Highways	A38 Crosskeys - Signalisation Upgrades	In delivery	This scheme is now being delivered through a developer. Construction works on the wider scheme is underway and we expect this to be one of the last elements to be delivered
CSV 53	Highways	A4019/ B4634 Old Gloucester Rd/Gallagher Retail Park Junction	In delivery	A development consent order (DCO) was submitted to the Planning Inspectorate in December 2023. A positive DCO decision was received in June 2025, preparatory work for the construction stage is anticipated to commence as early as Summer 2025 with construction expected to be complete by December 2027. Scheme forms part of M5 Junction 10 scheme CSV 1.
SCots 1	Highways	A417 – Missing Link	In delivery	A National Highways landscape-led scheme that will deliver a safe and resilient free-flowing link between the M4 and M5. The scheme commenced early in 2023 and is due to be completed in spring 2027.
Scots 2	Ped/Cycle	Cycle access improvements linking Cirencester to Kemble Railway Station	In design	This corridor is being designed with Cotswold CIL contributions by GCC and Walk Wheel Cycle Trust.
SD 6	Ped/Cycle	Access improvements ' Active Travel Route' - B4008 between little Haresfield (M5 J12) and Stonehouse Corridor	In design	At concept/preliminary design stage The Standish Multi User Path (Phase 1) is complete
TKS 1	Highways	'New Offline' A46 and M5 Junction 9 improvements, Tewkesbury	In pre-design stage	The Department for Transport (DfT) is currently assessing the Strategic Outline Business Case (SOC) for the scheme and will report its conclusion in late 2025. If successful at SOC stage the scheme will progress to Outline Business Case stage, with a handover to National Highways for delivery, sometime in 2027/2028.

8.4 Delivery examples

Examples of high-profile schemes in delivery since LTP adoption include the following:

A435 Cheltenham to Bishop's Cleeve Cycleway

The A435 Cheltenham to Bishop's Cleeve cycleway will provide a new cycleway and an improved pedestrian route between Cheltenham and Bishop's Cleeve. The cycleway and pedestrian improvements will help cyclists and pedestrians of all ages and abilities to travel safely, encouraging people to choose cycling and walking over using their cars for work, school, or leisure, reducing carbon emissions, and supporting public health.



The scheme has been split into two sections, Section 1 between the Honeybourne Line in Cheltenham and Cheltenham Racecourse Roundabout and Section 2 between Cheltenham Racecourse Roundabout and the GE Aviation Roundabout in Bishop's Cleeve. Section 2 will be delivered in two phases.

Section 1: Honeybourne Line to Cheltenham Racecourse Roundabout

Construction work began in November 2023 and was completed in December 2024, with the cycleway now open for use.

Section 2.1: Gloucestershire & Warwickshire Steam Railway Bridge to Bishop's Cleeve

Construction work commenced in January 2025 and is currently planned to be completed in Autumn 2025.

Section 2.2: Cheltenham Racecourse Roundabout to Gloucestershire & Warwickshire Steam Railway Bridge

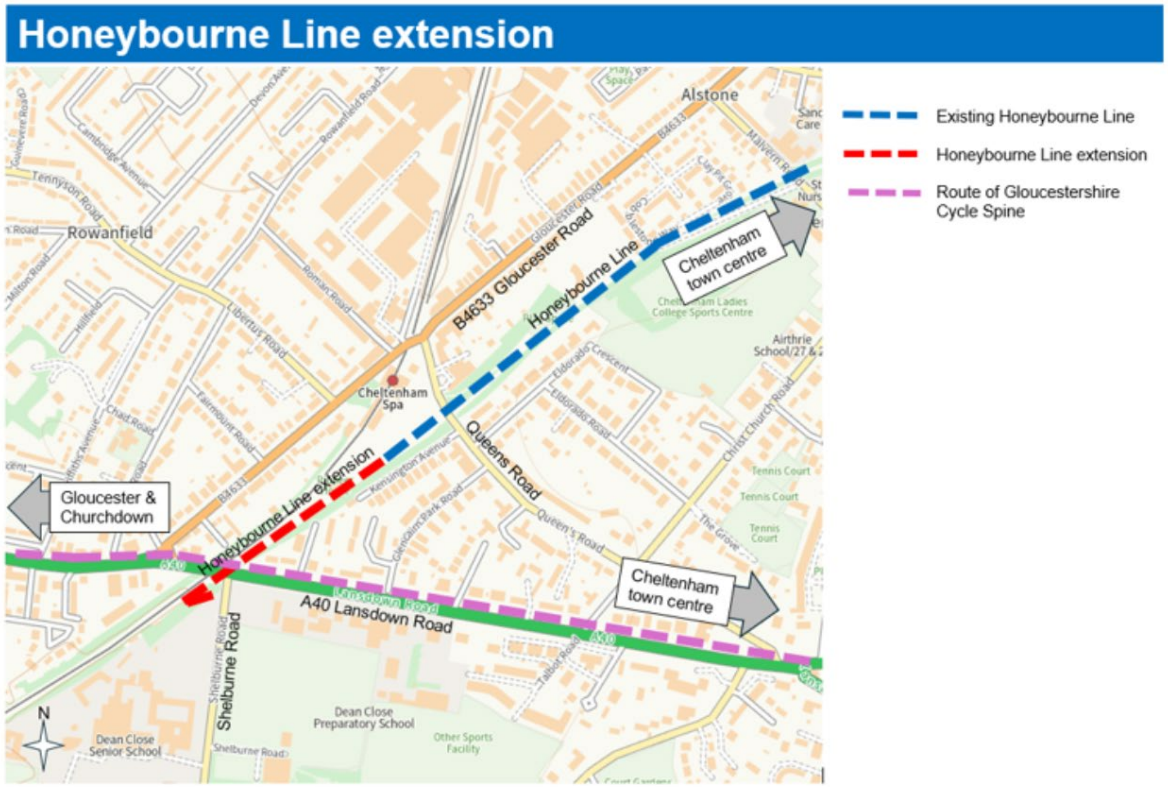
Construction work commenced in May 2025 and is currently planned to be completed in February 2026.

Wellington Road to Central Cross Drive

Construction work commenced in Spring 2025 and is due for completion Summer 2025.

Honeybourne Line Extension

The LTP identifies the B4063/A40 corridor and the Honeybourne Line as key cycle and green corridors in Cheltenham, linking Cheltenham Spa Station with the town centre, employment hubs, and residential areas. Currently, cyclists must use busy on-carriageway routes via Gloucester Road or a less direct path through Glencairn Park Road and Queens Road, both posing safety risks due to vehicle interactions. The Honeybourne Line Extension aims to improve connectivity by providing a safe, off-carriageway route for cyclists and pedestrians.



The scheme will extend the Honeybourne Line path from its current end near Cheltenham Spa Station, creating a high-quality, off-carriageway cycle and pedestrian link to key areas including the town centre. The route will run along the eastern edge of the station car park, pass under the A40 Lansdown Road Bridge, and connect to Shelburne Road via a ramp, linking into the A40 cycle paths and the Gloucestershire Cycle Spine. By improving sustainable access to the station, the scheme aims to reduce car travel, easing pressure on parking and the local road network.

In July 2025, a decision was approved for GCC to take forward the scheme from Great Western Railway. Coordination with landowner Network Rail is ongoing, and a Basic Asset Protection Agreement (BAPA) is currently being drafted to support the scheme's delivery. Detailed design work is progressing in collaboration with GCC consultants and GWR. Final surveys and advanced site clearance are expected to take place in autumn 2025.

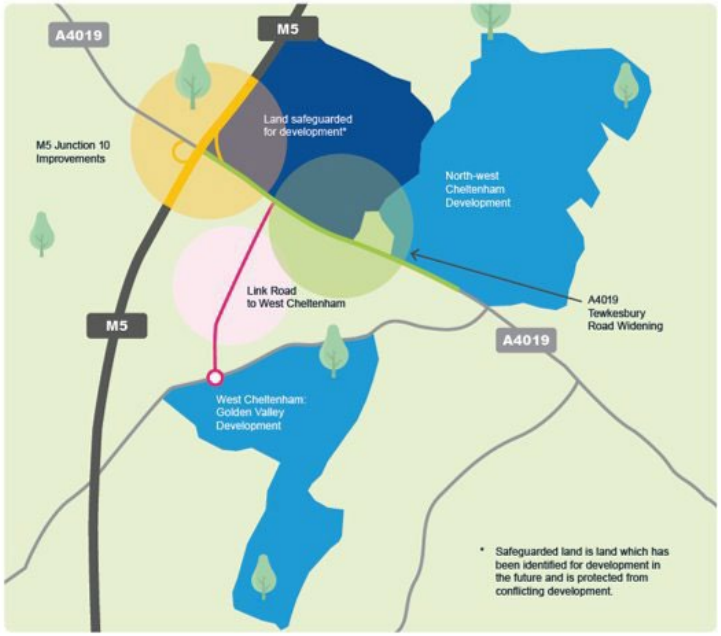
M5 Junction 10 Improvements Scheme

Our proposals will see significant improvements to M5 Junction 10, a new road linking Junction 10 to West Cheltenham and widening of the A4019 Tewkesbury Road.

New housing and employment sites are proposed for development close to Junction 10 on the M5, including the West and North-West Cheltenham developments. To unlock these housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic these will generate.

Several of GCC's policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvements sites for development to the west of Cheltenham.

The proposed Scheme reached a major milestone on 4 June 2025, when the Secretary of State for Transport granted development consent for the M5 Junction 10 Improvements Scheme. This approval paves the way for delivering significant transport and economic benefits across the county. The scheme includes the construction of a new all-movements junction at Junction 10, a new link road connecting the A4019 to the B4634 in West Cheltenham and widening of the A4019 Tewkesbury Road. It also features new active travel facilities and flood mitigation measures.



Preparation works are scheduled to begin in summer 2025, with full construction starting in spring 2026. Completion is anticipated in 2028

M5 Junction 10 Improvements Scheme - Highways (gloucestershire.gov.uk)

Appendix 1 - LTP performance indicators

1. LTP performance indicators

The LTP is monitored by 14 LTP performance indicators. It should be noted that some indicators, such as PI-7 (increased use of rail), continue to face challenges following earlier disruptions. While this indicator previously exceeded its target, it is currently not on track, reflecting ongoing shifts in travel patterns and modal preferences. Although the immediate impacts of the COVID-19 pandemic have subsided, the transport sector is still adapting to long-term structural changes, including increased remote working, evolving commuter behaviour, and shifts in service demand. Public transport continues to face financial and operational pressures, requiring strategic adjustments to meet new patterns of usage and ensure long-term resilience.

Table 7 - Summary of performance against LTP indicators:

Paragraph	Performance indicator	Progress summary	Comments
1.1	PI-1 Journey time reliability on strategic important routes during the AM peak		Journey time data from 2022 onwards is now more consistent and comparable, despite earlier challenges due to changes in data collection and the impact of COVID-19. Between 2020 and 2023, journey times rose steadily, but a slight decrease of 0.1% was recorded from 2023 to 2024. This indicates progress and suggests that this performance indicator is on track, however we will continue to monitor this. The shift to Compass data in 2023 introduced broader route coverage and vehicle types, influencing results. Notable changes include increases linked to diverted traffic and decreases following roadworks. Long-term trends show rising congestion, though ongoing infrastructure projects like the A417 Missing Link and M5 Junction 10 aim to ease pressure on key routes.
1.2	PI-2 Number of peak hour vehicle journeys		Peak hour journey data for 2024 outlines that figures are stabilising when compared to 2019 figures, with AM peaks slightly higher. It is unclear if this trend will continue; 2025 data will provide more insight.
1.3	PI-3 Reduction in inappropriate freight travel		Freight volumes have plateaued since 2016, with the exception of the anomalies seen in 2020 as a result of the COVID-19 related travel restrictions. While the LTP target is not achieved, there is no indication of a worsening trend compared to previous years. Notably, the percentage of freight volumes on unsuitable roads has shown a gradual fluctuating decline since 2020.
1.4	PI-4 Principal road network condition		The condition of the principal road network has consistently surpassed maintenance targets since 2015/16.
1.5	PI-5 Non-principal road network condition		The condition of the non-principal road network decreased in 2023 to levels recorded in 2020 and 2021 and remained at the same level in 2024, continuing to consistently exceed maintenance targets.
1.6	PI-6 Unclassified road network condition		A data led maintenance programme is being undertaken for the unclassified road network to continue to efficiently exceed targets.
1.7	PI-7 Increase use of rail		Rail use consistently surpassed targets prior to 2020 but experienced a significant decline during the COVID-19 pandemic. Whilst full recovery has yet to be achieved, 2024 data indicate a continued upward trend in rail patronage, suggesting a gradual return toward previous levels.
1.8	PI-8 Increase use of cycling		In general, the data indicates stable cycling levels across the majority of monitored sites. Nonetheless, we have not yet reached our target of a 50% increase between 2015 and 2031. The 2024 data includes only a portion of the Gloucestershire Cycle Spine, as most of this infrastructure is still under construction. Once completed, the Cycle Spine will provide a continuous, high-quality route for cyclists, making active travel a more attractive and viable alternative to car use. Additionally, new Vivacity sensors have been deployed across the county, and as we

			continue to gather data, particularly from new infrastructure such as the Cycle Spine, we expect to gain a more detailed understanding of cycling trends and progress toward our targets.
1.9	*PI-9 Increase use of bus*		Gloucestershire has experienced a consistent, gradual decline in bus patronage since 2010, predating the substantial drop caused by the COVID-19 pandemic. Consequently, we are currently falling short of our target in this regard, despite a gradual increase in figures in recent years. However, there has been significant progress to improve bus services across the county. GCC has developed a new BSIP, setting a range of ambitious targets to enhance bus services and infrastructure. Additionally, GCC was successful in a ZEBRA bid, which will enable the introduction of a zero-emission bus fleet. These initiatives aim to provide a more reliable, sustainable, and attractive public transport network, supporting long-term growth in bus patronage.
1.10	*PI-10 Maintain bus passenger access*		95% of Gloucestershire residents can access a GP in less than 45 minutes in 2024. Gloucestershire's new on-demand bus service The Robin has been introduced to serve residents in the two 2022-launch areas, covering Cotswolds (a northern section) and the Forest of Dean (a southern section). As of 2024, The Robin has expanded its services to include Tewkesbury, Stroud, and the South Cotswolds, and in 2025 the service expanded into Newent. This service now covers the majority of the county, and we expect to see accessibility improvements in the next report.
1.11	*PI-11 Reduce the number of highway casualties*		The incidence of highway casualties has risen since 2018, and the target to reduce the number of casualties by 40% by 2020 was not met. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2023 to 2031. With three years of data now available against the new targets, there is a clear indication that highway casualties are declining. This suggests that the target is likely to remain on track.
1.12a	*PI-12a Reduce the number of child highway casualties*		The incidence of child highway casualties has risen since 2018, and the target to reduce the number of casualties by 40% by 2020 was not met. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2023 to 2031. With three years of data now available against the new targets, there is a clear indication that highway casualties are declining. This suggests that the target is likely to remain on track.
1.12b	*PI-12b Reduce the number of older people casualties*		The incidence of older people highway casualties has risen since 2018, and the target to reduce the number of casualties by 40% was not met. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2023 to 2031. With three years of data now available against the new targets, there is a clear indication that highway casualties are declining. This suggests that the target is likely to remain on track.
1.13	*PI-13 Reduce levels of traffic derived Nitrogen Dioxide*		Progress is being made to reduce the annual mean concentration level of transport derived NO2 at each of the county's Air Quality Management Areas (AQMAs). Tewkesbury Town Centre AQMA has been revoked (formally cancelled) in August 2022 due to the fall in NO2 below the threshold for a sustained number of years. NO2 concentration levels in Gloucestershire have seen a gradual increase in 2021 however figures remain steady or decreased in 2022 and 2023. Overall, figures in Gloucestershire remain lower than figures reported prior to the COVID-19 pandemic. Data for 2024 is not yet available, so this target is considered to remain on track at present and will be reviewed in the next LTP Monitoring Report.

1.14	*PI-14 Reduce per capita transport carbon emissions*		In Gloucestershire there has been a decrease in CO2 transport emissions (including rail and motorways) per capita over the last eight years (2015-23), as well as a decrease in all greenhouse gas emissions in the same period. In 2020, GCC strengthened its targets, committing to reaching net zero emissions from all sources across the county by 2045.

1.1. PI-1 Journey time reliability on strategic important routes during the AM peak

Target

Maintain annual average AM peak hour journey time variance to + or – 1%

Scope

National and primary links have been identified as being strategically critical for the local economy and therefore journey time reliability is an important factor. GCC strategic trips include:

1. PI 1.1 Charlton Kings to M5 junction 11
2. PI 1.2 Churchdown to Kings ditch Retail park
3. PI 1.3 Coombe Hill to Charlton Kings
4. PI 1.4 Bishop's Cleeve to Shurdington
5. PI 1.5 Highnam Court roundabout to Barnwood Business Park
6. PI 1.6 Highnam Court roundabout to M5 junction 12
7. PI 1.7 M5 junction 12 to Barnwood Business Park
8. PI 1.8 Gloucester Railway Station to Cheltenham Railway Station
9. PI 1.9 Teddington Hands roundabout to M5 junction 9
10. PI 1.10 A38 Odessa PH junction to M5 junction 9
11. PI 1.11 Brimscombe to M5 junction 13
12. PI 1.12 Stratton to South Cerney junction on A417
13. PI 1.13 Tetbury to Moreton-Marsh using A433 and A

Progress

The data illustrated in Figure PI-1 shows that journey times along strategic corridors have slowed by an average of 1% between 2018/19 and 2019/20. Comparable data between 2020 and 2021 was affected by Covid-19 travel restrictions and increased home working, making direct comparisons unreliable1. However, journey times increased by 8.2% from 2020 to 2021, and by 5.2% from 2021 to 2022. More recently, journey times increased by a further 4.8% from 2022 to 2023 but have decreased by 0.1% from 2023 to 2024.When comparing the trend 2015/16 to 2024, the annual average percentage change in weekday journey times increased by 3.7% during this period, which is likely due to sustained traffic growth, a rebound in car travel post-pandemic, and increasing congestion in urban areas despite wider changes in travel behaviour.

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[1] **Home working during the COVID-19 pandemic** The Office for National Statistics showed that 23% of Gloucestershire's working population worked from home in April 2020, up from 12% in April 2019. The 2020 figures ranged widely between districts from 17% in Forest of Dean and 33% in Cotswold. Proportions for the other four districts were between 20% and 25%. Nationally around one in seven working adults (14%) worked from home exclusively between 27 April and 8 May 2022, while nearly a quarter (24%) both worked from home and travelled to work

However, journey times for 2023 may not be directly comparable with previous years due to the difference in collecting methods by DfT consultants. There are fewer floating vehicles in the latest data, and the diverse mix of vehicle types may result in a higher presence of Heavy Goods Vehicles (HGVs), potentially leading to slower speeds and longer journey times. Nevertheless, comparing 2022 to 2023 should now be more consistent, as well as future year comparisons.

As of 2023, the dataset has transitioned from being sourced via Basemap to being provided by Compass. There are no notable differences between the data collected by the two providers. Between 2022 and 2023, journey times did see an increase, reflecting continued changes in travel demand and traffic patterns on the network. Although, notable increases are observed in PI 1.1, which is likely attributed to roads and PI 1.9 that due to the change in data source, now includes the whole route that was previously missing. These may have skewed the results, leading to higher-than-expected journey time figures. Between 2023 and 2024 journey times decreased overall with notable decreased in PI 1.1, likely attributed to road works completing and PI 1.8 likely due to roadworks at Arle Court. However, a significant increase was observed in PI 1.5, and this is possibly related to traffic diverting onto this route to avoid cycle spine road works through Longlevens.

Figure PI-1

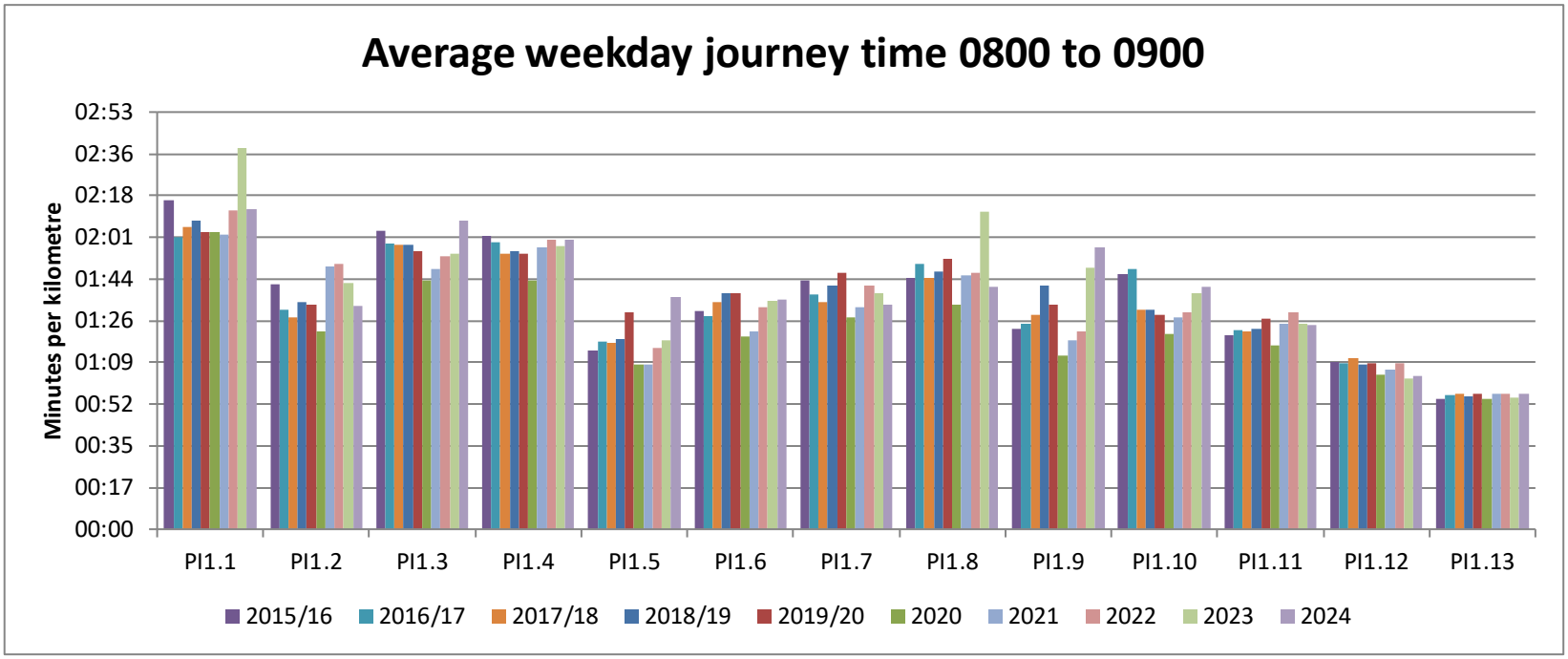
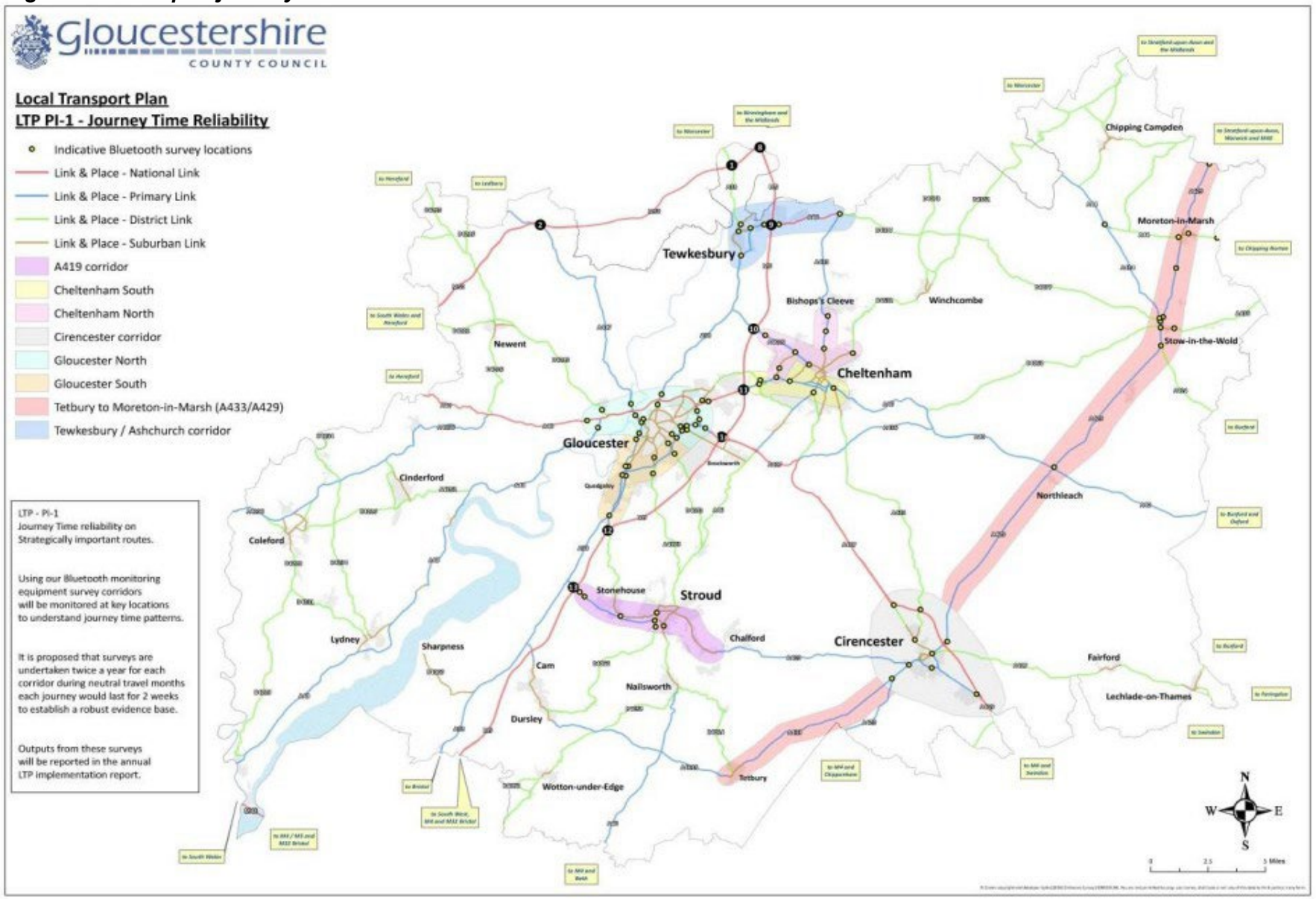


Figure PI-1.1 Map of journey time routes



1.2. PI-2 Number of peak hour vehicle journeys

Target

Restrict annual growth in the number of peak demand vehicle journeys to 1% per annum.

