

# Transforming Cities Fund

## *Call for Proposals*



Department  
for Transport

## Application Form

### Applicant Information

**Bidding City Region:** Gloucestershire County Council

“Central Severn Vale (Cheltenham-Gloucester) City Region”

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Infrastructure, Gloucestershire County Council, Shire Hall, Westgate Street,  
Gloucester, GL1 2TG

**Additional evidence, such as letters of support, maps or plans  
should be included in an annex.**

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

## **SECTION A – Definition and challenges**

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

### **A1. Constituent Local Authorities:**

Gloucestershire County Council

Gloucester City Council

Cheltenham Borough Council

Tewkesbury Borough Council

Stroud District Council

### **A2. Geographical area:**

Please provide a short description of area covered by the bid (in no more than 100 words)

**The bid covers the Central Severn Vale (CSV) area comprising Cheltenham, Gloucester and adjacent parts of Tewkesbury Borough and Stroud District. The adopted Core Strategies for this area commit to deliver at least 33,500 homes and facilitate 39,500 additional jobs. The area hosts a major digital, technology and aerospace cluster, with a Government-promoted Cyber Park within a strategic employment allocation at West Cheltenham. A strong nuclear sector is focused to the south. The existing high-frequency bus network linking Gloucester and Cheltenham, and other key employment growth hubs near the M5 aligns with the major local movements within the bid area.**

Please append a map(s) showing the location of the city region and its boundaries.  
See Annex A for location of the Cheltenham and Gloucester City Region.

### **A3. Population**

Please include the **workday** population of the city region and relevant references.

This workday population definition within the Census includes “all usual residents aged 16 to 74 who are either in employment in the area, or not in employment, but live in the area”.

***The total workday population of the Central Severn Vale City Region covered by this Transforming Cities Fund bid is 239,196.***

The statistic has been derived from Nomisweb's WD601EW "Economic Activity (workday population) from 2011 for the City Region<sup>1</sup>:

- Gloucester (economically active 68,210 / economically inactive 23,202) **91,412**
- Cheltenham (economically active 67,063 / economically inactive 23,327) **90,390**

The city region also includes contiguous wards within parts of Tewkesbury Borough (Innsworth/Twigworth, Brockworth, Churchdown and Longford) and Stroud District (Upton St Leonards, Whaddon and Hardwicke), therefore the workday population figures have been prorated in accordance with the proportions of the population in East and South Tewkesbury<sup>2</sup> and north Stroud<sup>3</sup>.

- Tewkesbury (economically active 32,994 / economically inactive 11,136) **44,130**
- Stroud (economically active 2,821/ economically inactive 1,175) **3,996**

The Bid area is a significant net importer of labour, and additional 'workday population' arises from in-commuting from outside the county, which adds the following to the workday population<sup>4</sup>:

- Gloucester **3,018**
- Cheltenham **3,157**
- Stroud **77**
- Tewkesbury **3,016** (applying the same methodology as above)

**A4. Discussion of key transport challenges:**

Please limit to 500 words

The highway network throughout the bid area has little or no capacity to accommodate growth, and the strain is impacting both local and longer-distance movements. Resilience is already fragile and incidents increasingly occur. Consequently trip reassignment between national and local networks, with limited diversionary potential, leads to highly unpredictable delays.

Over 17 million bus trips per year are made in the CSV area, representing 6% of journeys to work. There is a dense high-frequency commercial network including three major Gloucester-Cheltenham routes directly serving many of the Core Strategy strategic allocations including park and rides.

<sup>1</sup> <http://www.nomisweb.co.uk/census/2011/wd601ew>

<sup>2</sup> Understanding Tewkesbury Borough (w2015)

<sup>3</sup> <http://lsp.stroud.gov.uk/profile-of-stroud-district/>

<sup>4</sup> Taken from dataset WU03UK Location of usual residence and place of work by method of travel to work  
<https://www.nomisweb.co.uk/census/2011/wu03uk>

Despite investment in bus priority bus journey times are steadily increasing as congestion worsens. Peak hour trips of 50-60 minutes for a 10 mile journey take half as long by car. After years of patronage growth, ridership has stagnated and declining vehicle productivity has pushed up operating costs, risking a spiral of decline.