Scope

The policies outlined in the LTP seek to manage the transport network to maximise its capacity and it is important to understand how these policies may need to alter during the plan period to maintain a functioning transport network during this time of increased demand. The AM and PM peak journeys are extracted from automatic traffic counters (ATC) sites to provide annual coverage across the county.

Data comparison from 2020 onwards is no longer comparable with data from 2011 to 2020 due to the removal of two sites and a change in data collection methods that differs from previous years. However, the general overall picture is maintained.

Progress

In 2024 the AM peak flows[3] increased by 8.4% and the PM peak flows increased by 4.6% when compared to flows reported in 2023.

A comparison of peak hour flows against 2019 pre-COVID 2019 figures show an increase in the AM peak flows of 2.7% and a decrease in the PM peak flows of 1.6% respectively in 2024. Figures from 2024 suggest that peak-hour traffic volumes are stabilising and gradually returning to pre-pandemic levels. However, it remains to be seen whether this trend will continue or accelerate. Only the 2025 data will provide a clearer picture of longer-term growth patterns.

[3] Vehicle flows have been used as a proxy to measure vehicle journeys

Figure PI-2 Map of peak hour ATC sites

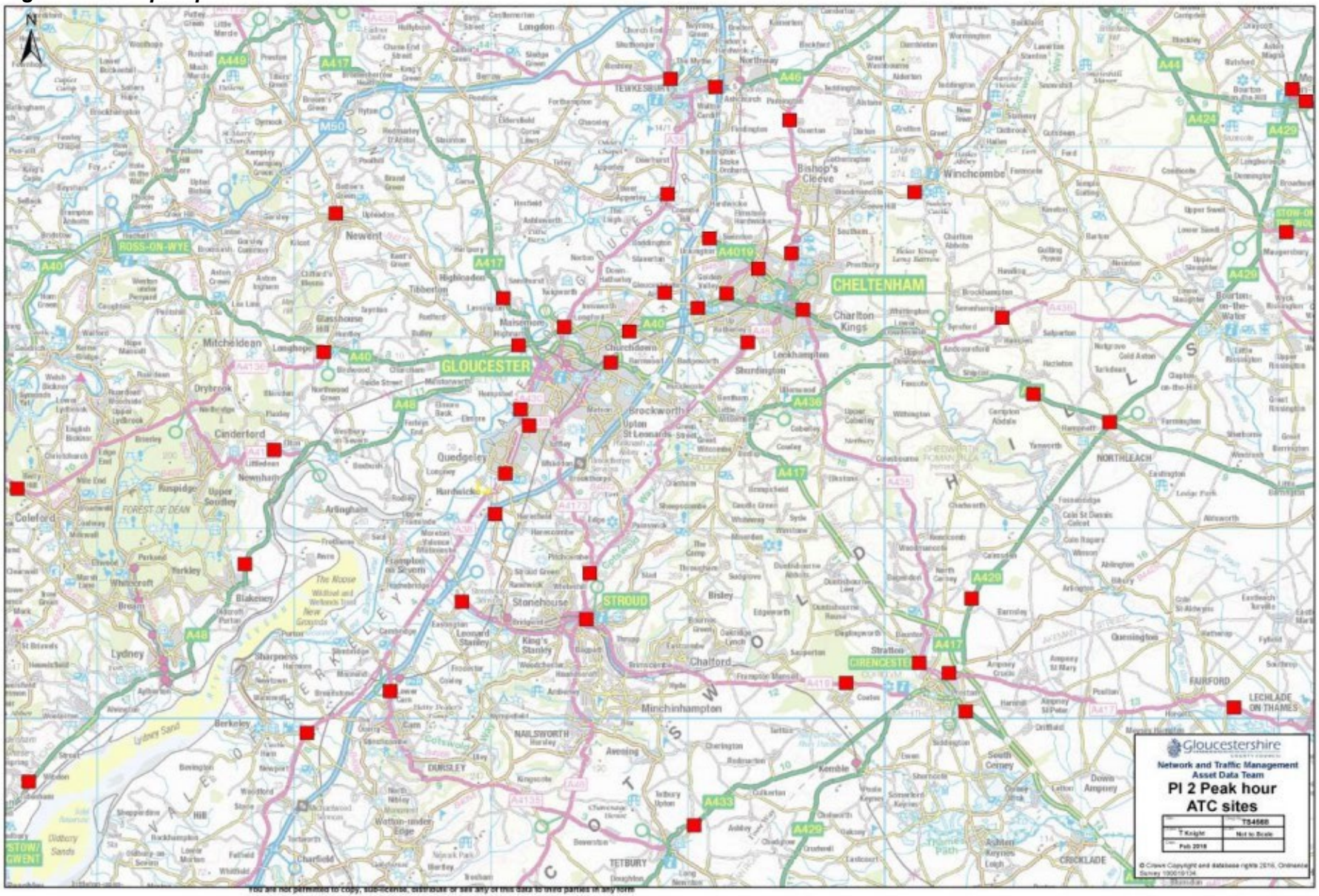


Figure PI-2.1

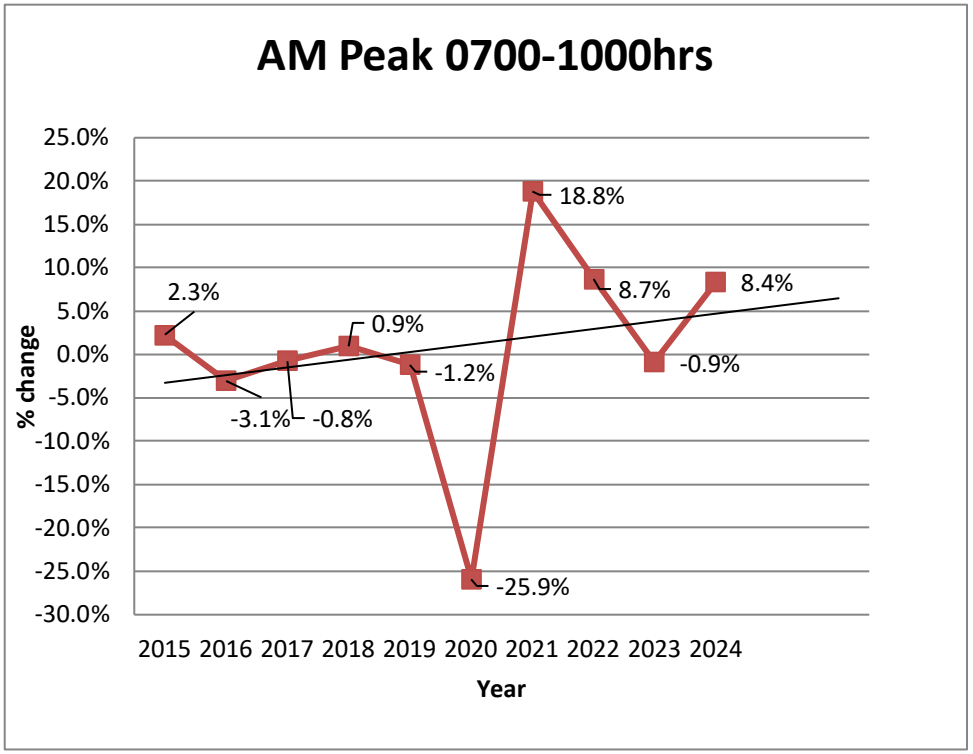
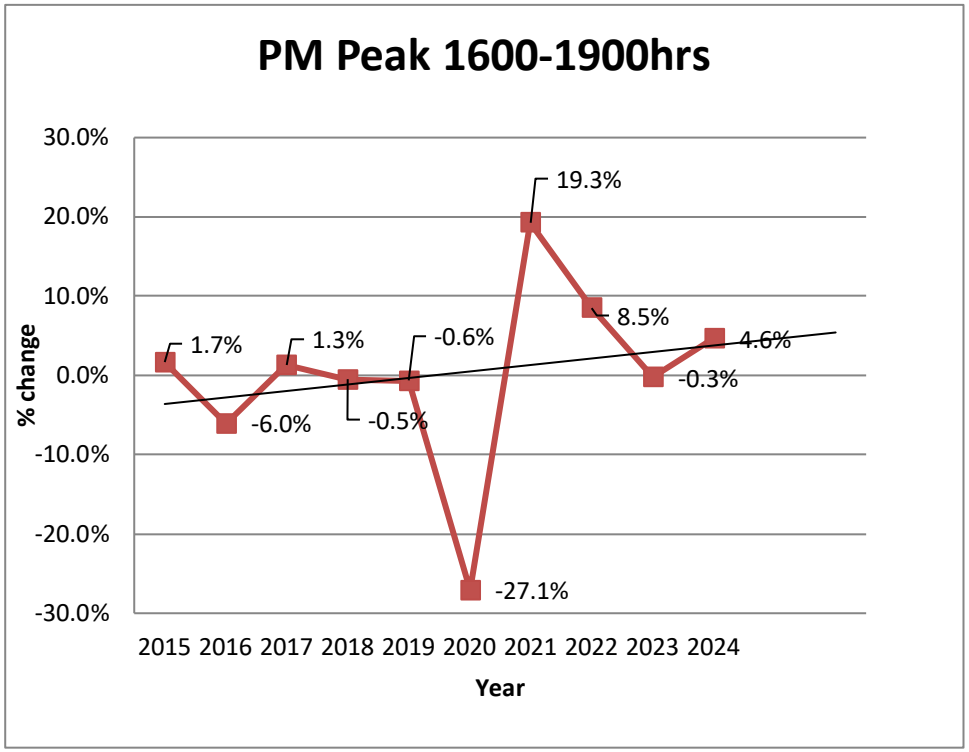


Figure PI-2.2



1.3. PI-3 Reduction in inappropriate freight travel

Target

To maintain the % of HGV traffic on inappropriate roads to less than 5%

Scope

Automatic Traffic Counters are located across the county, with 7 locations on key corridors, identifying inappropriate use of the road by freight.

Progress

There are several freight movements that have historically used lower specification roads, causing concern to local communities. For this reason, Policy LTP PD3.1 outlines an advisory HGV route network whose primary purpose is the movement of high traffic volumes. Monitoring the advisory routes shows whether the routes are understood and followed by hauliers. Figure PI-3 suggests that the increase in freight has plateaued since 2016. However, due to COVID-19 restrictions in 2020 HGV traffic is showing proportionately higher than other types of vehicles although this does not indicate an absolute increase in HGV traffic. In 2024 HGV traffic has since decreased to pre-pandemic levels. Note figures can vary as adjustments for updated equipment are factored in year on year.

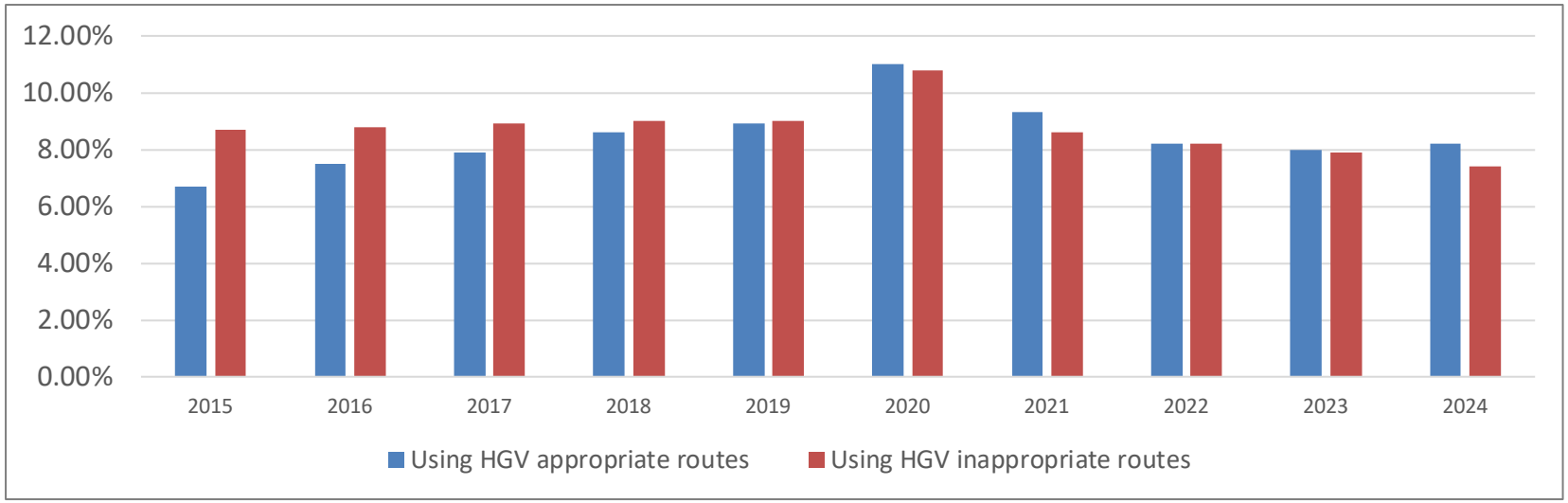
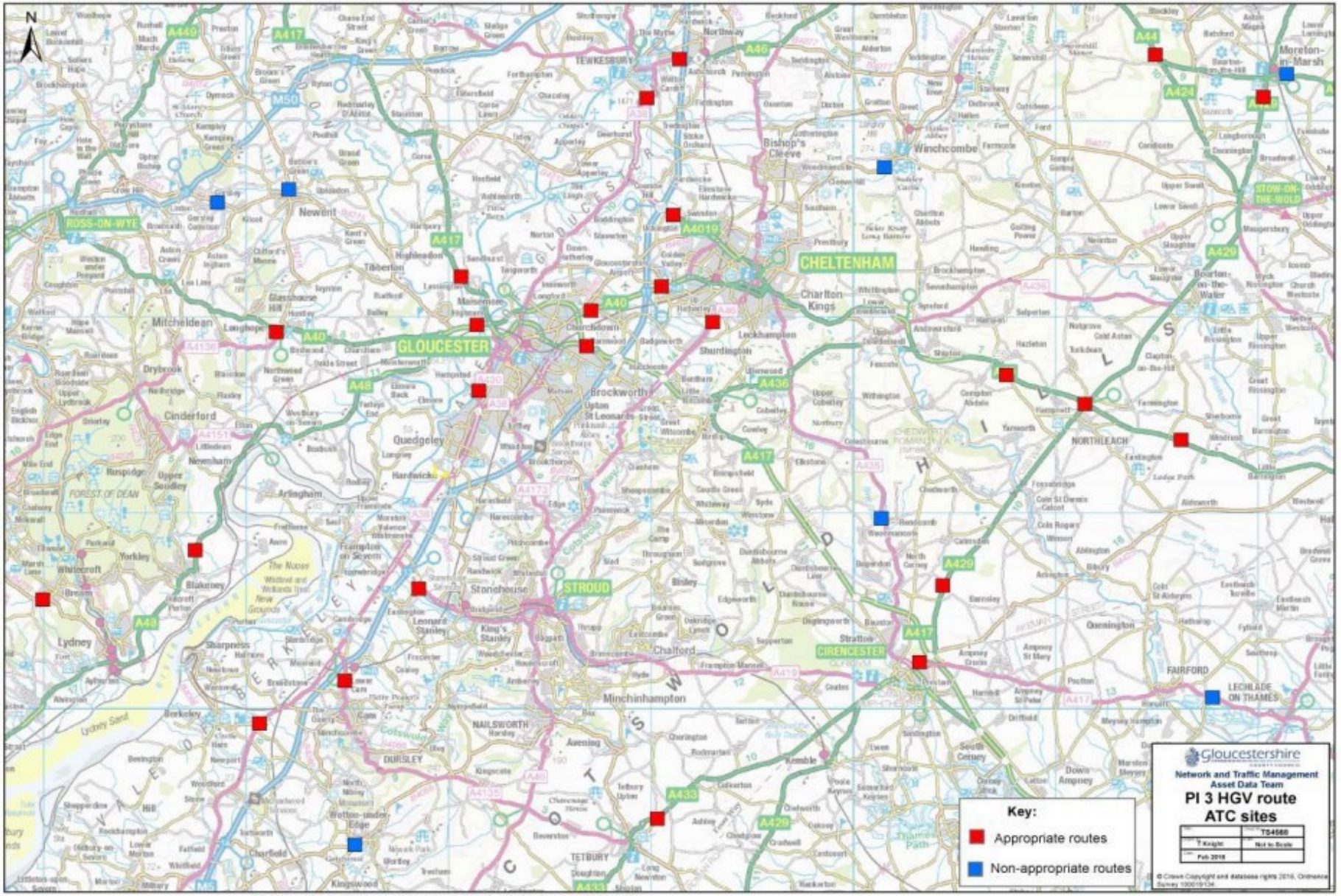


Figure PI-3 Freight Route Use

Figure PI-3 Map of HGV route ATC sites



1.4. PI-4 Principal road network condition

Target

To maintain the percentage of principal road network requiring maintenance at or below 4%

Scope

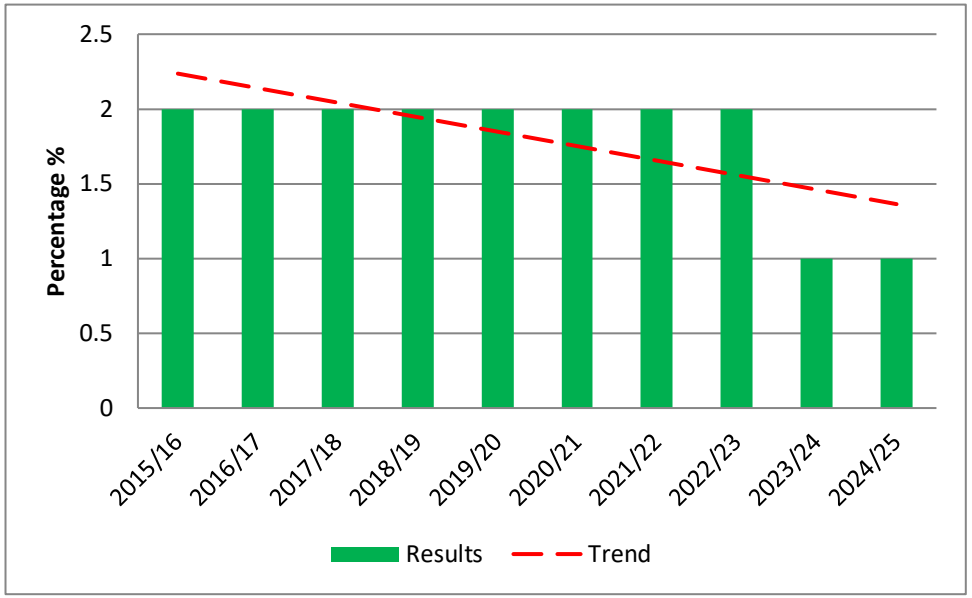
The principal road network (PRN), which includes Gloucestershire's A roads, provides significant regional and district routes. The PRN is particularly important economically, and its condition impacts on network resilience and safety. 50% of the principal road network is surveyed in both directions, every year.

Road condition is monitored using SCANNER machine surveys. These surveys inform reconstruction and resurfacing works, which are prioritised using a combination of data and engineer assessments to efficiently manage our highway maintenance budgets and to get the best value and customer satisfaction.

Progress

Figure PI-4 shows that a good data-led maintenance programme ensures remedial work is undertaken effectively and exceeding the target of 4%. Figures for 2024/25 show that this continues to be 1% of the principal road network requiring maintenance.

Figure PI-4 Percentage of principal network requiring maintenance



1.5. PI-5 Non-principal road network condition

Target

To maintain the percentage of non-principal classified road network where maintenance should be considered at or below 9%

Scope

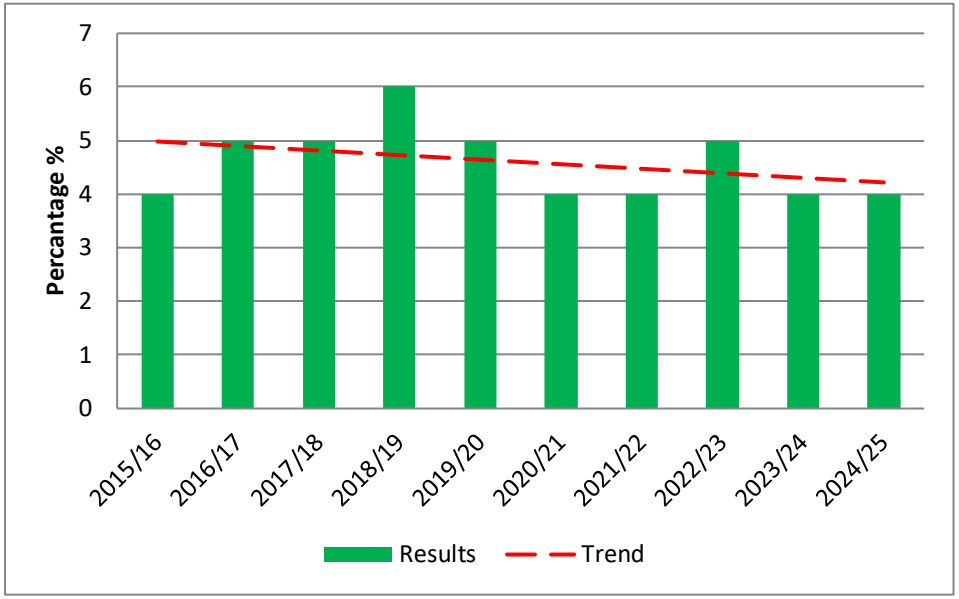
Non-principal roads are designated as B and C roads. In Gloucestershire there are 1966 km of classified non-principal road. These are main and secondary routes, linking urban centres, larger villages, and freight to the wider network. Preserving the condition of these routes ensures access and journey times are maintained into key service areas for health, education, retail, and employment. 50% of the principal road network is surveyed in both directions, every year.

Road condition is monitored using SCANNER (Surface Condition Assessment for the National Network of Roads) machine surveys. These surveys inform maintenance work in order to allocate sufficient funding to maintain the network.

Progress

Figure PI-5 shows that a good data-led maintenance programme and extensive surface dressing ensures remedial work is being undertaken efficiently and exceeding the target of 9%. Figures for 2024/25 show that this continues to be 4% of the principal road network requiring maintenance.

Figure PI-5 Percentage of non-principal network requiring maintenance



1.6. PI-6 Unclassified road network condition

Target

To maintain the percentage of unclassified road network where maintenance should be considered at or below 18% (BVPI 224B Ref M7)

Scope

The majority of the highway network is made up of unclassified roads. In Gloucestershire, this amounts to 2935 km of network.

This indicator will monitor the condition of these roads, which in rural areas can link smaller villages to larger roads, serve small settlements, and provide access to individual properties and land. In urban areas there are residential or industrial interconnecting roads, residential loop roads, or cul-de-sacs. These are fundamental to any business or resident accessing the transport network by any means.

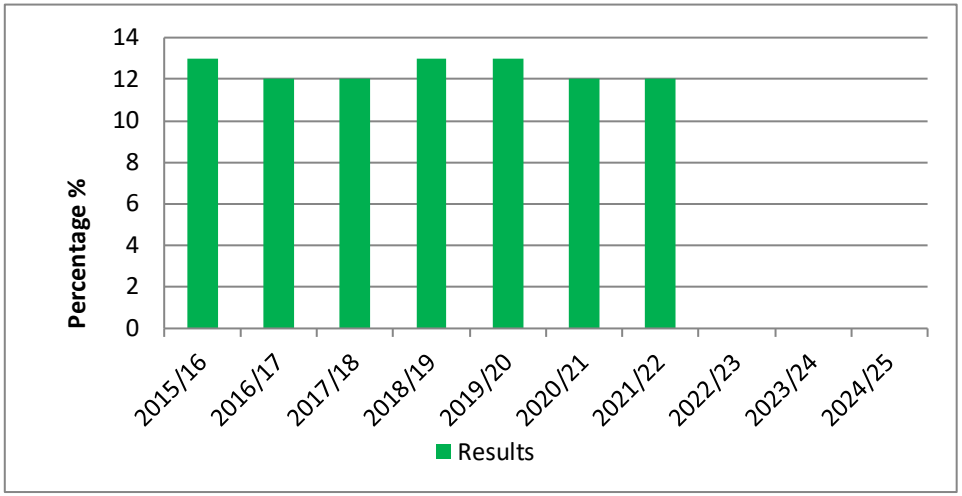
An MRM (Multi Road Monitor) vehicle is used to monitor the condition of the unclassified network. The County has been split into three geographical areas, and one of these areas will be surveyed every year. Due to the nature of this network some very minor roads will not be able to be surveyed by this method. Roads such as this will have their serviceability and condition monitored by routine highway safety inspections.

Progress

Figure PI-6 shows that a data-led maintenance programme is being undertaken efficiently and the target of 18% is exceeded.

Data for 2024/25 has not been reported as there is no longer a nationally recognised figure for measuring the condition of the unclassified network. Considering this we have changed the methodology employed to assess the maintenance requirement for this part of the Gloucestershire highway network. This new method is not comparable with our previous method, and we do not know when we will have a network-wide figure available.

Figure PI-6 Percentage of unclassified network requiring maintenance



1.7. PI-7 Increase use of rail

Target

To increase rail use within the county by 30% from 2015 to 2031.

Scope

Data collected for the Office of Rail Regulation (orr.gov.uk) is based on ticket sales. Rail station entry and exit data is used to create an estimate of the number of journeys at each rail station in Gloucestershire over 12-month periods.

Progress

Rail stations in Gloucestershire show a general trend towards a year-on-year increase in patronage since 2010/11. Continual increases in patronage have ensured ongoing investment plans for Cheltenham and Gloucester. More recently, passenger data from 2022/23 to 2023/24 continues this upward trend, with all stations seeing increases in usage. This trend is highlighted by the latest figures, which show a countywide rise in passenger numbers of approximately 7% across all stations between 2022/23 and 2023/24. This significant rise indicates that passenger numbers are recovering towards pre-pandemic levels.

Table PI-7.1

Station Name	*2022/23*	*2023/24*	*% change*
Ashchurch	81,830	93,894	15%
Cam & Dursley	182,976	207,950	14%
Cheltenham Spa	1,965,252	2,045,044	4%
Gloucester	1,492,948	1,576,650	6%
Kemble	352,838	399,806	13%
Lydney	144,988	169,766	17%
Moreton-In-Marsh	269,072	295,574	10%
Stonehouse	157,108	172,576	10%
Stroud	545,068	583,352	7%
Gloucestershire	**5,192,080**	**5,544,612**	**7%**

Figure PI-7.1 ***County Rail Station Usage***

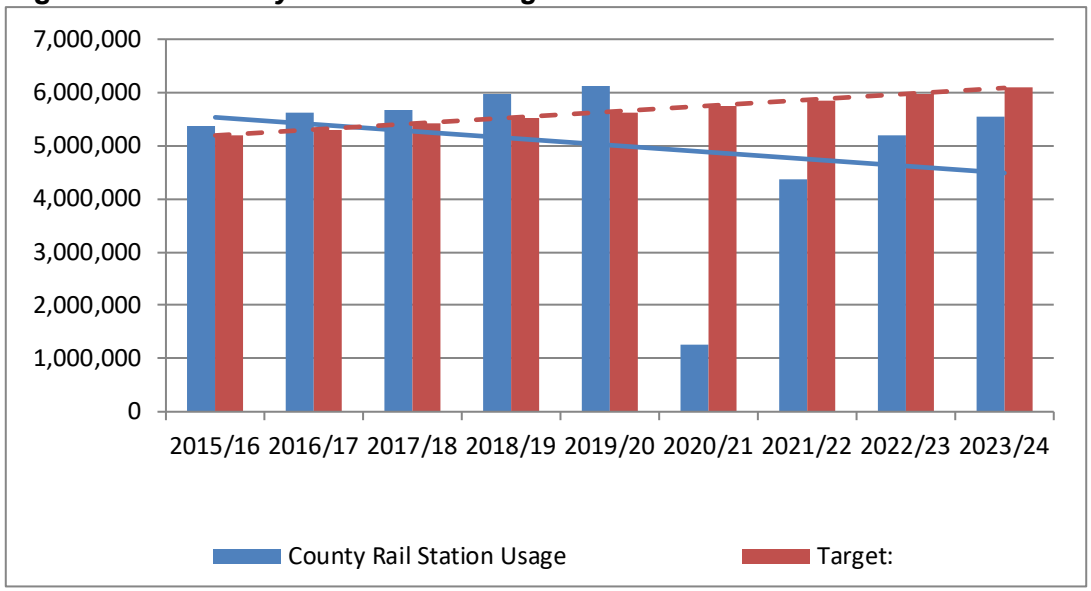


Figure PI-7.2 Rail Station usage in Cheltenham & Gloucester

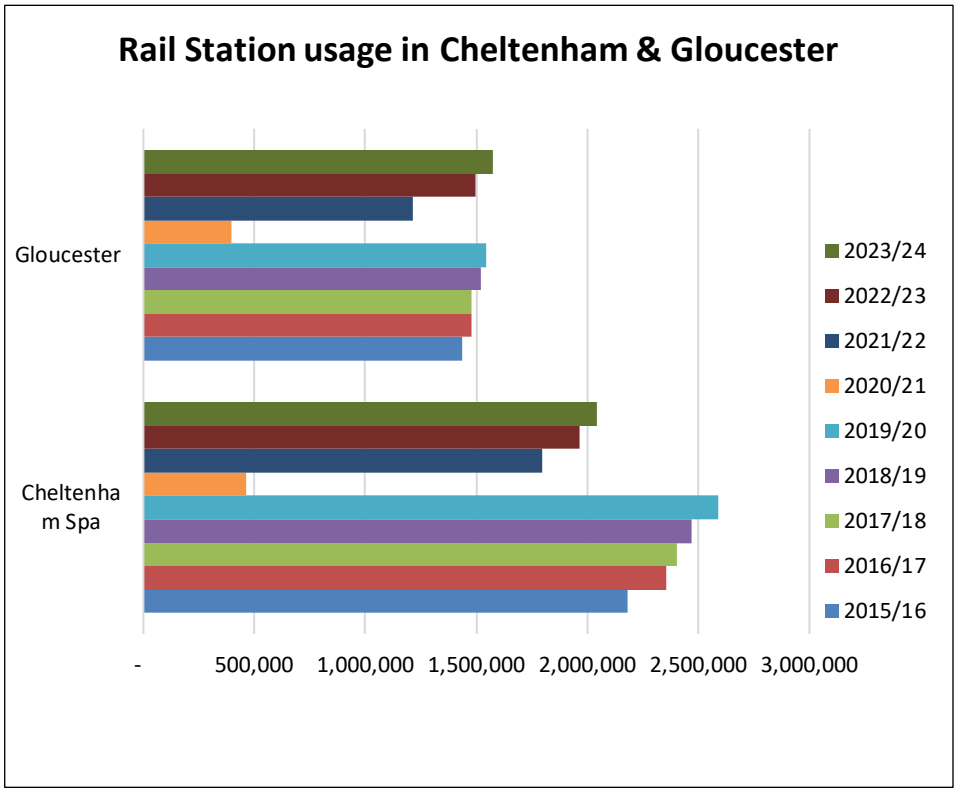
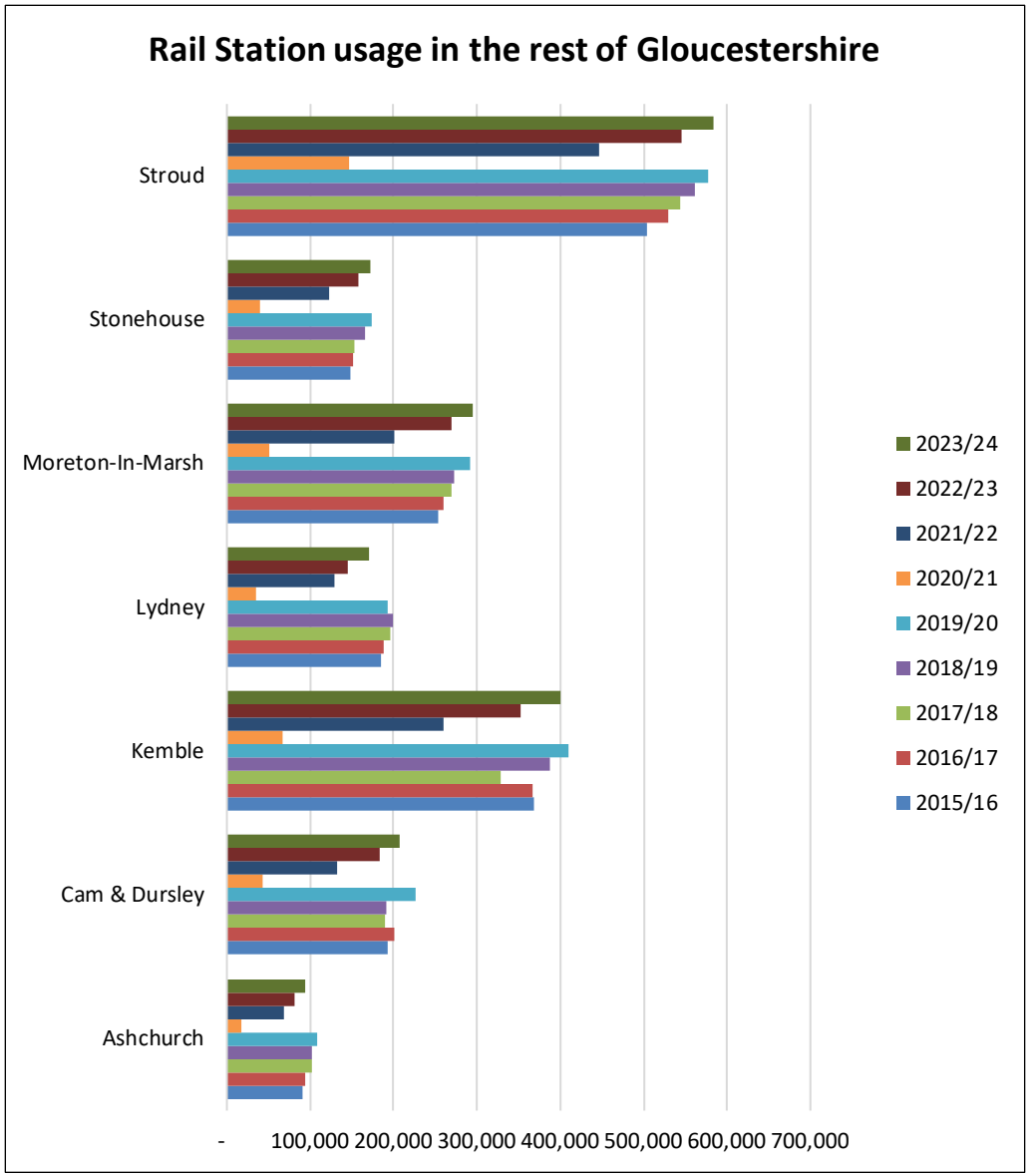


Figure PI-7.3 Rail Station usage in the rest of Gloucestershire



1.8. PI-8 Increase use of cycling

Target

To increase cycle use within the county by 50% from 2015 to 2031.

Scope

Cycling levels are important indicators of active and sustainable travel. This indicator continues to be reported in two parts due to new monitoring infrastructure being installed in May 2018, using piezoelectric in-ground sensors which are more sensitive than the old-style loop counter and able to detect lighter framed bicycles. As of 2023, GCC also utilises VivaCity cycle counters, which employ AI and computer vision to accurately monitor and analyse cyclist movements in urban areas.

All cycling sensors are on cycle paths and designated cycleways, cyclists on roads and carriageways are only included in VivaCity data. The map below highlights the locations of cycle counters across the county. New sensors are gradually enhancing our understanding of Gloucestershire's emerging cycle spine.

An additional dataset has been included, showing the proportion of adults who cycle for leisure and work purposes by frequency. This data is sourced from the Department for Transport's cycling data (Table CW0302), which provides statistics from the Active Lives Survey conducted by Sport England.

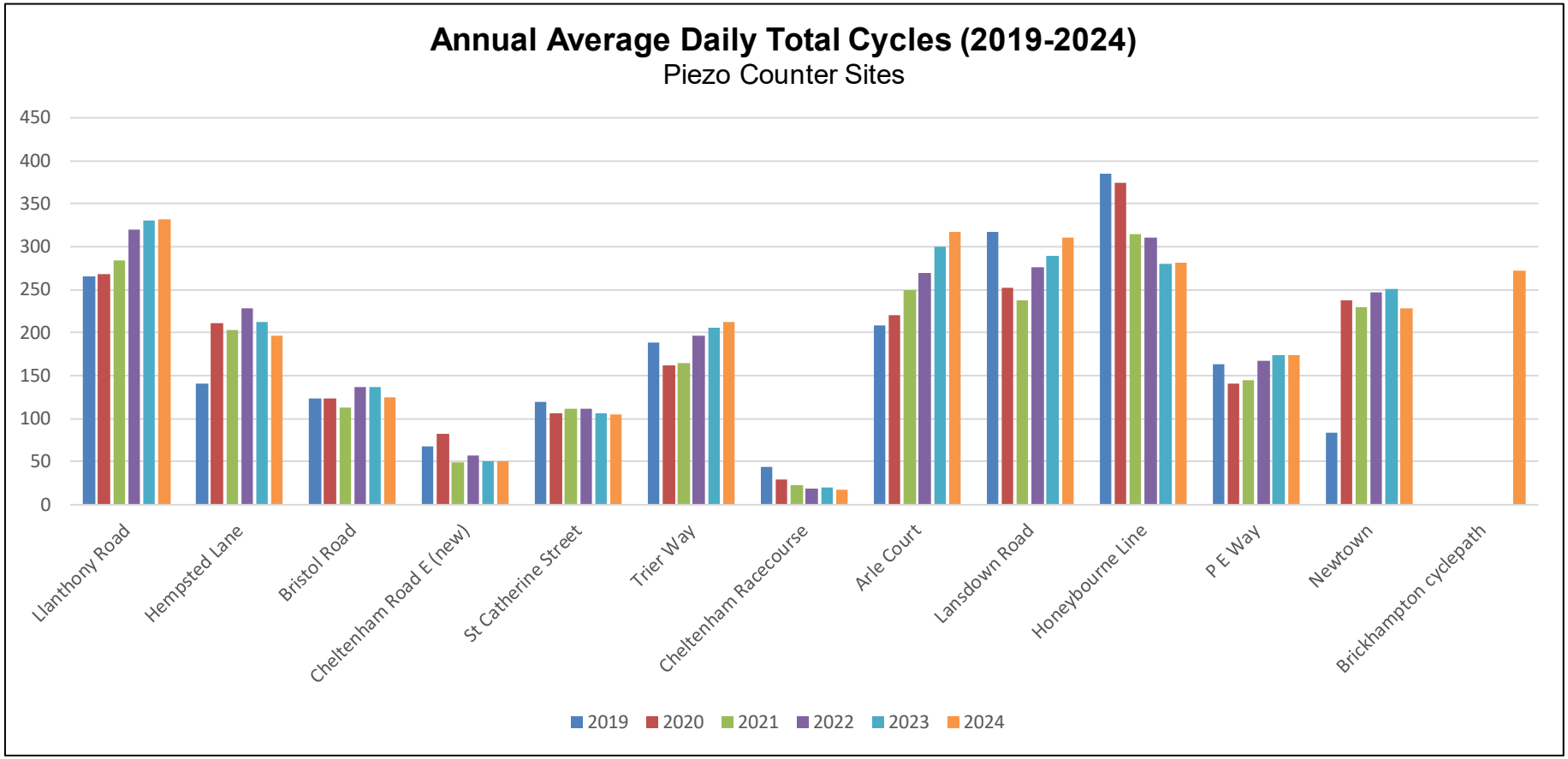
Progress

The following two graphs show 24-hour 7-day average daily flow, based on all months of the year across Gloucestershire.

Due to staffing shortages and limited capacity to access and repair telemetry sites, we have been unable to collect sufficient loop counter data to report on this target for the current year. As a result, it is not possible to provide a reliable update on trends in loop counter activity across the county. Loop counters are also becoming increasingly dated; however, we continue to collect data from piezo counters and Vivacity sensors, which still enable us to provide an overall picture of cycling activity across the county. Work is underway to expand the monitoring team and improve site access, with the aim of resuming full data collection in time for the next LTP Monitoring Report.

Figure PI-8 shows the emerging trend of piezo counters across the county for the 6yrs (2019-2024), since being installed these counters provide more accurate data. Data for 2020-2022 at Arle Court was discontinued due to major road works. A new monitoring location has been identified at the Brickhampton cycle path, and we will continue to report on this site going forward. Some locations, such as Llanthony Road and the Honeybourne Line, have seen changes in average annual daily flows, with some increasing and others decreasing. Comparing yearly data, the 2024 average annual flows have increased by 11% compared to 2019, excluding Brickhampton.

Figure PI-8.1

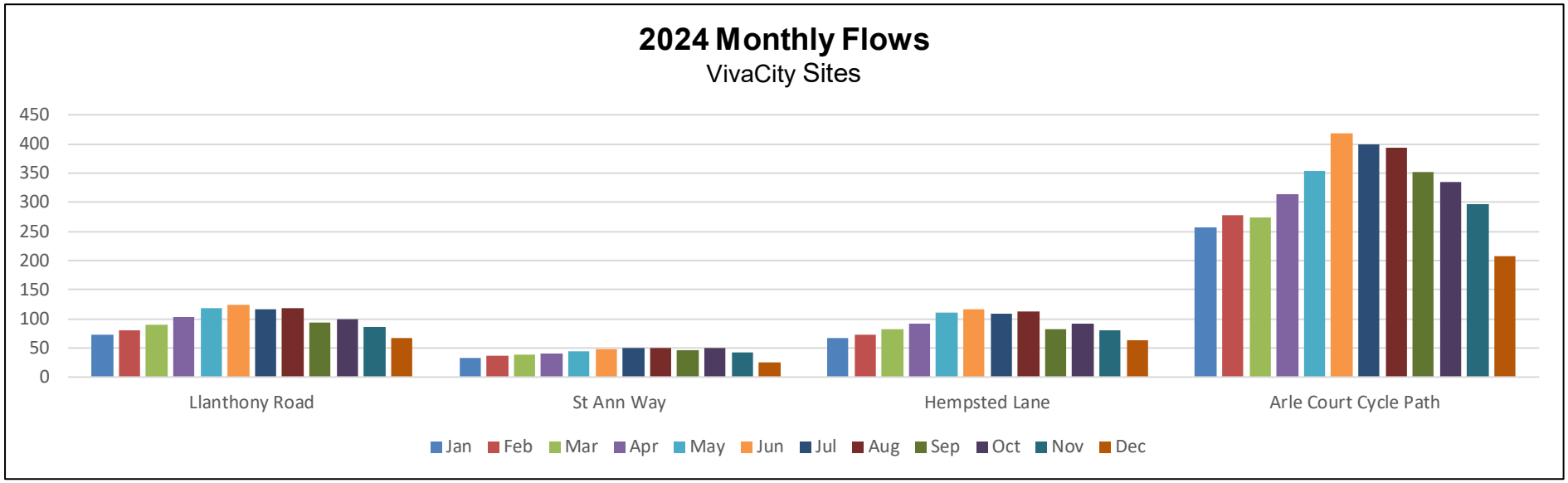


VivaCity data is now available for a full 12-month period for 2024, marking the first complete annual dataset since monitoring began in August 2023. As this is the first full year of data, we are not yet able to present meaningful year-on-year comparisons. Instead, this report presents monthly flow data for 2024, with the expectation that future reports will allow for trend analysis as additional years of data become available.

The 2024 monthly data shows consistently high cycling activity along several VivaCity-monitored routes, including Llanthony Road, St Ann Way, Hempsted Lane and the Arle Court cycle path. Volumes generally peak during the summer months, particularly in August and September, before tapering off towards December reflecting typical seasonal cycling patterns in the UK.