Reliable operation of longer routes is especially difficult in the absence of swift and resilient cross-town routings and fast convenient connections linking rail services to major existing and planned employment areas are relatively poor; particularly in Cheltenham. This encourages car use for intra-urban journeys exceeding three miles, and longer-distance in-commuting, most of which uses the Strategic Road Network.

The resulting congestion has an adverse impact on local air quality and is a barrier to the take up of active travel for shorter trips despite significant potential for growth. AQMAs in Gloucester and Cheltenham, have had limited impact and DEFRA has directed that NO<sub>2</sub> pollution be brought to within legal limits in Cheltenham. 17.5% of Cheltenham's, and 21% of Gloucester's CO<sub>2</sub> emissions are attributed to transport<sup>5</sup> representing a serious environmental concern.

The County Council, LEP and planning authorities, nevertheless share ambitious growth aspirations, set out in the adopted Joint Core Strategy (JCS), of 4.7% GVA per annum, 39,500 new jobs facilitated by a minimum of 192 hectares of employment land, and the delivery of over 33,500 new homes by 2031 within the bid area. This includes the government-sponsored Cyber-Park adjoining GCHQ, at the West Cheltenham strategic allocation. Such growth exceeds anything seen for at least 40 years.

Traffic modelling to support JCS preparation, demonstrates that a shift of 15% towards sustainable modes is needed, alongside proposed highway capacity interventions, if the city region's network is to operate in a resilient and efficient manner. Air quality and health concerns may require a greater shift.

The bulk of growth will focus on areas close to the M5 junctions and major arterial corridors between them. While each strategic allocation will deliver its own mitigation package, the lack of wider network capacity presents significant challenges for connectivity and quality of life in the CSV's historic urban areas.

***A successful Transforming Cities Fund bid therefore represents an integral part of the transport strategy for the JCS, enabling Gloucestershire's city region to fully realise its growth potential as a nationally significant hub of world-leading digital, technology and engineering sectors whilst retaining a high quality sense of place.***

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<sup>5</sup> LTP Evidence Base

## **SECTION B: Who & Where**

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Limit response to 500 words

### **Where**

The strategy targets the **key public transport corridors** serving the CSV area, focusing on the strategic employment and housing allocations between Gloucester and Cheltenham, and south of Gloucester and north of Cheltenham.

Interventions including **expanded park and ride, journey time and frequency improvements, bus and rail integration, targeted highway improvements, technology/operational improvements** will create high-impact, high-efficiency bus rapid transit “super-routes”.

The Council is also keen to explore the opportunities for **digitally enabled door-to-door transport solutions**, leveraging proven best practice and fostering innovation at the co-development stage, working with the Department to develop solutions which are robustly deliverable over the short term, whilst bold and ambitious.

### **Why**

Gloucestershire's vision for transport is to deliver “*a resilient transport network that enables sustainable economic growth by providing door to door travel choices*”. The CSV is at the heart of Gloucestershire's economy and is of national and international importance.

Only a significant mode shift towards bus can achieve the necessary step change in sustainable transport use to achieve this vision.<sup>6</sup>

The JCS transport mitigation strategy in Annex C proposes a 6-point action plan to enable the delivery of the anticipated growth.

***However, funding for this strategy is not secured. The local planning authorities are challenged to facilitate the Strategic Allocations identified within the adopted JCS. JCS Policy INF7 explains that financial contributions towards the provision of infrastructure, required as a consequence of***