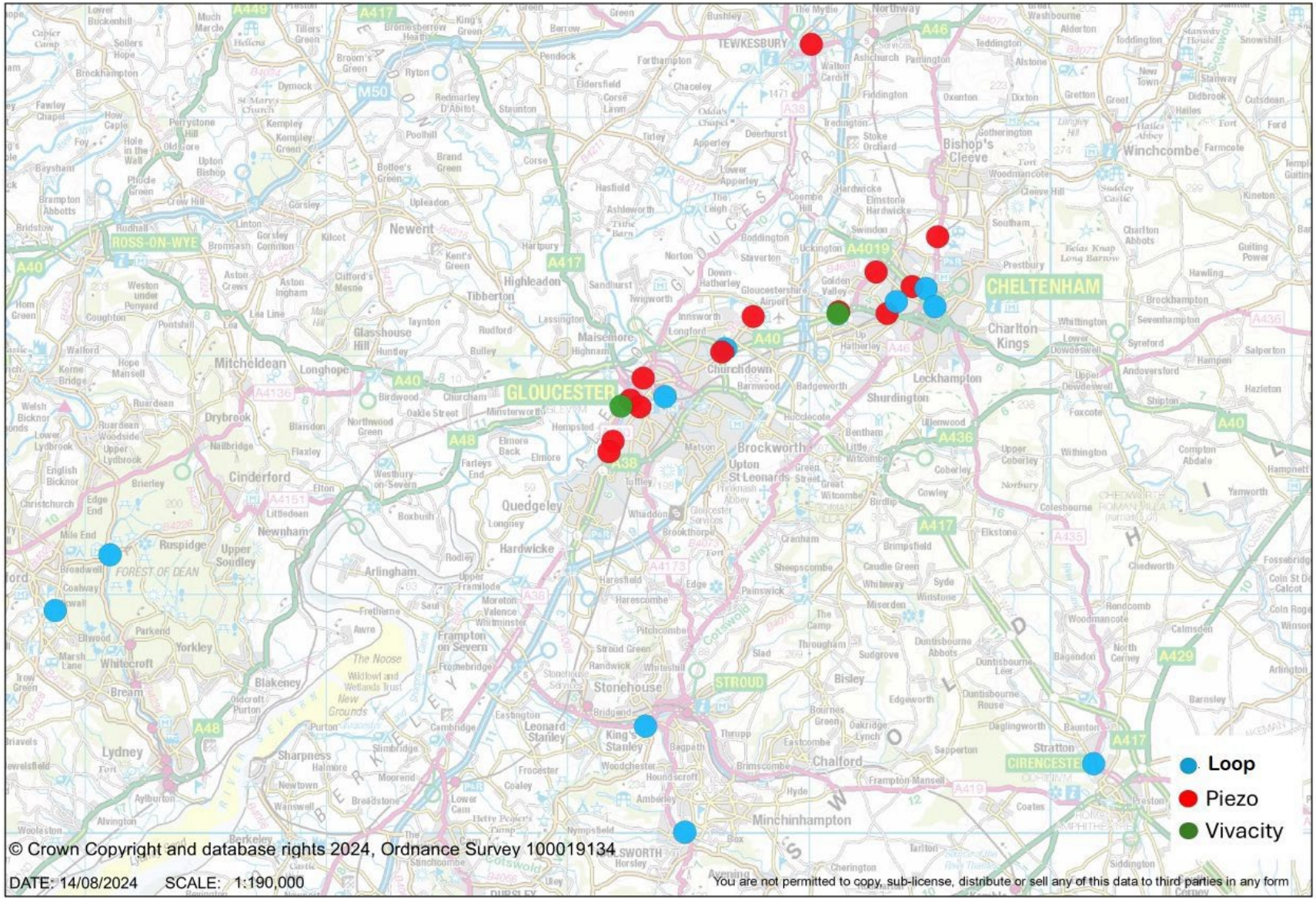
Notably, the Arle Court cycle path has seen significant usage, highlighting its role in Gloucestershire's developing 26-mile cycle spine. This usage reinforces the importance of establishing a continuous cycling route across Gloucestershire. As the cycle spine progresses, we anticipate that data will reflect increased demand along routes with upgraded infrastructure, supporting further growth in active travel.

Figure PI-8.2



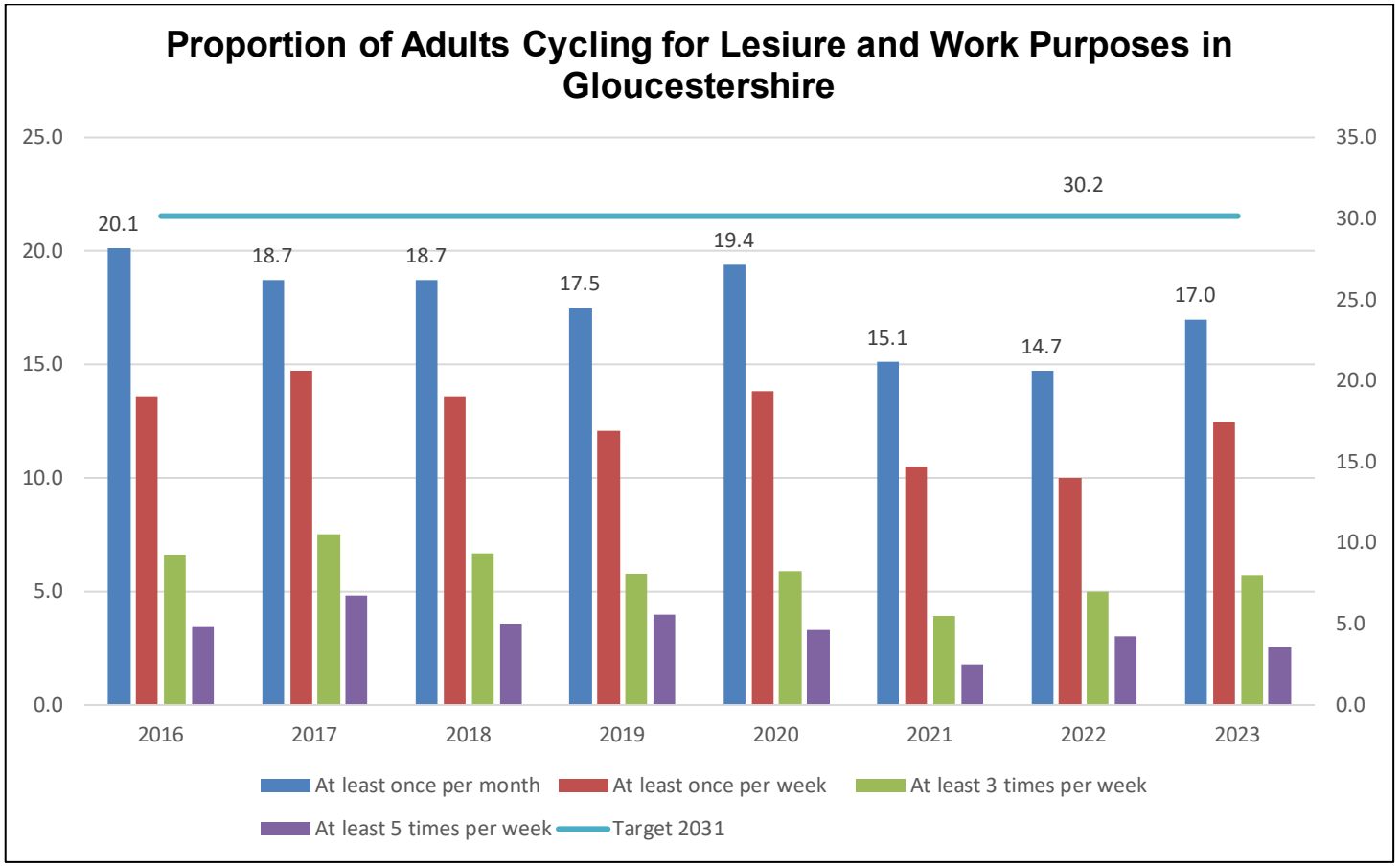
The map below outlines the locations of various cycle counters and sensors across the county:

Figure PI-8.3



The graph below illustrates the proportion of adults cycling for both leisure and work purposes across various frequencies. It shows that the number of people cycling at least once per week gradually declined until 2020, when there was a resurgence to near-2016 levels. However, this was followed by a further decline in 2021 and 2022, with figures dropping below pre-COVID levels. The 2023 data suggests that cycling rates may be recovering, although a clearer trend will only emerge as more data becomes available in future years.

Figure PI-8.4



1.9. PI-9 Increase use of bus

Target

To maintain number of bus passenger journeys (PUT 01).

Scope

This indicator is based on the DfT statistical data from the financial year 2009/2010 onward, specifically focusing on Passenger journeys (in millions and per head of population) on local bus services within Gloucestershire (Local bus passenger journeys - BUS01, Table BUS01e, and Table BUS01f).

Progress

Figure PI-9.1 illustrates an unprecedented decline in patronage, likely attributed to the impact of the COVID-19 pandemic. Bus travel was significantly affected by social distancing and lockdown measures during this period. Bus patronage was stable in the quarters leading up to lockdown despite a small decrease since 2009/10, but recovery has been slow. However, we are now beginning to see an upward trend, with usage starting to move closer to pre-pandemic levels. Some of this recovery can be attributed to the ongoing work being delivered through the BSIP, which aims to enhance service quality, reliability, and accessibility across the network.

Figure PI-9.1 Bus passenger journey numbers

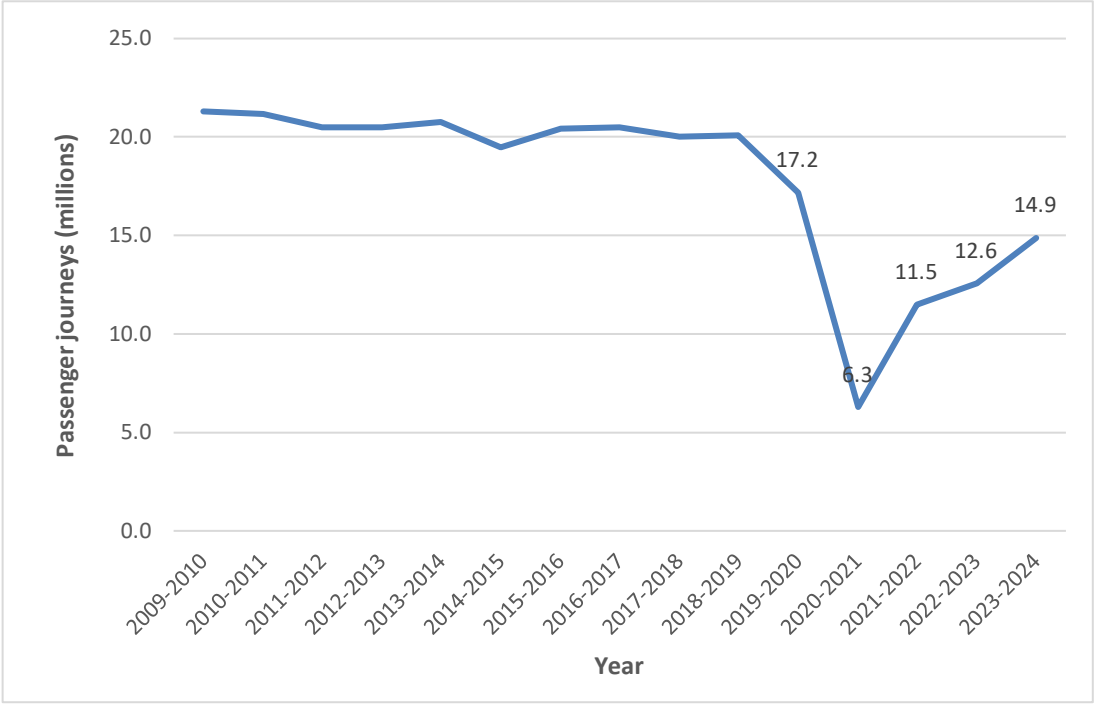
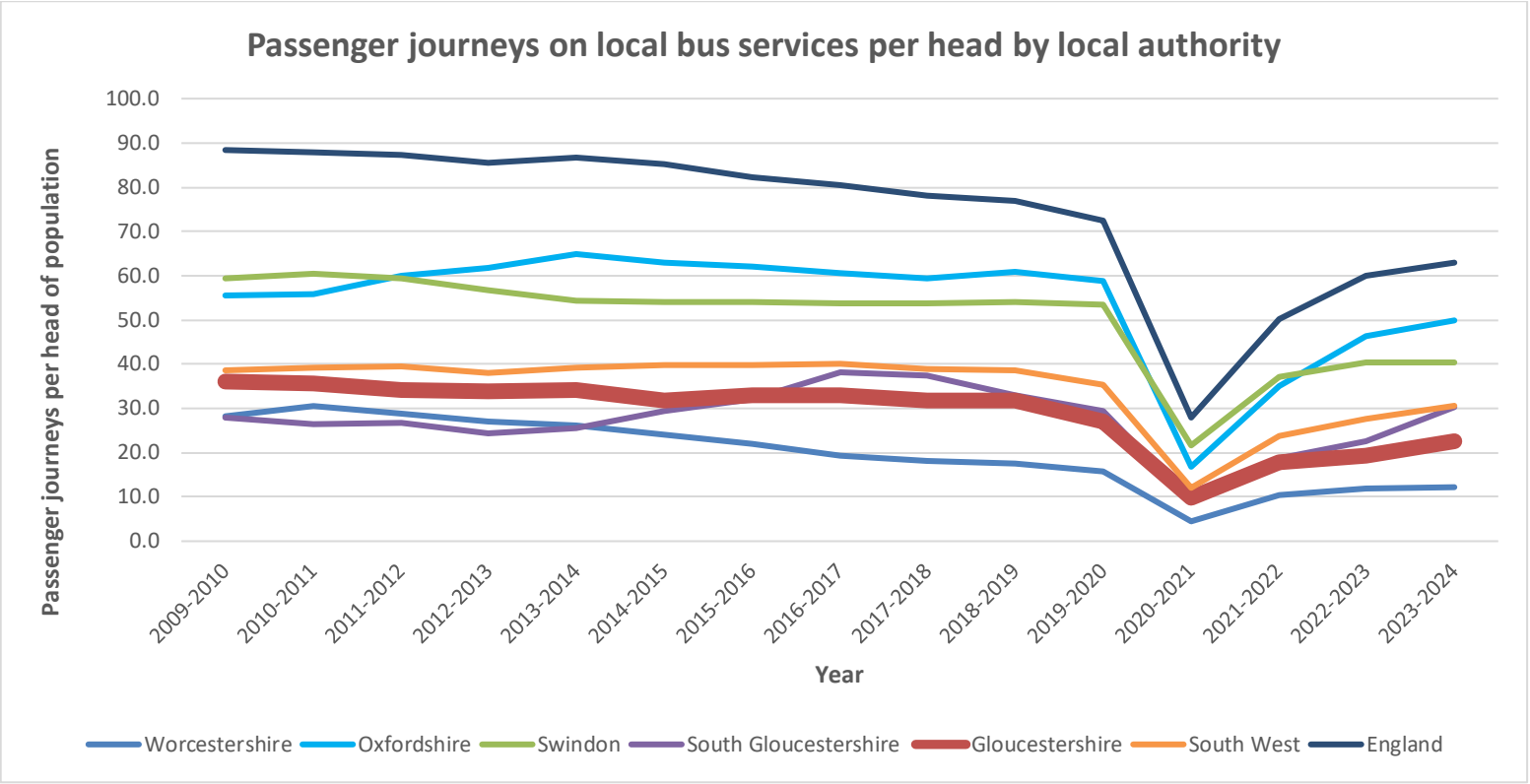


Figure PI-9.2 focuses on passenger journeys on local bus services per head. The graph indicates a gradual decrease in bus passenger journeys across Gloucestershire and neighboring counties from 2009 to 2019. The trend extends beyond regional boundaries, illustrating a widespread decline in bus patronage which was further impacted by the subsequent lockdown restrictions that took place during the COVID-19 pandemic. Whilst passenger numbers have not yet returned to pre-pandemic levels, 2024 data suggests a continued, albeit modest, recovery across the region. This slow upward trend aligns with national patterns across England, including London, and reflects similar figures from neighbouring authorities. However, some areas, like South Gloucestershire, have seen an increase in passenger numbers since 2015. This increase is largely attributed to the MetroBus scheme, which introduced new express services connecting South Gloucestershire with central Bristol.

Figure PI-9.2 Passenger journeys on local bus services per head by local authority



1.10. PI-10 Maintain bus passenger access

Target

To maintain level of access to GP services and facilities by public transport within 45 minutes (PUT 08a).

Scope

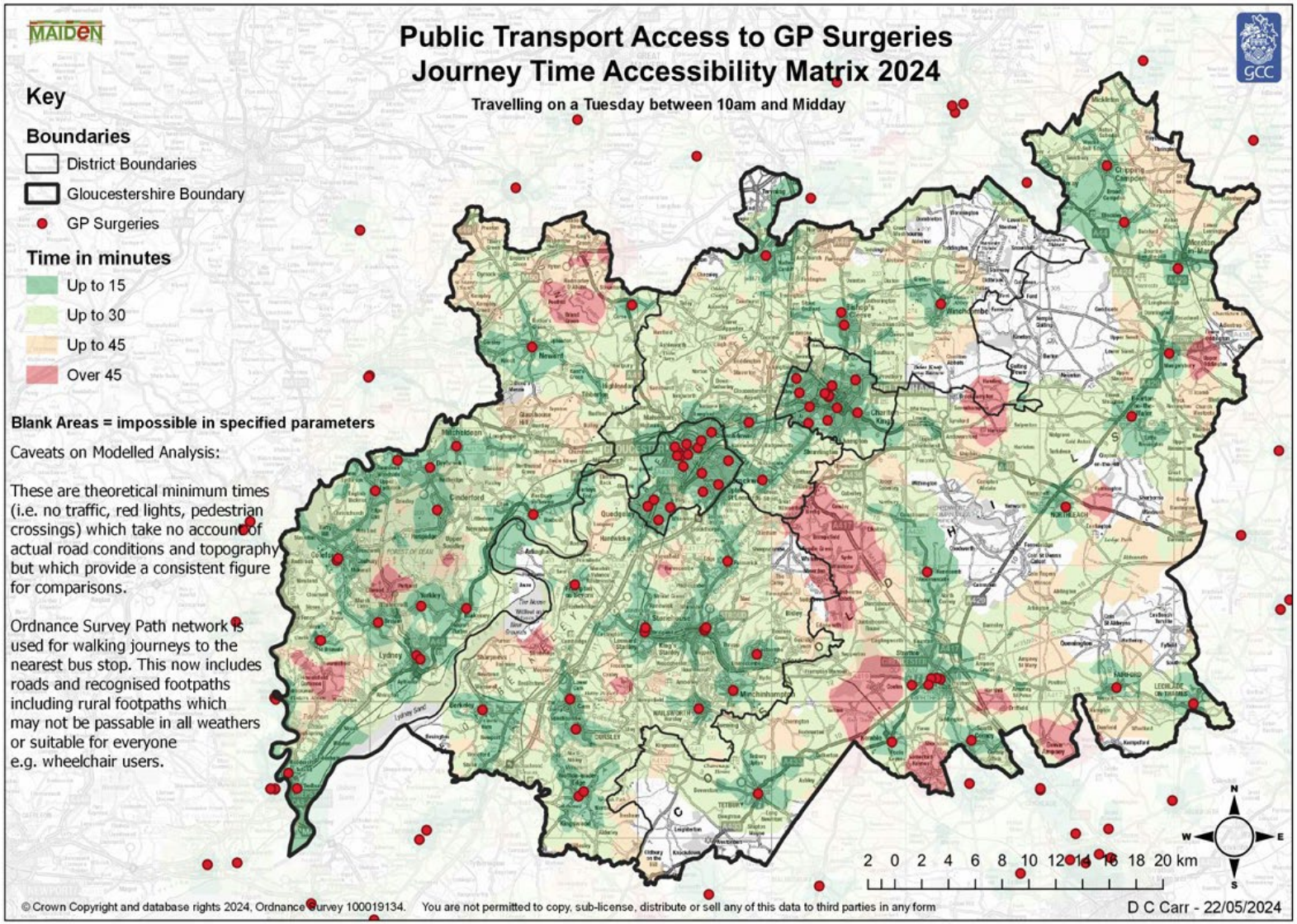
This indicator reports access by public transport within 45 minutes to GP surgeries. This is used as an example of accessibility to all key services coverage as GP surgeries tend to be located close to other local amenities.

Bus timetables are extracted from Traveline (the national passenger transport information service) and used within the public transport accessibility mapping tool.

Progress

Accessibility supports economic growth by providing travel choice and access to employment, equality benefits, active lifestyles, and public realm improvements through reduced traffic volume. Figure PI-10 shows that 95% of Gloucestershire residents can access a GP in less than 45 minutes in 2024.

Figure PI-10


MAIDEN
GCC
Public Transport Access to GP Surgeries
Journey Time Accessibility Matrix 2024
Travelling on a Tuesday between 10am and Midday
Key
Boundaries
District Boundaries
Gloucestershire Boundary
GP Surgeries
Time in minutes
Up to 15
Up to 30
Up to 45
Over 45
Blank Areas = impossible in specified parameters
Caveats on Modelled Analysis:
These are theoretical minimum times (i.e. no traffic, red lights, pedestrian crossings) which take no account of actual road conditions and topography but which provide a consistent figure for comparisons.
Ordnance Survey Path network is used for walking journeys to the nearest bus stop. This now includes roads and recognised footpaths including rural footpaths which may not be passable in all weathers or suitable for everyone e.g. wheelchair users.
2 0 2 4 6 8 10 12 14 16 18 20 km
N
W
E
S
© Crown Copyright and database rights 2024, Ordnance Survey 100019134. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form
D C Carr - 22/05/2024

1.11. PI-11 Reduce the number of highway casualties

Target

50% reduction (from the 2005-2009 average) in the number of Killed or Serious injuries (KSI) on the highway between 2022 to 2031

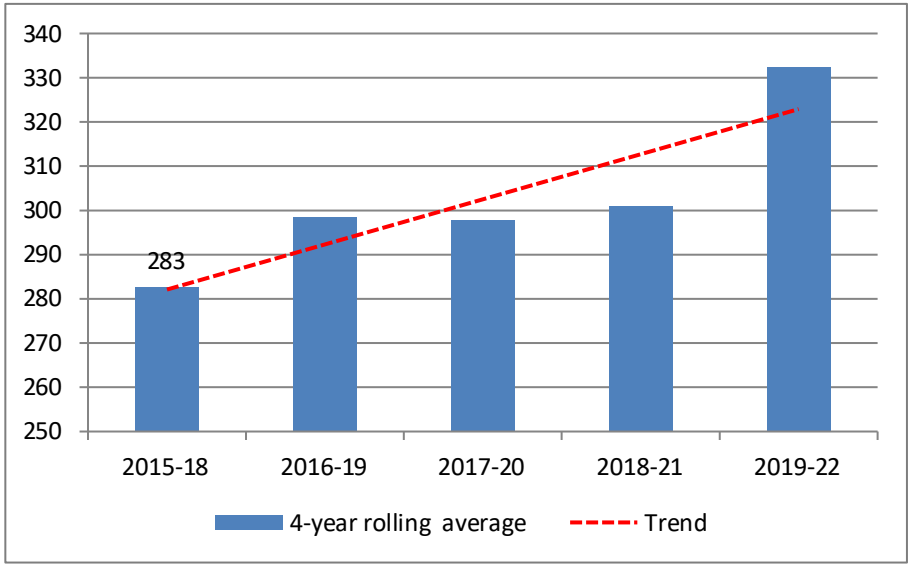
Scope

Local reporting remains focused on the total number of KSI casualties across Gloucestershire. The Road Safety Team collates this data and collaborates with other officers from the Road Safety Team, Fire and Rescue Service, Gloucestershire Constabulary, as well as officers from GCC Highways.

Progress

Gloucestershire adopted the national aspiration for a 40% reduction in the number of KSI casualties in the 10yr period to 2020. Unfortunately, this target was not achieved with an increase in KSI casualties in the years leading up to 2020 though some of this increase is likely to be related to a change in the method of reporting injury collisions in 2015[2]. There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2022 to 2031.

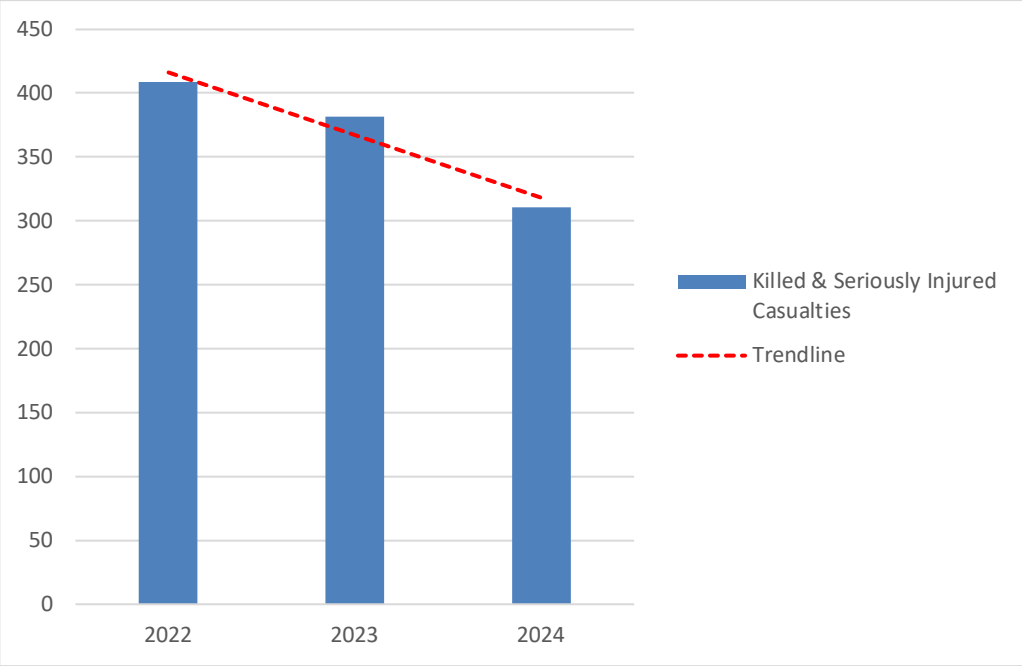
Figure PI-11 Killed & Seriously Injured Casualties Old Target



[2] A change in the method of reporting injury collisions in 2015 has resulted in a 20% increase in the number of serious casualties both locally and nationally. Comparison with previous years reporting of killed and serious injury (KSI) figures should be viewed with caution. The number of KSI casualties recorded in 2020 was 277. The Office for National Statistics (ONS) have completed work to quantify the effect of the introduction of new systems on the number of slight and serious injuries. An update to the final methodology is available- https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics.

The target for KSI casualties has recently been revised. Although data availability is currently limited, early indications suggest a decline in highway casualties that align with the new target. As such, it is reasonable to conclude that progress is currently on track. Nonetheless, GCC will continue to monitor developments closely to ensure sustained alignment with the target.

Figure PI-11.1 Killed & Seriously Injured Casualties



6.12a PI-12a Reduce the number of child highway casualties

Target

50% reduction (from the 2005-2009 average) in the number of children Killed or Serious injuries (KSI) on the highway between 2022 to 2031

Scope

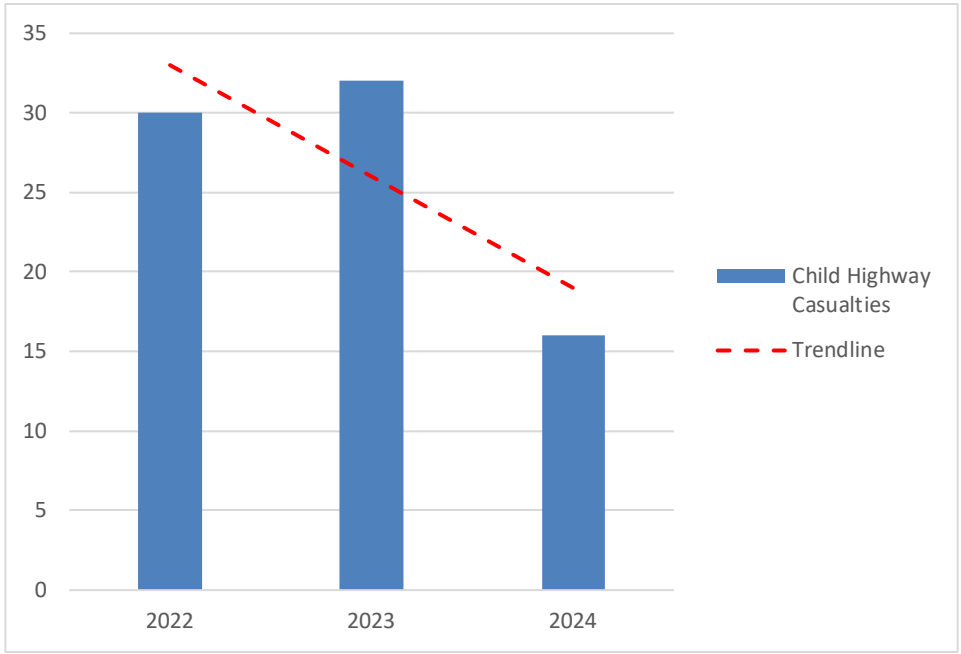
Local reporting remains focused on the total number of KSI casualties across Gloucestershire. The Road Safety Team collates this data and collaborates with other officers from the Road Safety Team, Fire and Rescue Service, Gloucestershire Constabulary, as well as officers from GCC Highways.

Progress

Gloucestershire adopted the national aspiration for a 40% reduction in the number of KSI casualties in the 10yr period to 2020. Unfortunately, this target was not achieved with an increase in KSI casualties in the years leading up to 2020 though some of this increase is likely to be related to a change in the method of reporting child casualties in 2015.[3]

[3] A change in the method of reporting injury collisions in 2015 has resulted in a 20% increase in the number of serious casualties both locally and nationally. Comparison with previous years reporting of killed and serious injury (KSI) figures should be viewed with caution. The number of child KSI casualties recorded in 2020 was 24. The Office for National Statistics (ONS) have completed work to quantify the effect of the introduction of new systems on the number of slight and serious injuries. An update to the final methodology is available- https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics

Figure PI-12a Child Highway Casualties



There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2022 to 2031.

The target for KSI casualties has recently been revised. Although data availability is currently limited, early indications suggest a decline in highway casualties that align with the new target. As such, it is reasonable to conclude that progress is currently on track. Nonetheless, GCC will continue to monitor developments closely to ensure sustained alignment with the target.

6.12 b PI-12b Reduce the number of older highway casualties

Target

50% reduction (from the 2005-2009 average) in the number of older people over 70yrs Killed or Serious injuries (KSI) on the highway between 2022 to 2031

Scope

Local reporting remains focused on the total number of KSI casualties across Gloucestershire. The Road Safety Team collates this data and collaborates with other officers from the Road Safety Team, Fire and Rescue Service, Gloucestershire Constabulary, as well as officers from GCC Highways.

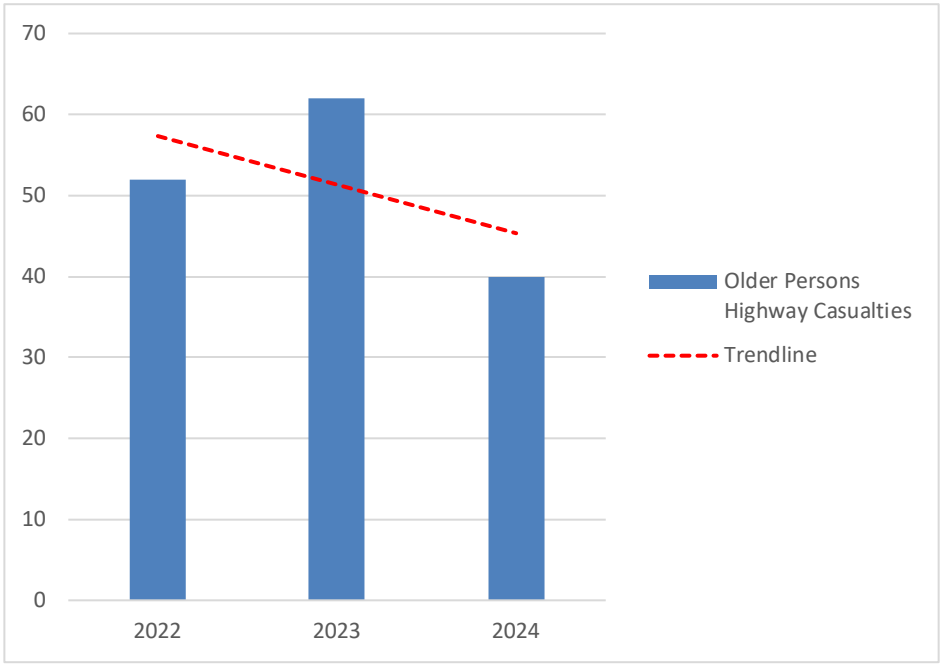
Progress

Gloucestershire adopted the national aspiration for a 40% reduction in the number of KSI casualties in the 10yr period to 2020. Unfortunately, this target was not achieved with an increase in KSI casualties in the years leading up to 2020 though some of this increase is likely to be related to a change in the method of reporting older casualties in 2015.[4] There was no national target set after 2020 for KSI reporting, GCC has reviewed our local road safety policy, and a new local target was set at a 50% reduction between 2022 to 2031. We will report on this new target in the next annual progress report.

GCC previously reported data on older people aged 60 and over. However, the definition for this category has now changed to those aged 70 and over. Reporting will continue to monitor this updated age group.

The target for KSI casualties has recently been revised. Although data availability is currently limited, early indications suggest a decline in highway casualties that align with the new target. As such, it is reasonable to conclude that progress is currently on track. Nonetheless, GCC will continue to monitor developments closely to ensure sustained alignment with the target.

Figures PI-12b Older Persons Highway Casualties



[4] A change in the method of reporting injury collisions in 2015 has resulted in a 20% increase in the number of serious casualties both locally and nationally. Comparison with previous years reporting of killed and serious injury (KSI) figures should be viewed with caution. The number of older KSI casualties recorded in 2020 was 61. The Office for National Statistics (ONS) have completed work to quantify the effect of the introduction of new systems on the number of slight and serious injuries. An update to the final methodology is available- https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics

6.13 PI-13 Reduce levels of traffic derived Nitrogen Dioxide

Target

To reduce the annual mean concentration level of transport derived NO2 at each of the county's Air Quality Management Areas (AQMAs).

Scope

This indicator shows the number of declared Air Quality Management Areas (AQMA) across the county and the annual mean concentration of nitrogen dioxide in micrograms per cubic metre at key sites within those AQMAs.

AQMA	Declared
1. Cheltenham Borough	2011
2. Cotswold, Air Balloon	2008
3. Cotswold, Lechlade	2014
4. Forest, Lydney	2010
5. Gloucester, Priory Road	2005
6. Gloucester, Barton Street	2005
7. Gloucester, Painswick Road	2007
8. Tewkesbury, Town Centre	2010

Progress

Air quality in Gloucestershire is good. However, currently the county has eight locations that have been declared as Air Quality Management Areas (AQMAs), which can be viewed here: https://uk-air.defra.gov.uk/aqma/maps/. Historically, these areas have tested above the target levels for nitrogen dioxide (NO^2) and in each case traffic is the main source of air pollution. Data is collected through diffusion tubes or continuous monitoring test sites and reported annually by District Councils to the Department for Environment, Food & Rural Affairs (DEFRA), these reports inform the data presented here.

Figures PI-13.1 to PI-13.6 show that the annual mean levels of NO2 remain similar since the start of the local transport plan period in 2015-2020.[5] Stroud District currently has no AQMAs declared but continues to monitor air quality levels. Cheltenham Borough Council in 2020 revised their AQMA to cover a limited area of properties extending from the junction of Gloucester Road, Tewkesbury Road, and High Street, through Poole Way and along Swindon Road to the junction of St George's Street. This has been done to reflect a general reduction in pollution levels to below legal limits across much of Cheltenham town.

Tewkesbury Town Centre AQMA has been revoked (formally cancelled) in August 2022 due to the fall in NO2 below the threshold for a sustained number of years. Tewkesbury Borough Council continues to monitor air quality. The Air Balloon area in Cotswold is designated as an AQMA, and recent data from diffusion tubes at the Air Balloon Roundabout in Birdlip indicates a decrease in NO2 levels compared to 2019.

[5] Local Authority (AQMAs) - https://uk-air.defra.gov.uk/aqma/list

The adjusted concentrations are slightly below the national objective level, attributed to traffic emissions. Despite being close (within 10%) to the objective level, monitoring and maintaining the AQMA at this location are planned to confirm the sustained improvement. The Government's Road Investment Strategy: 2015-2020 initially recognised the need for measures to enhance safety, alleviate congestion, and reduce pollution at the Air Balloon Roundabout, referring to this road section as the "Missing Link." Anticipated improvements from the scheme aim to significantly decrease nitrogen dioxide concentrations, with the ultimate goal of formally revoking the AQMA.

NO2 concentration levels throughout Gloucestershire have tipped in 2020 due to a significant reduction in traffic levels as a result of the Covid-19 pandemic with subsequent lockdown conditions. NO2 concentration levels in Gloucestershire have seen a gradual increase in 2021 however figures remain steady or decreased in 2022 and 2023. Data for 2024 is currently unavailable, as DEFRA has not yet released the bias-adjusted datasets. However, these are expected to be published shortly, and we anticipate including them in the next monitoring report.

Figure PI-13.1 Mean Concentration of NO2 in Cheltenham

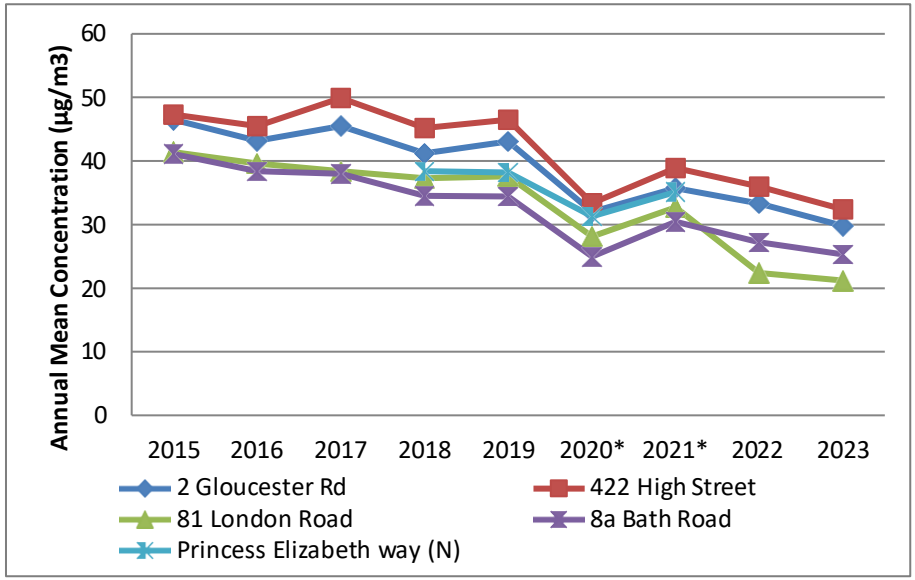


Figure PI-13.2 Mean Concentration of NO2 in Cotswold

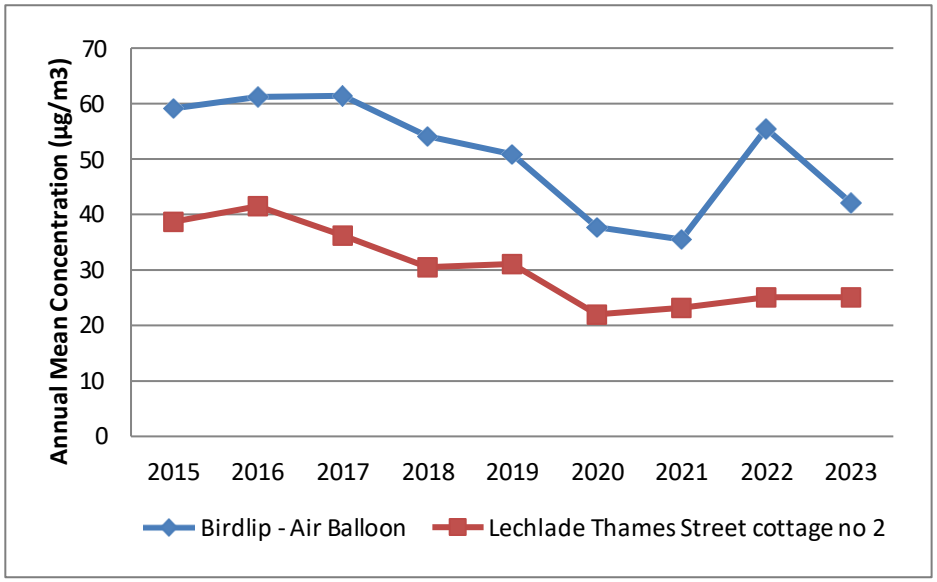


Figure PI-13.3 Mean Concentration of NO2 in Gloucester (Painswick and Barton)

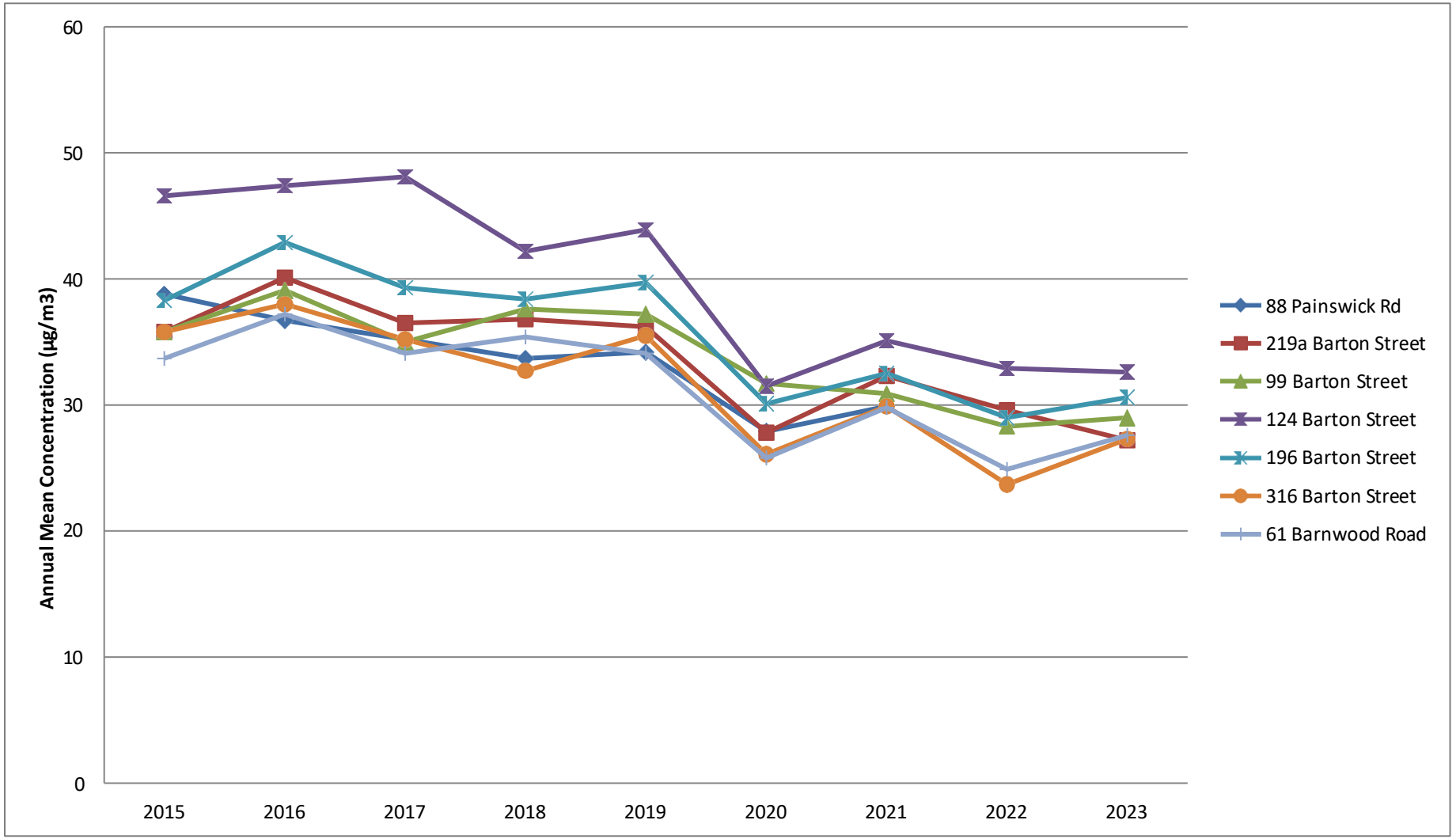


Figure PI-13.3 Mean Concentration of NO2 in Forest of Dean

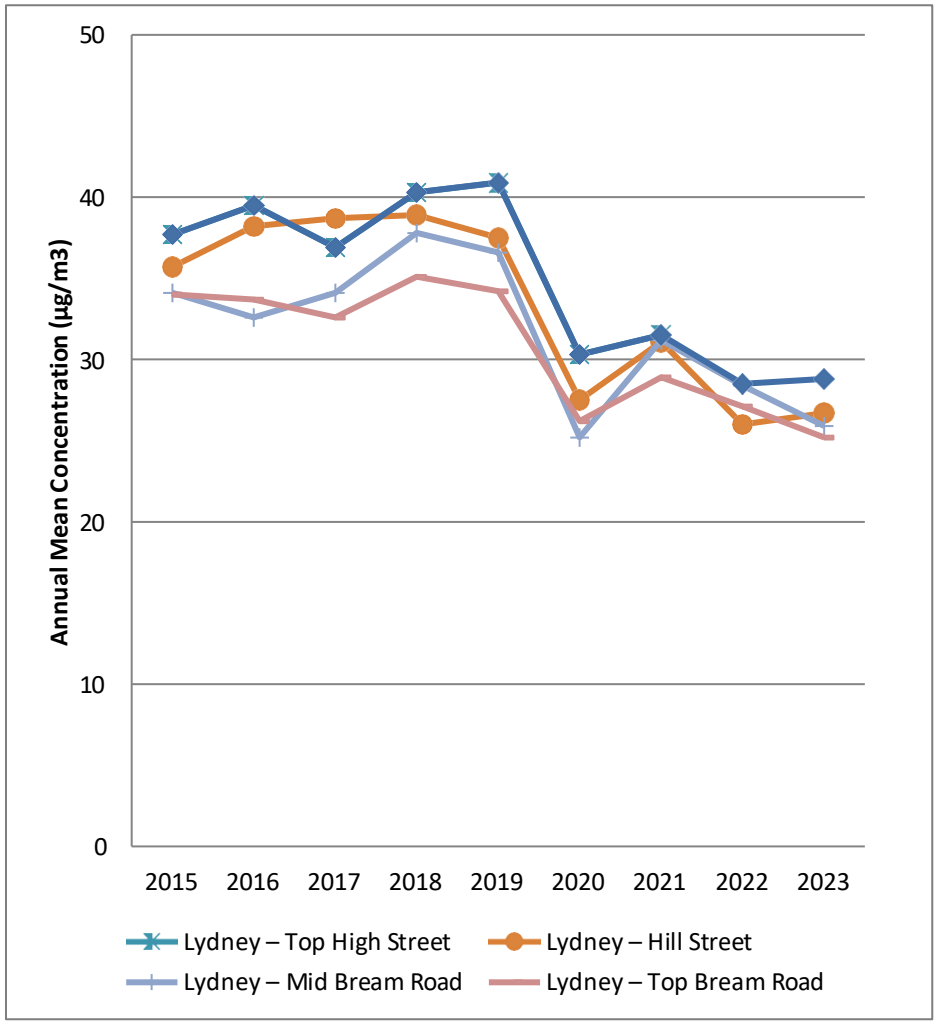


Figure PI-13.4b Mean Concentration of NO2 in Gloucester (Priory Road)