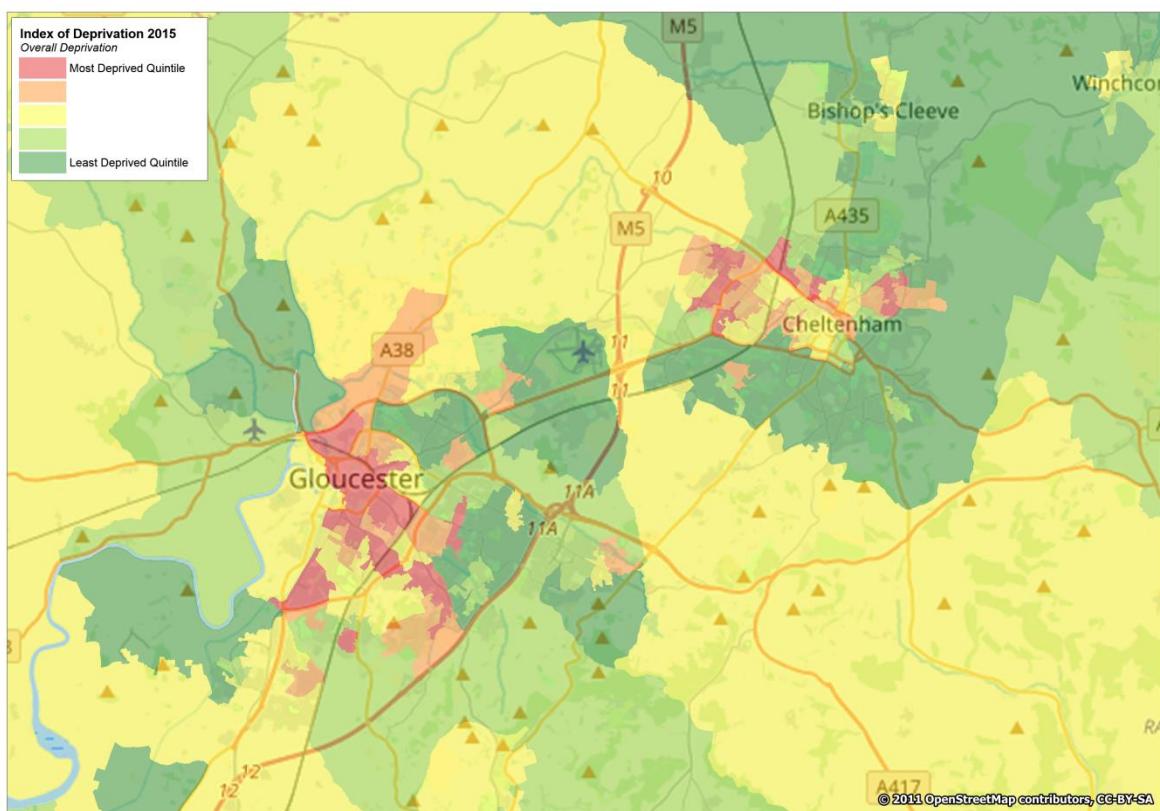
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<sup>6</sup> Gloucestershire's LTP 2015-2031 CPS 1 – Central Severn Vale

***development, including wider cumulative impacts, must be negotiated before the granting of planning permission.***

## Who

The City Region encompasses neighbourhoods with greatly differing levels of productivity, skills and ability to participate in the local economy; reflected in IMD statistics from the bid area. It is essential that all residents of the area can fully participate in the opportunities presented by growth. A number of wards and LSOAs fall into either the least or most deprived quintiles of Multiple Deprivation<sup>7</sup>.



The scope to operate faster interurban routes and more cross-town routes will make the bus network more widely effective and relevant to the transport preferences of millennials and those employed in tech-sector. The ability to reach key education and employment opportunities with reliable, frequent and seamless public transport journeys will be transformed by the bid strategy.

This bid will transform both the efficiency of the economy and the effective operation of the labour market and overall quality of life for residents and visitors by reducing congestion and delay and improving connectivity.

Local businesses and governmental organisations (including the University, education establishments and the NHS) across the bid area can expect to materially benefit from being able to effectively access the entire potential labour and skills

<sup>7</sup> <https://inform.goucestershire.gov.uk/get>ShowResourceFile.aspx?ResourceID=47>

pool, while also directly benefiting from overall reductions in network delay and inefficiency. This will also have consequential wider benefits to the operation of the SRN.

All Public Transport Operators will benefit through comprehensive improvements to infrastructure which will materially increase operating efficiency and will support a step change in the attractiveness and use of their services.

Supporting maps are attached in Annex B.