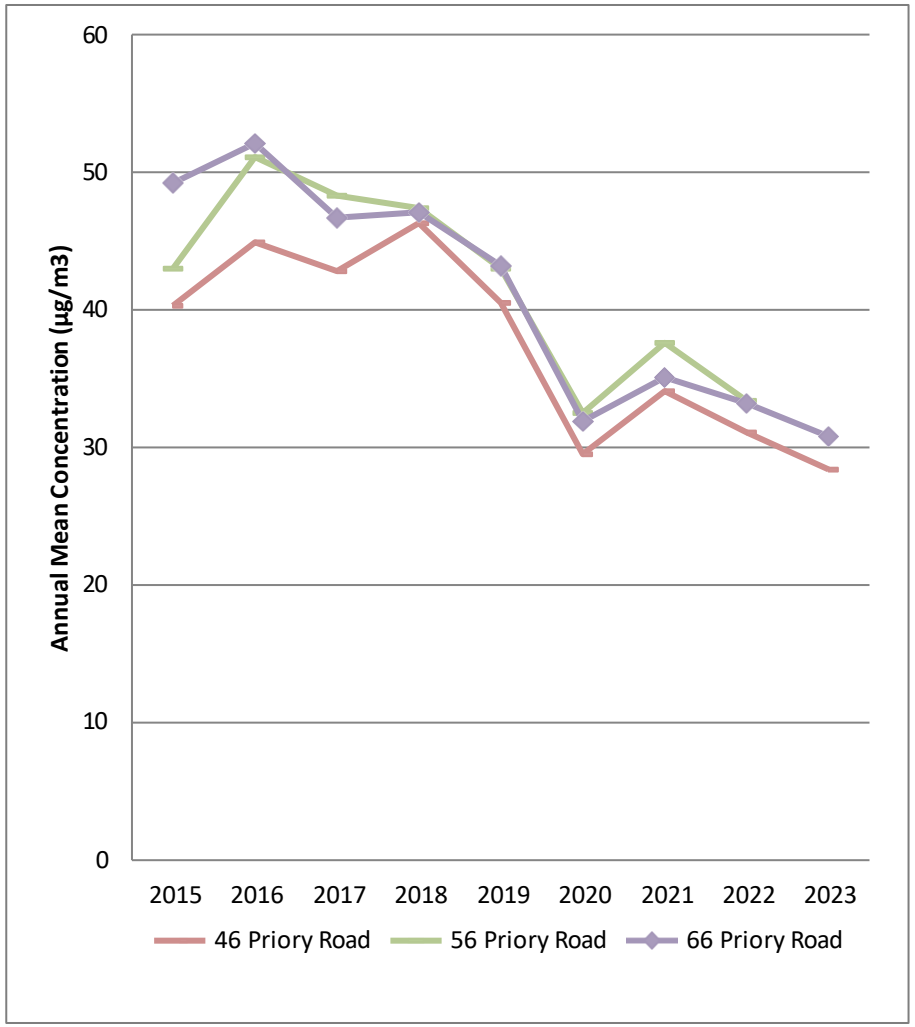


Figure PI-13.5 Mean Concentration of NO2 in Stroud

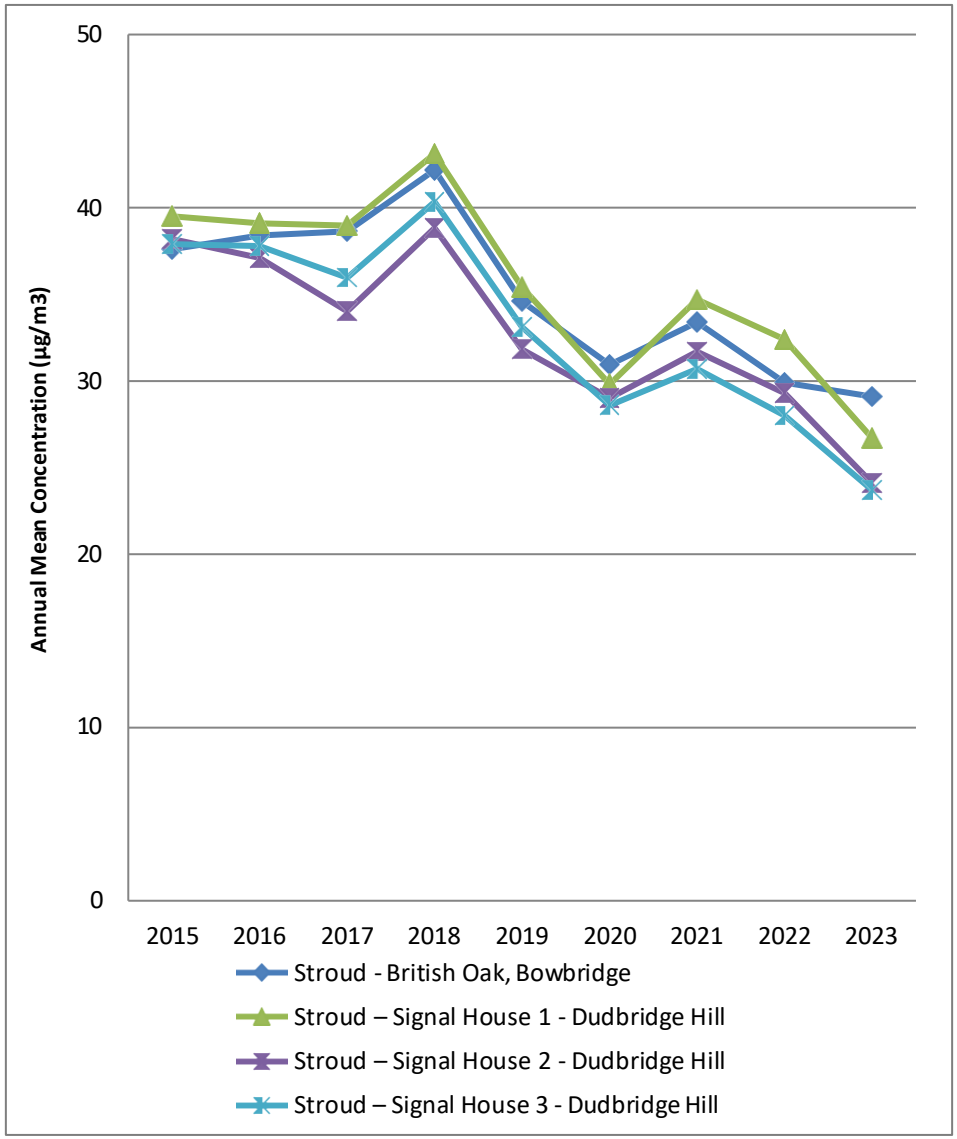
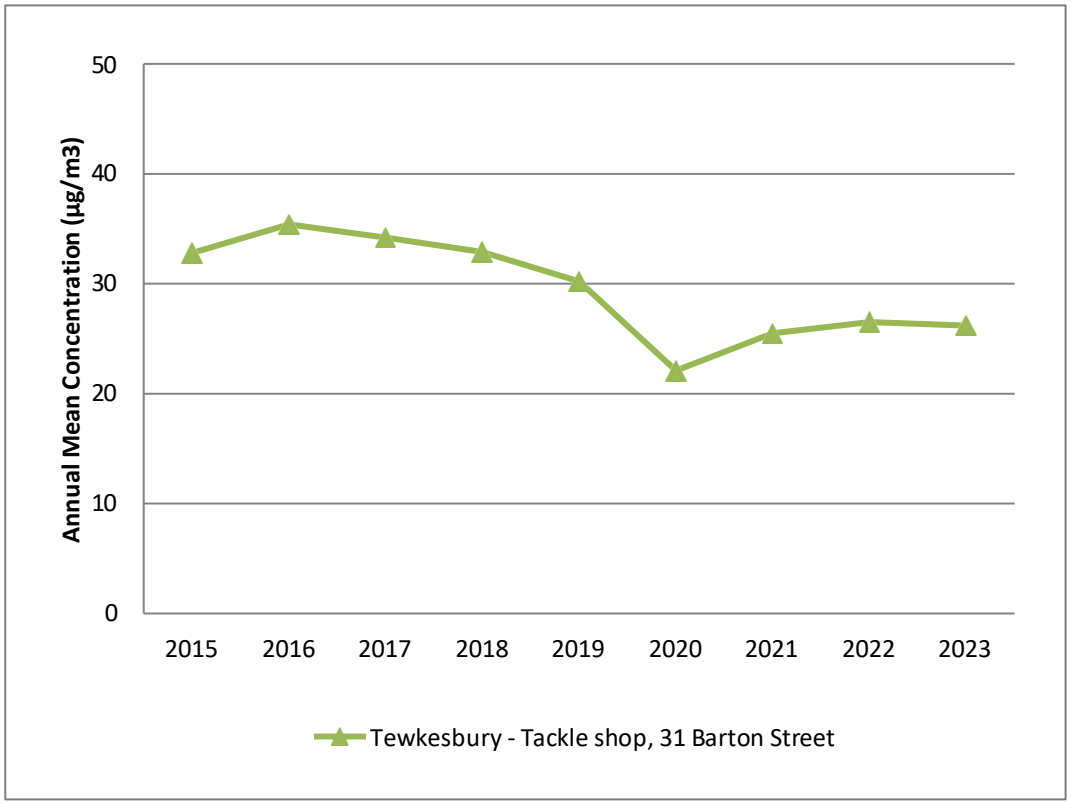


Figure PI-13.6 Mean Concentration of NO2 in Tewkesbury



6.14 PI-14 Reduce per capita transport carbon emissions

Target

To reduce per capita transport carbon emissions, to contribute to achieving the government's climate change commitments (part of COP21).

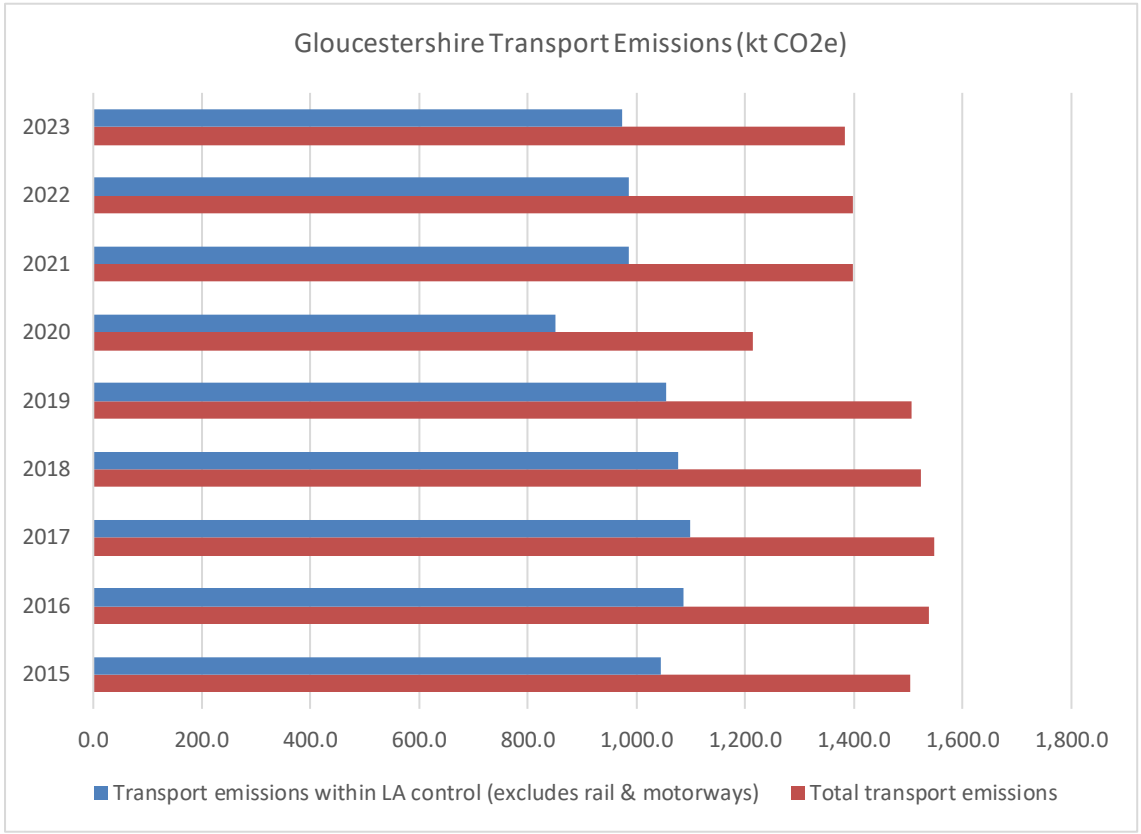
Scope

In 2020, GCC strengthened its targets, committing to reaching net zero emissions from all sources across the county by 2045. This target is reflected in Gloucestershire's LTP. Transport emissions include freight and passenger transport, both private and for business purposes. Data is collected by the department for Business, Energy & Industrial Strategy (BEIS) and published annually.[6]

Progress

Figure PI-14 shows that in Gloucestershire CO2 from transport emissions has decreased by 8% over the last 8 years. The transport emissions within the control of Gloucestershire (excluding rail and motorways) have decreased by 7% during the same period.

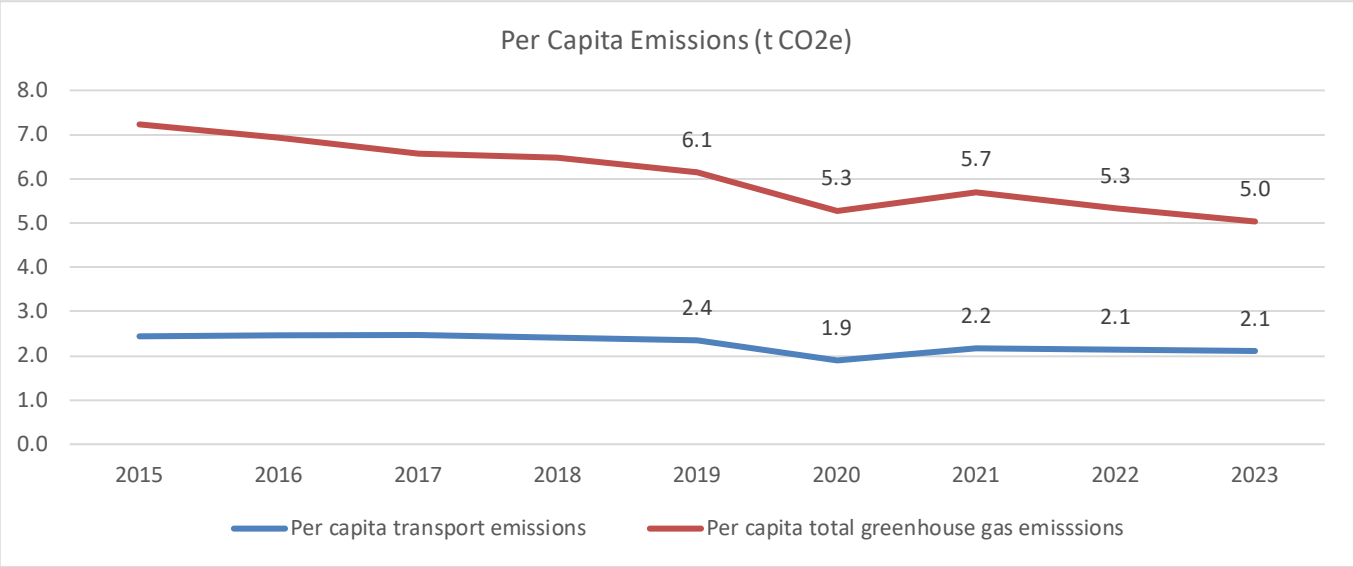
Figure PI-14



[6] Local Authority CO2 territorial emissions - www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023

Figure 14.1 illustrates that per capita transport emissions in Gloucestershire have steadily declined over the past eight years, while per capita total greenhouse gas emissions have decreased more significantly over the same period.

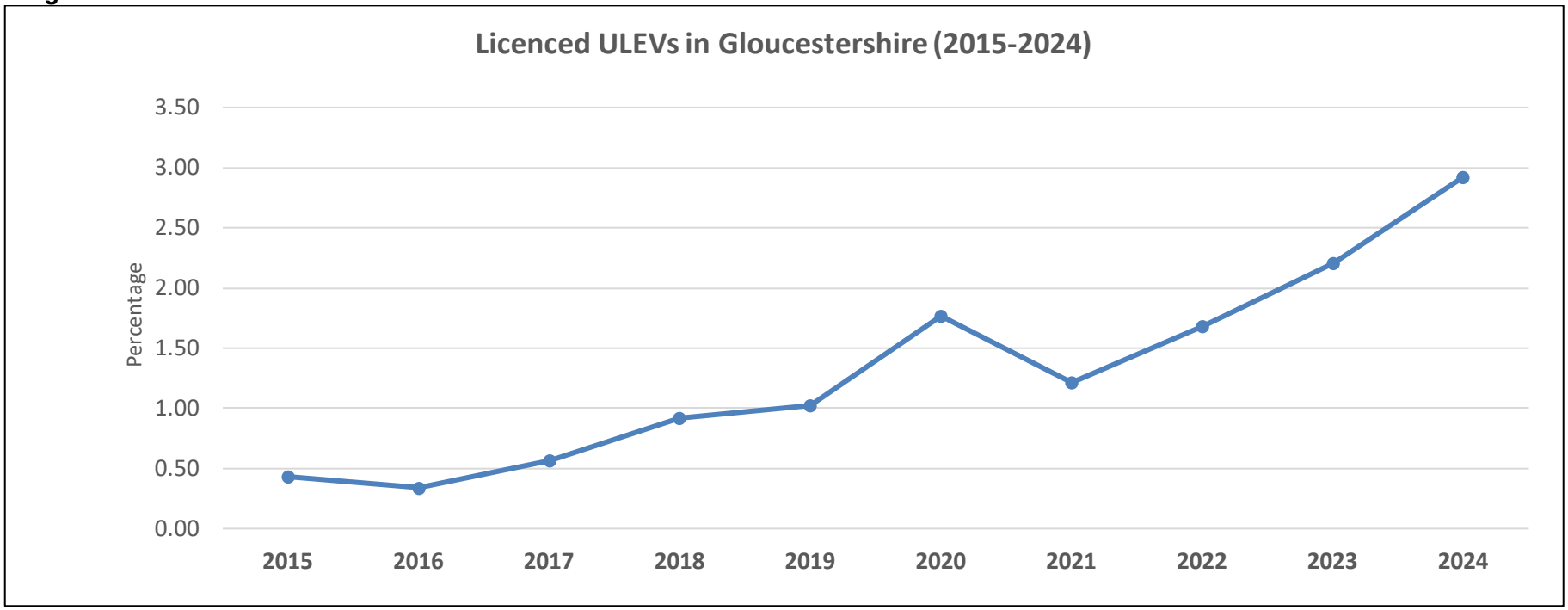
Figure PI-14.1



In addition to local data, national statistics give context to this target. Department for Transport statistic **ENV0301** shows air pollutant emissions by transport mode[7]: Petrol consumption reduced by 0.4% and diesel consumption remained the same during the period 2015-2019.

Figure PI-14.2 shows licensed Ultra Low Emission Vehicles (ULEV) in the county.[8] Although ULEV licensed vehicles are steadily rising in Gloucestershire up to 2020, there was a decrease in 2021 and levels are increasing, licensed ULEV ownership in the county in 2024 is at just 2.92% of all licensed vehicles. Despite this the number of licensed ULEVs has more than doubled in 2024 when compared to figures reported in 2021. The LTP highlights the importance of the uptake of ultra-low emissions vehicles and the roll out of charging infrastructure, recognising the particular challenges faced in a rural county like Gloucestershire. The LTP identifies countywide priorities of developing an electric vehicle strategy and ongoing installation of electric car/bike charging reflected in policy and set in in further detail in the supporting Gloucestershire ULEV Strategy.[9]

Figure PI-14.2



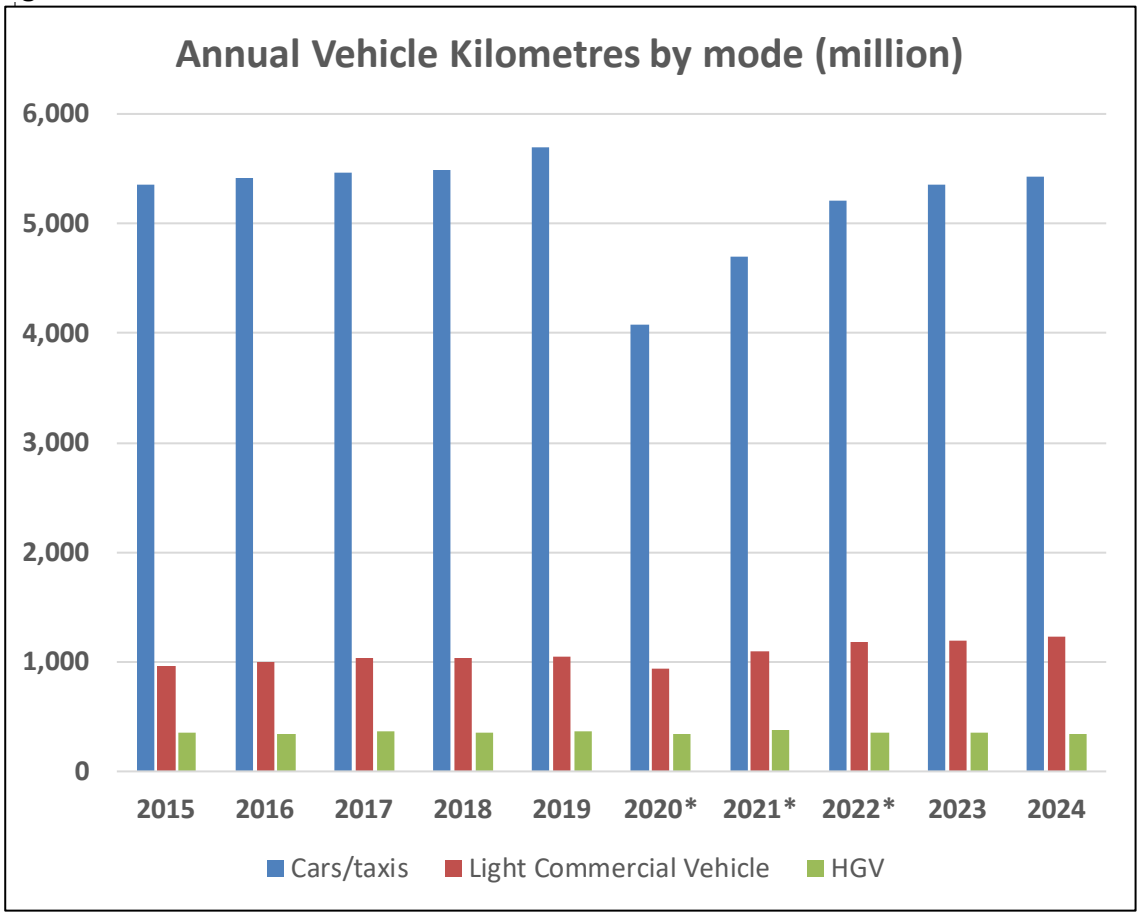
[7] ENV0301 - https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#pollutants-emissions-and-noise-env03.
[7] ENVO1 - https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#fuel-consumption-env01
[8] ULEV - https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables#ultra-low-emissions-vehicles-ulevs
[9] Gloucestershire ULEV Strategy - https://glostext.gloucestershire.gov.uk/mgChooseDocPack.aspx?ID=10149

To reach Gloucestershire's target **LTP PI-14** to reduce per capita transport carbon emissions, we will need to consider interventions to reduce overall annual vehicle kilometres travelled, especially by car as they generate the most vehicle kilometres compared to other modes. These highlight the level of vehicles and cars in particular that are impacting our environment. Vehicle kilometres travelled and ownership continue to rise, further diminishing air quality.

Figure PI-14.2

Figure PI14.2 below shows kilometres travelled by vehicles in Gloucestershire10 - traffic levels in Gloucestershire dipped in 2020 due to a significant reduction in traffic flows as a result of the COVID-19 pandemic with subsequent lockdown conditions for seven weeks and a gradual return to travel for services, shopping, and work. The lasting effects resulting in societal changes to working from home and shopping online, which are still to be fully understood. Although countywide weekly traffic monitoring during the pandemic registered a 66% decrease in traffic flows at the start of lockdown, traffic is rising to pre-pandemic levels between 2021 and 2024. While figures remain lower than those reported before the pandemic, there has been a slight increase compared to 2023, indicating a gradual upward trend.

*Figures for 2020, 2021 and 2022 are impacted by the pandemic.



[10] Traffic (Table TRA8905 - www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics

Appendix 2 - Bus Service Improvement Plan Targets

1. Bus Service Improvement Plan Targets

Gloucestershire's Bus Service Improvement Plan (BSIP) 2024 establishes six key targets aimed at enhancing bus services, passenger experience, and vehicle quality, all of which contribute to the overall bus journey experience. Currently, the bus sector faces challenges such as fluctuating passenger numbers, service reliability issues, and the need for more sustainable and modern vehicles. These targets aim to address these issues and drive improvements. Progress will be monitored through the LTP annual monitoring report, which will track developments and provide updates wherever feasible.

Table 8 - Summary of performance against BSIP Targets

Paragraph	**Performance indicator**	**Progress summary**	**Comments**
1.1	*BSIP-1 Bus Journey Times*		A progress summary is not possible, as the base year is 2024. However, chapter 7.2 gives an indication of trends in previous years. 2024 has been established as the target base year, which means data availability between May 2024 and 2025 is currently limited. Nevertheless, the existing data indicates that journey times across the network are increasing. While journey times on the Cheltenham to Tewkesbury corridor appear to have stabilised, they continue to rise along the Cheltenham to Gloucester corridor. However, it remains too early to draw definitive conclusions from the data.
1.2	*BSIP-2 Bus Journey Reliability*		A progress summary is not possible, as the base year is 2024. However, chapter 7.3 gives an indication of trends in previous years. While 2024 has been established as the target base year, it currently represents the only available dataset, making it challenging to draw definitive conclusions. However, when compared to 2023 data, there is a notable improvement in bus journey reliability.
1.3	*BSIP-3 Bus Passenger Numbers*		Bus passenger numbers were significantly impacted by the COVID-19 pandemic; however, recent data shows a steady year-on-year increase, with figures gradually returning to pre-pandemic levels.
1.4	*BSIP-4 Network Accessibility*		Considerable progress has been made with all three of the ambitions under this target.
1.5	*BSIP-5 Vehicle Quality*		The first annual survey of all bus operators in the county was conducted in 2025. However, the dataset does not yet reflect the rollout of ZEBRA-funded zero-emission buses, so progress toward the target cannot be fully assessed at this stage. Work is actively underway across Gloucestershire to meet the goal of converting 20% of the fleet to zero-emission vehicles by 2029.
1.6	*BSIP-6 Public Satisfaction*		While the 2029 target is not yet fully achieved, public satisfaction is improving with most of the indicators on track.

1.1. BSIP Target 1 – Bus Journey Times

Target

A net reduction in journey times across monitored routes between 2024 and 2029 and for journey times on the following Expressbus investment corridors to reduce by 10% between 2024 and 2029:

- Gloucester to Cheltenham following route 10
- Cheltenham to Tewkesbury

Scope

Analyse expected journey time (as timetabled) and actual journey times, using Bus Open Data Service (BODS) data for the Expressbus corridors Gloucester to Cheltenham (data based on route 10) and Cheltenham to Tewkesbury (data based on routes 42, 43, 44). While the target base year is 2024, the data was analysed going back to 2021 to enable some trend analysis.

Progress

The target base year is 2024. However, using BODS data for key corridors we can see that bus journey times have remained relatively stable between 2021 and 2022 but have increased in 2023, continuing the trend of increasing delays before the COVID pandemic.

Figure BSIP 1a - Bus Journey Times (Cheltenham to Gloucester)

For the Gloucester to Cheltenham corridor, following Route 10, weekday bus journey times remained stable from November 2021 to November 2023. However, since May 2023, a gradual increase has been observed, continuing through to May 2025. Over the last year alone, journey times have increased by around 3%. Actual journey times tend to be longer than scheduled, suggesting that traffic conditions are generally slower than anticipated. This impacts punctuality, particularly toward the end of the route where delays accumulate.

During weekends, scheduled and actual journey times remain more closely aligned, indicating a less congested road network. Nevertheless, some journey time increases, approximately 5%, have been observed since May 2023.

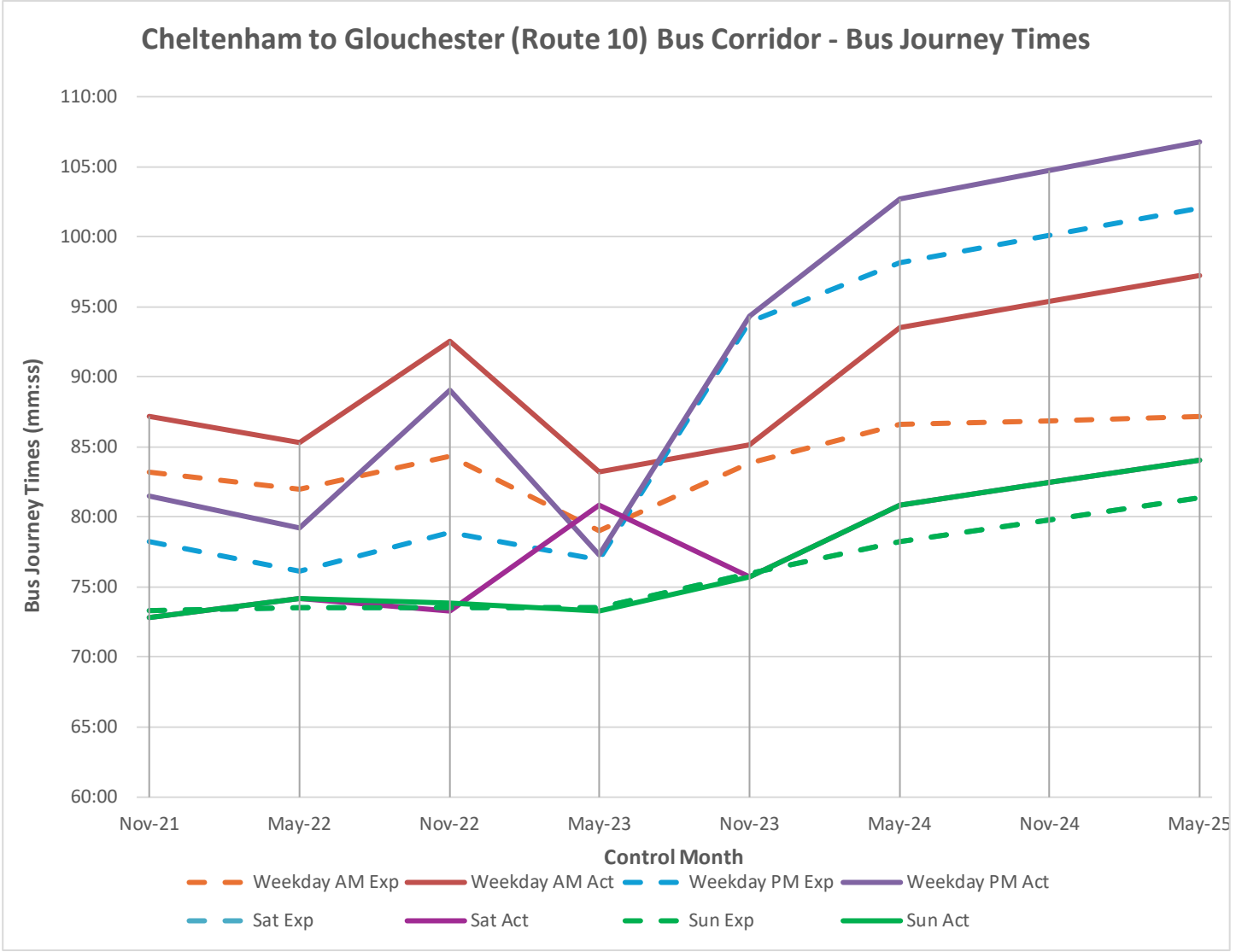
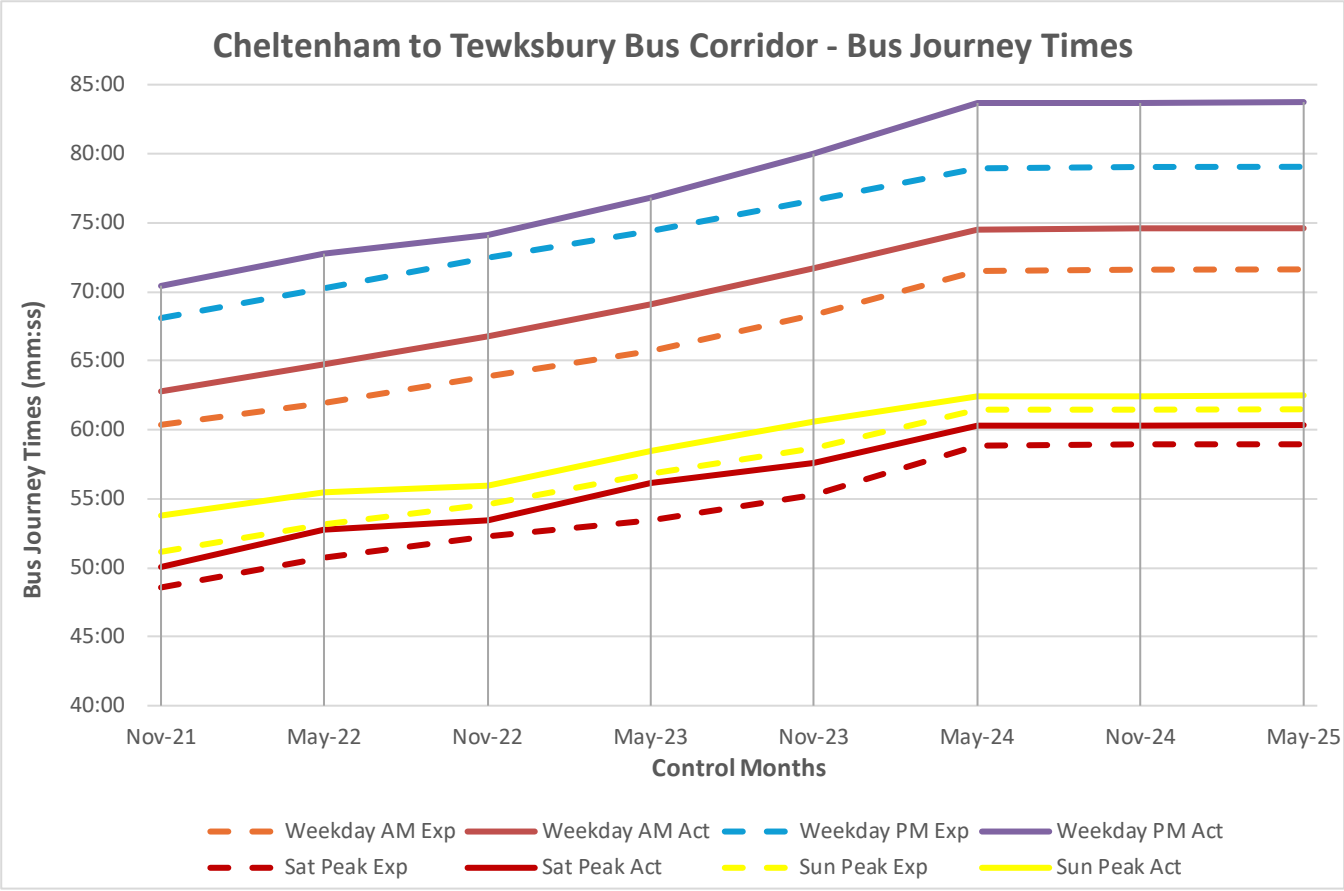


Figure BSIP 1b - Bus Journey Times (Cheltenham to Tewkesbury)

For the Cheltenham to Tewkesbury corridor, a progressive increase in bus journey times was observed between November 2021 and May 2024, with annual increases of around 2 to 3 percent in both directions. Over the last year to May 2025, journey times have remained stable, with minor increases of less than 1 percent. Actual journey times are generally longer than scheduled, which may affect punctuality, though some exceptions were noted, such as shorter actual times from Tewkesbury to Cheltenham in May 2024, suggesting a review of current schedules may be needed.

The increasing journey times suggest a decline in traffic conditions, possibly due to rising congestion or reduced road capacity. There is currently no bus priority infrastructure on this corridor. During weekends, journey time increases are less marked and scheduled and actual times remain closely aligned, indicating lower congestion levels.



1.2. BSIP Target 2 – Bus Journey Reliability

Target

To ensure that the Traffic Commissioners guidance of 95% punctuality of low frequency bus services is consistently achieved and met by 2029.

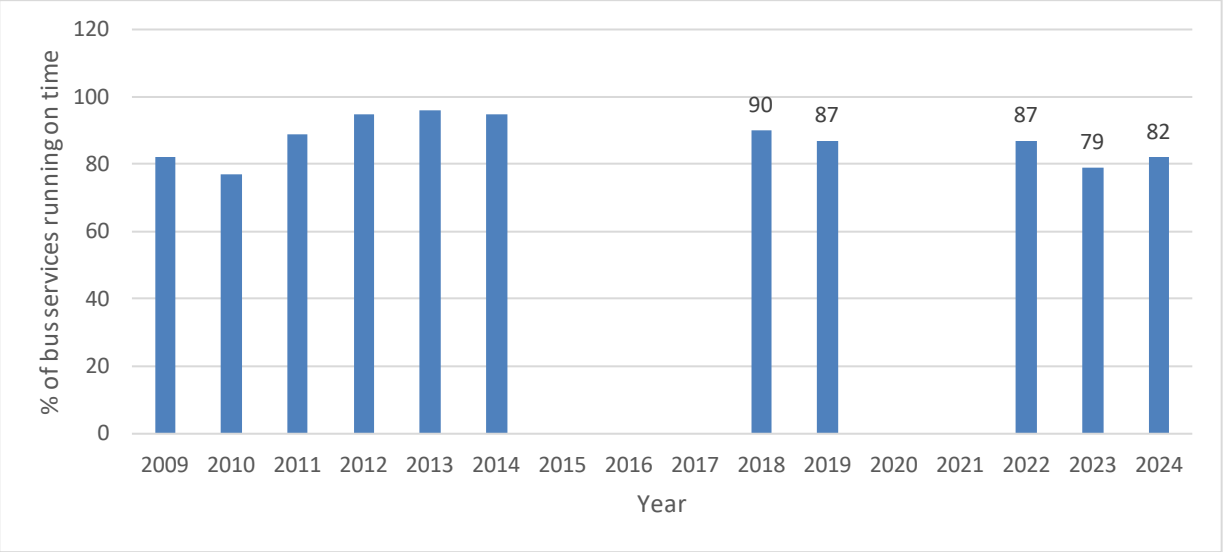
Scope

The DfT statistics on bus reliability and punctuality are collected as average excess waiting time for frequent services and bus services running on time for non-frequent services[1]. A frequent service is one that has 6 or more buses per hour, which makes the statistics for non-frequent services more relevant to Gloucestershire.

Progress

In 2024, 82% of services were on time, a decrease from 87% in 2019 and 2022, however an increase from 82% in 2023. Data is not applicable for 2015 – 2017, 2020 and 2021.

Figure BSIP 2 – Bus Journey Reliability



[1] https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables#bus-reliability-and-punctuality-bus09

1.3. BSIP Target 3 – Bus Passenger Numbers

Target

To increase passenger numbers by at least 10% above the 2019 pre-COVID-19 levels by 2029.

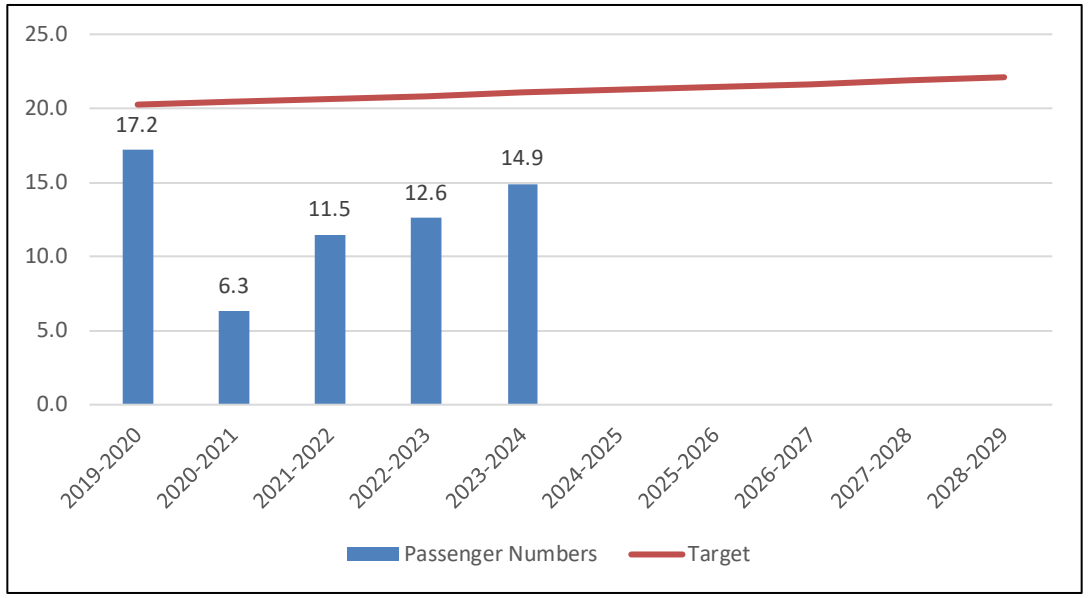
Scope

The DfT statistics on bus passenger numbers are reported annually (in millions and per head of population) on local bus services within Gloucestershire (Local bus passenger journeys - BUS01[2], Table BUS01e, and Table BUS01f). This data is also referenced in section 6.10 of the report. However, due to the differing targets in each context, the same data has been used in both instances but presented in a different format.

Progress

Passenger numbers in Gloucestershire have recovered since 2021 when they fell from around 20 million bus passenger journeys per annum before COVID-19 to just 6.3 million. By 2023, numbers had risen to 12.6 million and further increased to 14.9 million in 2024. This indicates a continued upward trend, with passenger levels now approaching those seen before the pandemic.

Figure BSIP 3 – Gloucestershire Bus Passenger Numbers



[2] https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables#local-bus-passenger-journeys-bus01

1.4. BSIP Target 4 – Network Accessibility

Target

By 2029, GCC and bus operators will work together to achieve:

- A net increase in population within 400m of 4+ buses per hour, achieved through targeted service frequency improvements.
- A net increase in population within 60-minute bus journey into Gloucester or Cheltenham, achieved through implementation of Expressbus concept.
- Double the number of households with access to DRT by 2025.

Scope

The base month for this target will be March 24. The net increase in population with access to 4+ buses per hour will be measured using Podaris. The following will be measured:

- Population with access to 4+ buses per hour in one direction in weekday am peak (7.00 to10.00 am), interpeak (10.00 to 16.00) pm peak 18.00 to 21.00 pm), evenings, Saturday 10.00 to 16.00, and Sunday 10.00 to 16.00).
- Additionally, monitoring of access to routes of 1 and 2 buses per hour to provide insights into network development.

Measuring the increase in population within a 60-minute bus journey travel time will also be done using Podaris

For Cheltenham and Gloucester, we selected 37 and 40 road locations, respectively. These sites represent all potential access points to the "town centre" for any bus route. The "town centre" was defined broadly to encompass the entire area, rather than a single point, without relying on formal town centre or ward boundaries. We will provide annual reports on this target every March.

Additionally, across Gloucestershire County Council, we have made considerable progress in implementing Demand Responsive Transport (DRT), including the rollout of the Robin service.

Progress

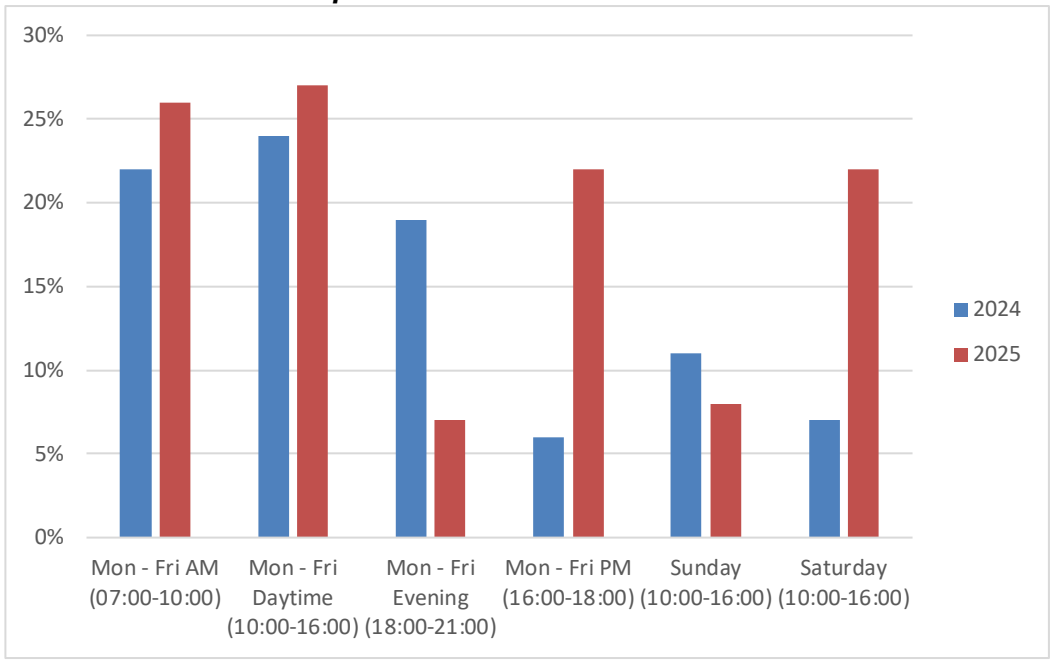
Since 2021 network accessibility has been stable but can be expected to start to increase as a result of the BSIP+ funding and Express bus. Our ambition is to build from this and significantly expand the population of Gloucestershire, who have access to frequent bus services.

Table BSIP 4 – Network Accessibility

May-25	Stop within X metres of persons home	Mon - Fri AM (07:00-10:00)	Mon - Fri Daytime (10:00-16:00)	Mon - Fri Evening (18:00-21:00)	Mon - Fri PM (16:00-18:00)	Sunday (10:00-16:00)	Saturday (10:00-16:00)
% of population with access to 4 or more buses per hour	Within 400m	26%	27%	7%	22%	8%	22%
	Within 800m	42%	43%	14%	38%	16%	38%
% of population with access to 1 bus or more per hour	Within 400m	54%	52%	41%	53%	39%	52%
	Within 800m	69%	67%	57%	69%	53%	67%

The graph below presents a comparison of the percentage of the population within 400 metres of a bus stop served by four or more buses per hour. Overall, access has improved significantly across most time periods, particularly during weekday morning peaks, daytime, evening peaks, and Saturdays. However, a decline is observed during weekday evenings and on Sundays.