## **SECTION C: Ambition for change**

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

### **Vision for improved connectivity and link to wider long term plans**

Delivering the large scale development set out in the adopted JCS requires a 15% mode shift away from single occupancy car use. The JCS Transport Evidence Base (Annex C) will achieve this mode shift and improve connectivity within/outside of the Cheltenham-Gloucester area.

Improving connectivity is also demonstrated within GfirstLEP's Strategic Economic Plan, and the Gloucestershire 2050<sup>8</sup> vision. Launched in 2017, it includes the specific ambition of improved transport connectivity across the city region, as well as delivering the government backed Cyber Park.

The emerging Industrial Strategy will set out the area's ambitious growth plans, focusing on cyber security at the national and global level.

### **Stakeholders**

Supporting letters (Annex D) have been received, including from Highways England, Alex Chalk MP and Stagecoach.

### **Alignment with existing funding streams**

The potential of the CSV area has been recognised through the commitment of funding, including entry of M5 junction 10 to the co-development phase of Housing Infrastructure Fund (HIF). This **£249 million** package of measures proposes an all-movements M5 junction 10, access road to the West Cheltenham Cyber Park, expanded park and ride and smart motorway upgrade from M5 J9 to J11a.

<sup>8</sup> [www.glos2050.com](http://www.glos2050.com)

GFirst has been awarded £106.63 million via the Gloucestershire Growth Deal including **£22million** to facilitate access to the Cyber Park, **£6.4million** for the new Gloucester bus station and **£1.5million** for Cheltenham rail station. Highways England has also committed **£3.6million** to improve cycling between Gloucester and Cheltenham.

The JCS Infrastructure Delivery Plan places bus service enhancements at the centre of the strategy.

Developer funding and delivery associated with strategic allocations, including the opportunity to extend “super-route” measures, will be integrated within the core bus service corridors to maximise the benefits. This includes public transport strategies already agreed at Longford and Innsworth, North of Brockworth, and emergent at North-West Cheltenham and West of Cheltenham.

### **New approaches/powers to improve public transport**

GCC would consider powers within the 2017 Bus Services Act, including Enhanced Partnerships, during the co-development phase, to assure delivery of more frequent, reliable and convenient public transport services within the CSV area.

Stagecoach West has recently invested **£1million** in Euro VI ‘Gold’ buses to operate the Arle Court park and ride site from the west Cheltenham area to the town centre. This City region bid will unlock further substantial private sector investment from operators, principally Stagecoach, in fleet expansion, replacement low-emission vehicles (Euro VI), and premises. During the co-development phase we will seek to utilise Bus Services Act powers and operator investment to accelerate the deployment of Euro VI technology in support of air quality objectives.

Enhanced Partnership will also focus on leveraging data and digital applications to further rapidly evolve off-bus ticketing and tariffs, including development of Stagecoach’s Green Travel Initiative, and inter-modal products. The objective will be to secure a minimum of 80% of transaction off-bus to support a “rapid transit” offer on core routes by reducing stop dwell times and improving both productivity and end-to-end journey times significantly further.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:**  
[www.goucestershire.gov.uk/bids](http://www.goucestershire.gov.uk/bids)

### **Submission of proposals:**

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:

[TCFproposals@dft.gsi.gov.uk](mailto:TCFproposals@dft.gsi.gov.uk)

Enquiries about the Fund may be directed to [TCFenquiries@dft.gsi.gov.uk](mailto:TCFenquiries@dft.gsi.gov.uk)