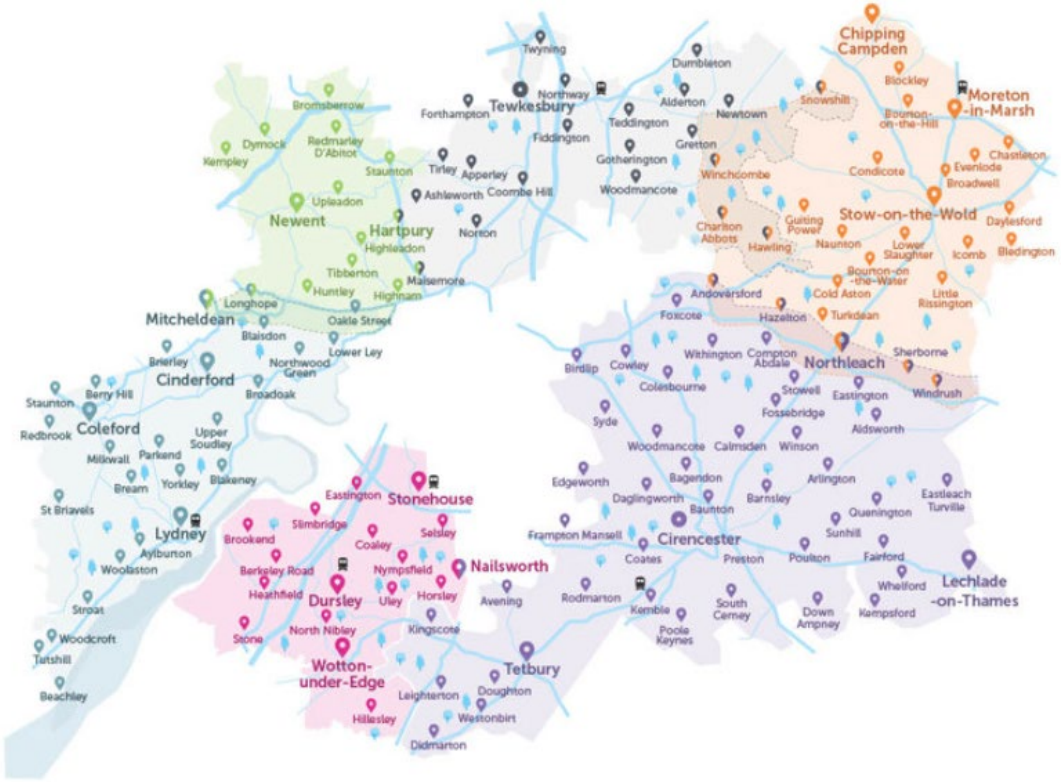
Figure BSIP 4 - % of population with access to 4 or more buses per hour



In March 2024, 37% of the county population has access to Gloucester district within 60 minutes transit. 32% of the county population has access to Cheltenham district within 60 minutes transit.

Additionally, across Gloucestershire County Council, we have made considerable progress in implementing Demand Responsive Transport (DRT), including the rollout of the Robin service which now covers most of the county, as shown below.

Figure BSIP 4 – Robin Areas



1.5. BSIP Target 5 – Vehicle Quality

Target

- For more than 20% of Gloucestershire's bus fleet to be zero emission by 2029.
- By 2029: aim for all GCC contracted bus services to be a minimum Euro 6 Standard.

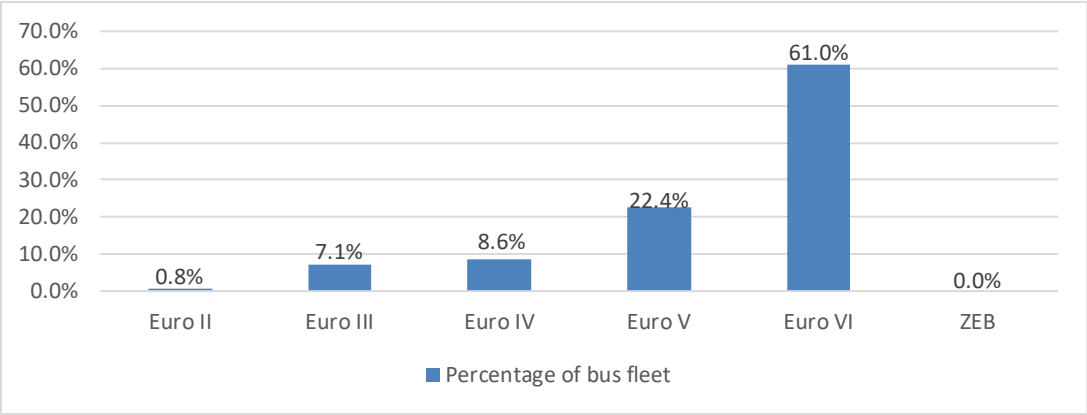
Scope

Monitoring vehicle quality will be completed through the enhanced partnership working group. The first annual survey of all bus operators in the county was conducted in 2025 this survey will align with the Department for Transport's fleet data requirements[3], enabling consistent and comprehensive oversight of vehicle performance and compliance.

Progress

Across Gloucestershire's 10 largest bus operators, Gloucestershire's vehicle fleet comprises of 477 buses currently, of which 291 (61%) are Euro VI compliant. The quality of vehicles since 2021 has seen some small improvements with investment in EURO 6 buses by Stagecoach and the introduction of Gloucestershire's first Zero Emission Bus by Newport Transport. Following the successful ZEBRA bid this will be accelerated.

Figure BSIP 5 – % of bus fleet specification



[3] https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables#vehicles-operated-by-local-bus-operators-bus06

1.6. BSIP Target 6 – Public Satisfaction

Target

Reach the national average for satisfaction by 2029 for the 8 indicators listed in Table BSIP 6a below.

Exceed the national average by 2029 for the 8 indicators listed in Table BSIP 6b below.

Scope

Gloucestershire participates in the annual National Highways and Transport Network's Public Satisfaction survey which includes data on satisfaction with bus services and bus infrastructure. The above indicators have been selected as the most relevant to measure public satisfaction with bus service provision.

Survey Annual Report 2024

Progress

2024 results show that public transport satisfaction improved across several indicators, with the greatest increase in satisfaction relating to frequency of bus services, buses arriving on time, the local bus service overall and bus fares. Of the indicators Gloucestershire's BSIP aims to bring in line with the national average by 2029, 4 are already slightly above average, however another 4 are slightly below. Of the indicators for which Gloucestershire's BSIP aims exceed the national average by 2029, 6 are already slightly above average, however 2 are slightly below.

Table BSIP 6a - BSIP target to reach the national average for satisfaction by 2029:

Ref	Indicator	Score	Trend	Average	Gap
PTBI01	Frequency of bus services	50%	4%	52%	**-2%**
PTBI17	Information about accessible buses	45%	3%	46%	**-1%**
PTBI02	Number of bus stops	64%	2%	66%	**-2%**
PTBI04	Whether buses arrive on time	51%	5%	48%	**3%**

PTBI06	The local bus service overall	57%	6%	55%	**2%**
PTBI07	Bus fares	60%	7%	59%	**1%**
PTBI18	Info to help people plan journeys	52%	2%	54%	**-2%**
PTBI19	Reliability of electronic display info	48%	3%	47%	**1%**

Table BSIP 6b - BSIP target to exceed the national average by 2029:

Ref	Indicator	Score	Trend	Average	Gap
PTBI03	The state of bus stops	52%	-2%	55%	**-3%**
PTBI10	Personal safety on the bus	67%	0%	65%	**2%**
PTBI11	Personal safety at bus stops	61%	0%	60%	**1%**
PTBI08	Quality and cleanliness of buses	63%	-1%	61%	**2%**
KQI05	Public transport information related indicators	49%	2%	50%	**-1%**
PTBI05	How easy buses are to get on/off	71%	0%	70%	**1%**
PTBI09	Helpfulness of drivers	70%	2%	67%	**3%**
KBI10	Community Transport	54%	1%	54%	**0%**

Appendix 3 - Strategic context and influences

1. Transport policy context

The LTP links to and is influenced by a number of strategic documents and bodies which will help shape Gloucestershire's future. An update on some of these plans and bodies is provided below.

Sir Keir Starmer became Prime Minister on 5 July 2024, and the new Government has set five strategic priorities, focusing on transport. These include improving railway performance and reform, enhancing bus services, transforming infrastructure to promote social mobility and tackle regional inequality, delivering greener transport, and better integrating transport networks. At the point of drafting this report it is too early to have certainty on how these strategic priorities will translate in policy and guidance (though some bills and draft bills released in the early days of the new government are listed below).

The adopted LTP reflects national and regional policy as well as district local plans published in 2021. Policy updates since LTP adoption are summarised in the following tables.

Table 1 – National policy updates since 2022:

Title	Author	Published	Summary	Link
Strategic Road Network and the Delivery of Sustainable Development	DfT and National Highways	10/09/2013 Updated: 23/12/2022	This policy explains how National Highways engages in plan-making and decision-taking to support the delivery of sustainable development.	Strategic Road Network and the Delivery of Sustainable Development
Great British Railways: Williams-Shapps Plan for Rail	DfT	20/05/2021 Updated: 14/12/2023	The government's plan to transform the railways in Great Britain.	Great British Railways: Williams-Shapps Plan for Rail
Road Investment Strategy 3: Our Role and Approach	Office of Rail and Road	04/05/2022	RIS3 will set out investment in the strategic road network (SRN) during the third road period (2025 to 2030). It will build on the work taken forward in RIS2 on investing in the network and improving the way it is operated and maintained.	Road Investment Strategy 3
Future of Freight: A Long-term Plan	DfT	15/06/2022	A cross-modal and cross-government plan for the UK freight transport sector.	Future of Freight: A Long-term Plan
The Second Cycling and Walking Investment Strategy	DfT and Active Travel England (ATE)	06/07/2022 Updated: 10/03/2023	The government's ambition for walking and cycling until 2025.	The Second Cycling and Walking Investment Strategy (CWIS2)
The Plan for Drivers	DfT	02/10/2023	Published during the 2022 to 2024 Sunak Conservative government, this policy supports motorists by making driving as straightforward, accessible, environmentally responsible, and safe as possible.	The Plan for Drivers
Automated Vehicles Bill 2023	DfT and Centre for Connected and Autonomous Vehicles	21/11/2023 Updated: 16/02/2024	The 2023 Automated Vehicles Bill will set the legal framework for the safe deployment of self-driving vehicles in Great Britain.	Automated Vehicles Bill 2023
Rail Freight Growth Target	DfT	20/12/2023	This policy sets out to increase the amount of freight transported on the rail network by setting a rail freight growth target for 2050.	Rail Freight Growth Target
Active Travel England Standing Advice Note: Active travel and sustainable development	ATE	03/07/2023	This guidance document sets out how planning applications should be considered when Active Travel England does not undertake a detailed assessment of development proposals.	Active Travel England Standing Advice Note: Active travel and sustainable development
DVSA Sustainability Strategy	Driver and Vehicle Standards Agency	12/03/2024	This strategy sets out what the Driver and Vehicle Standards Agency (DVSA) will do to keep Britain moving safely and sustainably.	DVSA Sustainability Strategy
National Networks National Policy Statement	DfT	06/03/2024 Updated: 24/05/2024	The National Networks National Policy Statement provides planning guidance for nationally significant road, rail, and strategic rail freight interchange projects.	National Networks National Policy Statement

Passenger Railway Services (Public Ownership) Bill	DfT	18/07/2024	Published under the new labour government, this bill sets the legal framework for transferring passenger rail service operations into public ownership.	Passenger Railway Services (Public Ownership) Bill
Proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system (in consultation)	Ministry of Housing, Communities and Local Government	30/07/2024 Updated 02/08/2024	This consultation is seeking views on our proposed approach to revising the NPPF. It also seeks views on a series of wider national planning policy reforms.	Proposed reforms to the National Planning Policy Framework and other changes to the planning system (in consultation)
Buses Bill (DRAFT)	DfT	09/09/2024	The new labour government published draft legislation to give all local transport authorities across England new powers to run their own bus services – powers previously limited to mayoral combined authorities.	Buses Bill (DRAFT)
Proposed changes to bus franchising guidance (in consultation)	DfT	09/09/2024 Updated: 17/12/2024	Seeking views on proposed changes to the Department for Transport's guidance on setting up a bus franchising scheme.	Proposed changes to bus franchising guidance (in consultation)
Integrated National Transport Strategy: a call for ideas (call for evidence closed)	DfT	28/11/2024 Updated 16/01/2025	A call for ideas to support the development of an Integrated National Transport Strategy for England.	Integrated National Transport Strategy: a call for ideas (call for evidence closed)
A railway fit for Britain's future (consultation closed)	DfT	18/02/2025	Seeking views on proposals to reform Great Britain's railways.	A railway fit for Britain's future (consultation closed)
Adapting the UK's transport system to the impacts of climate change *(consultation closed)*	DfT	03/04/2024 Updated 17/03/2025	Seeks views on the transport adaptation strategy, which includes actions and policies to enhance climate adaptation planning and action across the sector.	Adapting the UK's transport system to the impacts of climate change (consultation closed)
Strategic road network: interim settlement 2025 to 2026	DfT	24/03/2025	Government investment and management of the strategic road network (SRN) from April 2025 to March 2026.	Strategic road network: interim settlement 2025 to 2026

Disabled people's access to transport report: government response	DfT	13/06/2025	Sets out the Department for Transport's response to the Transport Select Committee's disabled people's access to transport report.	Disabled people's access to transport report: government response
Major transport projects governance and assurance review: DfT response	DfT	18/06/2025	The Department for Transport's response to the independent review of major transport projects, governance, and assurance.	Major transport projects governance and assurance review: DfT response
Air quality plan for nitrogen dioxide (NO2) in UK (2017): air quality directions	Department for Environment, Food & Rural Affairs and DfT	05/10/2018 Updated: 27/06/2025	UK plan for tackling roadside nitrogen dioxide concentrations supporting document: Environment Act 1995 air quality directions.	Air quality plan for nitrogen dioxide (NO2) in UK (2017): air quality directions
Working together to create a national walking, wheeling, and cycling network	ATE and DfT	02/07/2025	Active Travel England and 12 mayors of England's combined local authorities' statement on creating a national walking, wheeling, and cycling network.	Working together to create a national walking, wheeling, and cycling network

Table 2 – Regional policy updates since 2022:

Title	Author	Published	Summary	Link
Bristol to Birmingham rail corridor strategic study	Network Rail	February 2022	This strategic study explores how rail can best support sustainable economic and housing growth between Bristol and Birmingham. It identifies current challenges, future demand, and recommends service and infrastructure improvements to meet growth targets by 2030 and beyond.	Bristol to Birmingham rail corridor strategic study
South West Rural Mobility Strategy	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	March 2022	This strategy sets out mobility policy for the whole South West of England to support the levelling-up of our local rural communities and economies.	South West Rural Mobility Strategy
South West Freight Strategy	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	July 2022	This strategy addresses the challenges, opportunities, and priorities for freight transport across the South West for the next 30 years to 2050.	South West Freight Strategy
Alternative Fuels for Road Freight Strategy	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	June 2023	This strategy sets out opportunities and barriers for transitioning freight and logistics vehicles in the South West of England to alternative fuels, building on a previous study for Midlands Connect.	Alternative Fuels for Road Freight Strategy
Western Gateway Coach Strategy	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	August 2023	This strategy aims to capture the current state of play for several types of coach services operating across the STB region and identify future priorities for improving coach services and supporting infrastructure	Western Gateway Coach Strategy
Electric Vehicle Charging Study	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	February 2024	This strategy aims to analyse the uptake of electric vehicles (EV) and the requirements for electric vehicle charge points (EVCP) across the region up to 2050, with a primary focus on the period up to 2030.	Electric Vehicle Charging Study
Western Gateway Strategic Transport Plan 2024-2050	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	April 2024	Western Gateway's Strategic Transport Plan (STP) provides a link between national policy and local strategy.	Western Gateway Strategic Transport Plan 2024-2050

South West Freight Strategy monitoring reports	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	May 2023 & July 2024	The Year 1and year 2 monitoring reports – 2023 & 2024 represent the first and second year of the Freight Strategy implementation phase, which has seen very encouraging contributions from a variety of stakeholders across the freight industry to help progress the freight interventions that were developed.	South West Freight Strategy Yr 1 monitoring report South West Freight Strategy Yr 2 monitoring report
EV Action Plan 2024–25	Western Gateway Sub-National Transport Bodies (STBs) and Peninsula Transport	January 2025	A joint action plan targeting rollout of 55,000–75,000 new public EV chargepoints across the region by 2035, supporting the earlier 2024 EV Charging Study	EV Action Plan 2024–25
Western Gateway Strategic Rail Vision Phase 2	Western Gateway	March 2025	Sets out vision (up to 2050) and priority corridors (e.g., South-West–Midlands, South Wales–London). Includes electrification, new stations, capacity enhancements, freight & intermodal integration.	Western Gateway Strategic Rail Vision Phase 2
Western Gateway Draft Strategic Investment Plan (SIP) 2025–2035	Western Gateway Sub-National Transport Bodies (STBs)	December 2024	Identifies high-level transport investment proposals (rail, roads, freight), subjected to sustainability & equalities appraisal	Western Gateway Draft Strategic Investment Plan (SIP) 2025–2035

Table 3 – Local policy updates since 2021:

Title	Author	Published	Summary	Link
Gloucestershire's Bus Service Improvement Plan (BSIP) 2024	**GCC**	**June 2024**	GCC has responded to the Government's National Bus Strategy, by making an Enhanced Partnership (EP) with operators, and committing to developing and delivering a Bus Service Improvement Plan (BSIP).	Gloucestershire's Bus Service Improvement Plan (BSIP) 2024
Gloucestershire's Economic Strategy	**GCC**	**April 2024**	Gloucestershire's Economic Strategy (2024-2034) covers the next 10 years and introduces a new long-term vision for the county, Gloucestershire 2050, which sets out the plan to achieve greener and inclusive growth that all residents can contribute to and benefit from.	Gloucestershire's Economic Strategy
Gloucestershire County Council Road Safety Strategy 2022-2032	**GCC**	**2022**	This document complements and updates the Local Transport Plan for Gloucestershire 2021-2040 in respect of Road Safety. The policy covers the actions of the County Council as Highway Authority and as the Fire and Rescue Service Authority.	Gloucestershire County Council Road Safety Strategy 2022-2032
Forest of Dean Active Travel Consultation	**FOD**	**May 2025**	This consultation invites residents to share their views about the current active travel infrastructure in the Forest of Dean to help to identify areas for improvement which will make it easier and safer to walk, wheel, and cycle across the district.	Forest of Dean Active Travel Consultation

1.1. Land use planning

Development patterns that reduce the need to travel long distances and encourage active travel modes are an essential element of sustainable development. The location and nature of all new developments, commercial and residential, has a major bearing on both the need to travel and how people choose to travel. The integration between land use planning and transport determines the basis of our travel patterns and demand management is therefore at the heart of a more sustainable transport network.

The National Planning Policy Framework (NPPF) provides the national guidance on which local land use policies and decisions are based. The new Labour government consulted on changes to this guidance between July and September 2024 and revised guidance was published in

December 2024. This has resulted in an increase in required housing numbers for Gloucestershire, which has resulted in none of the Local Planning Authorities within Gloucestershire now having a 5-year housing land supply and the 'tilted balance' in favour of permitting sustainable development therefore applying across Gloucestershire. The National Planning Policy Framework 24 also now requires taking g a 'Vision Led' approach to transport for development and this will impact both how development is assessed and the basis for seeking transport and highways works and services. This may result in less focus on major works to accommodate increases in vehicles at peak hours and more focus on supporting sustainable transport, including in terms of the location of development. To support decision making in this regard and to provide nationally recognised and consistent evidence about what locations are well connected by sustainable modes of transport the Department for Transport have published the Connectivity Tool: Connectivity Tool - GOV.UK

To coordinate land use and transport planning across Gloucestershire, the Local Transport Plan is mindful of adopted local plans. Since the LTP was adopted, a number of Local Plans have started review processes. This chapter provides an update on all District Local Plans.

1.1.1. Joint Core Strategy/Cheltenham, Gloucester, Tewkesbury Strategic and Local Plan

The Joint Core Strategy (JCS) 2011-2031 was adopted by Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council in December 2017 (Joint Core Strategy)

The three authorities are now progressing a Strategic and Local Plan (SLP). The SLP will provide an overarching planning strategy and cross-boundary strategic policies covering the whole area, and local policies for each local authority. The SLP went out to a Regulation 18 consultation which ran through Spring 2024. This consultation explored some of the different issues and priorities the SLP needs to consider. The proposed timescales for the plan's preparation will be published here (Joint Strategic Plan — Joint Core Strategy). The impact of the increased housing numbers required by the update to the National Planning Policy Framework in December 24 is being considered through the current plan making process.

When adopted the SLP will supersede:

i. Gloucester, Cheltenham, and Tewkesbury Joint Core Strategy 2011-2031 (adopted December 2017) – see above.
ii. Gloucester City Plan 2011-2031 (adopted Jan 2023) - Adopted Development Plan - Gloucester City Council
(as well as remaining, yet to be replaced 'saved' policies of the City of Gloucester Local Plan (1983)
iii. Cheltenham Plan (adopted July 2020) - Overview | The Cheltenham Plan | Cheltenham Borough Council
(as well as remaining yet to be replaced 'saved' retail policies of the Cheltenham Borough Local Plan Second Review (adopted June 2006)
iv. Tewkesbury Borough Plan 2011- 2031 (adopted June 2022) - Adopted development plans - Tewkesbury Borough Council

1.1.2. Cotswold Local Plan 2011 to 2031

Cotswold District Council adopted its Local Plan on 3 August 2018 (Local Plan 2011 to 2031 - Cotswold District Council).

The District Council is partially updating its Local Plan. An 'Issues and Options' consultation was held in 2022. The next stage was an informal engagement (regulation 18) on the proposed Local Plan policies, in Spring 2024. The supporting evidence base is available to view here: Local Plan News and Consultation - Cotswold District Council. In January 2024, the Council commenced a Development Strategy and Site allocations plan this includes a new Local Plan that would look beyond 2031 and cover 2026 to 2046. The Local Development Scheme can be found here: here Cotswold District Council Local Development Scheme. The changes to the National Planning Policy Framework (see above) have resulted in an additional requirement for housing.

1.1.3. Forest of Dean Local Plan 2026

Forest of Dean District Council adopted its Local Plan in June 2018 (Our current Local Plan - Forest of Dean District Council).

The District Council is currently preparing a new Local Plan to 2041 (Developing our new Local Plan - Forest of Dean District Council). This process started with an Issues and Options consultation in Autumn 2019, and the development of a Preferred Option completed in Winter 2021 and a second Preferred Option strategy in Autumn 2022. A Local Plan Reg 18 consultation took place in Summer 2024. However, the changes to the National Planning Policy Framework (see above) have resulted in a requirement for further housing and a further consultation was held in the summer of 2025 on the options to deliver this additional housing requirement. Consultation on the revised draft plan (reg 18) is planned in the early part of 2026 with publication of the final Draft Local Plan in summer 2026 with submission for examination in Autumn 2026. See the Forest of Dean website here: Developing our new Local Plan - Forest of Dean District Council

1.1.4. Stroud Local Plan 2031

Stroud District Council adopted its Local Plan on 19 November 2015 (Stroud District Local Plan | Stroud District Council).

The District Council is currently reviewing this Local Plan, developing Issues and Options in 2017, and Emerging Strategy in 2018 and a Draft Local Plan in 2019. In addition, it consulted on additional housing options in 2020. On 25th October 2021, the Stroud District draft Local Plan and Evidence Base documents were submitted to the Planning Inspectorate for examination (Local Plan Examination | Stroud District Council). The examination is ongoing and there are outstanding concerns about the likelihood of delivery of improvements to J12 and J14 in a timely manner. As such, Inspectors suggested the plan should be withdrawn in a letter in April 2025. A further response and evidence were submitted by Stroud District Council in July 25. The Inspectors are now considering this further letter and information.