## **Supporting Annexes**

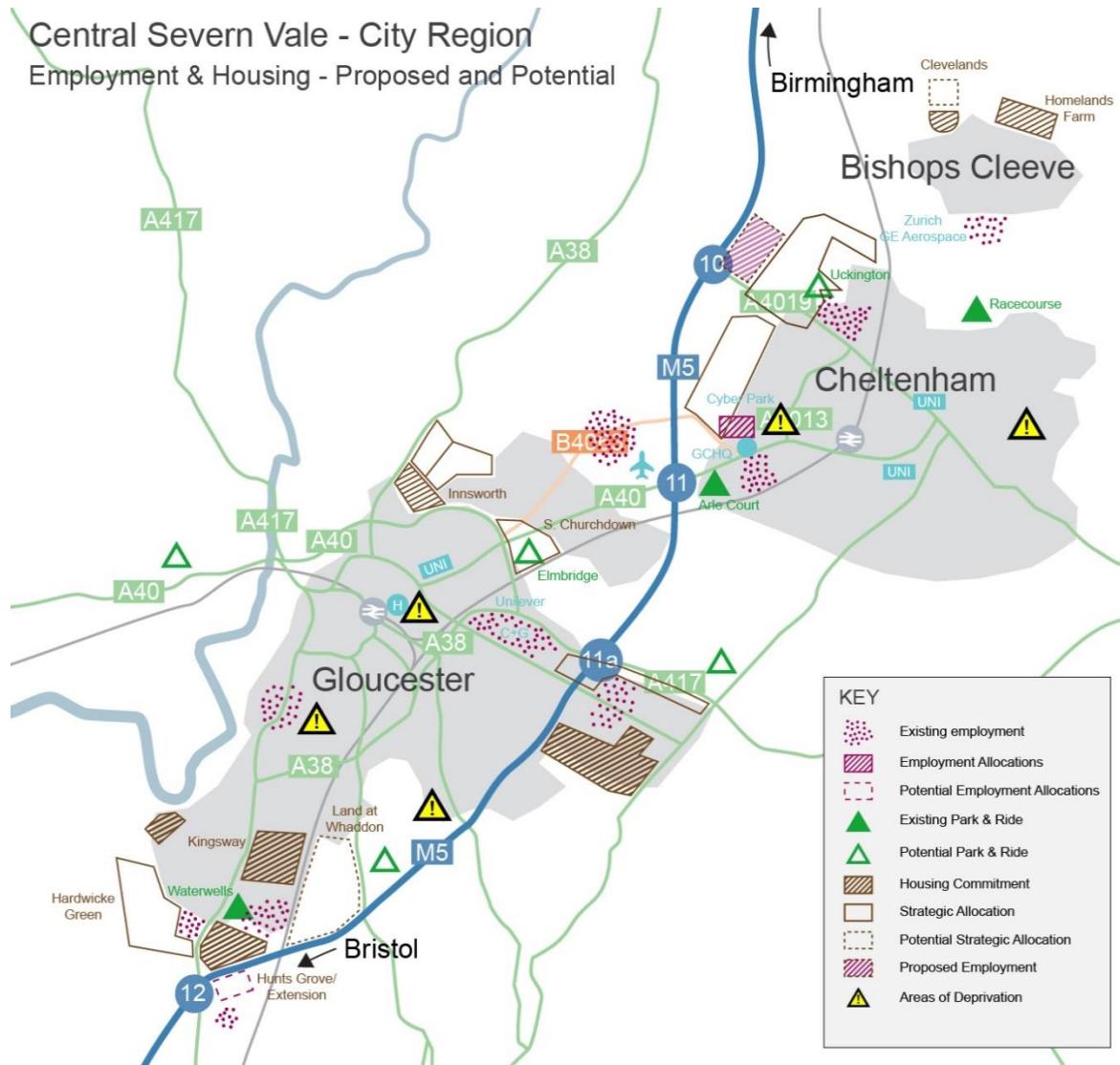
Annex A – Map showing location of City Region

## Map showing location of City Region:



## Annex B – Supporting Maps

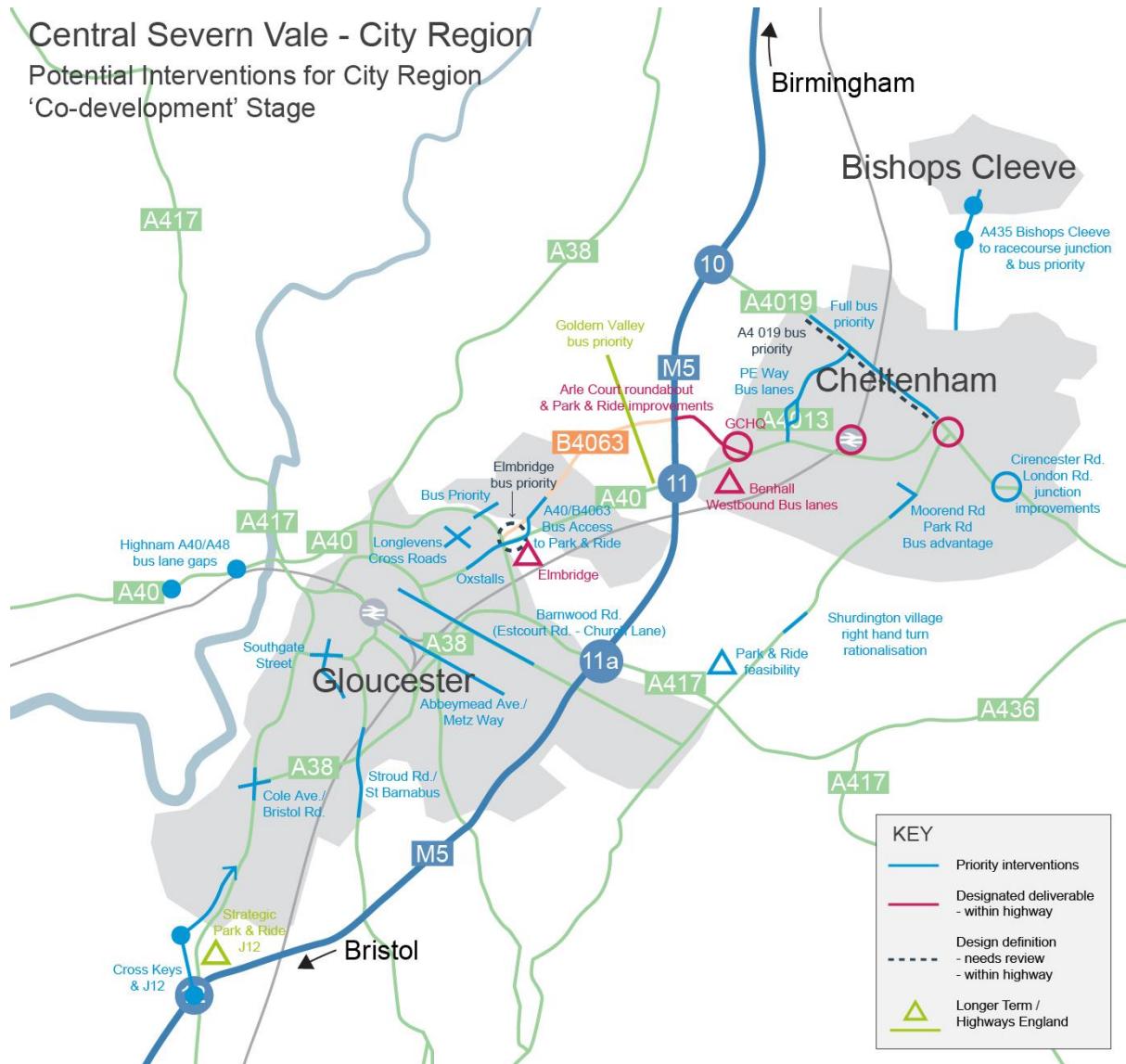
## Central Severn Vale - City Region

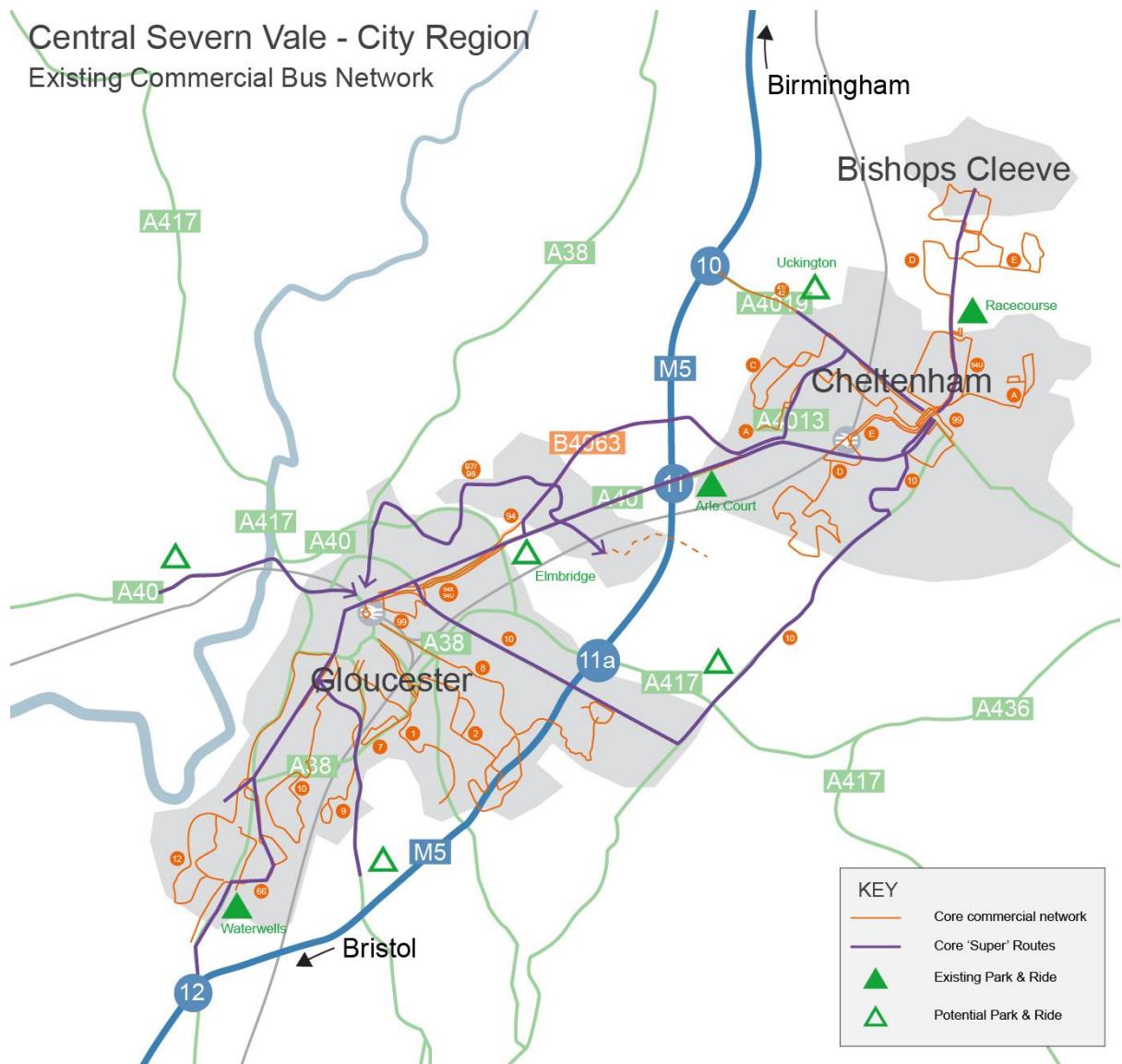




## Central Severn Vale - City Region

Potential Interventions for City Region  
'Co-development' Stage

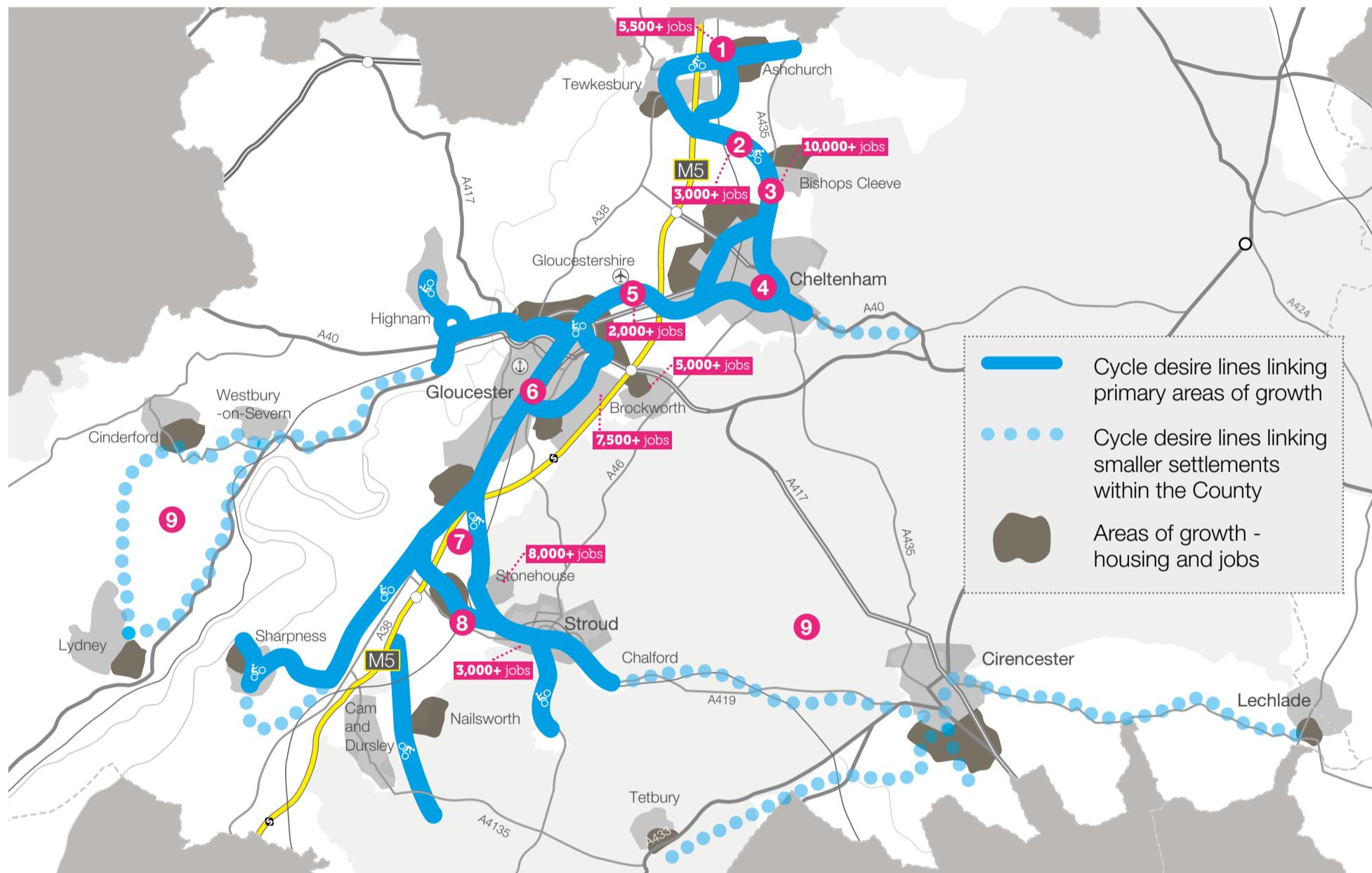




# Gloucestershire Strategic Cycle Network

- Linking the economic centres of the county including the Growth Zone
- Linking business parks providing over 40,000 existing jobs
- Offering over 100 hectares of development land
- Optimising the capacity of the transport network
- Supporting the planned growth and job creation within the County
- Providing sustainable travel options

**The Department for Transport launched its Cycle and Walking Investment Strategy (CWIS) in April 2017.** The strategy outlines Government's ambition for cycling in England which is 'to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey'. The strategy introduces a set of aims and targets for 2025 including the doubling of cycle activity. Over recent years improvements have been made to the cycle network within Gloucestershire including the area of the LEP defined 'Growth Zone'. The Growth Zone is the area around the M5 and was designated by the Gfirst LEP in its Strategic Economic Plan (SEP) in 2014. This plan sets out how Gloucestershire is working to develop and deliver a cycle network to enable movement around the Growth Zone and the wider Gloucestershire Area.



- 1** **Newtown Cycle Track was opened in 2009 at a cost of £1m.** It provides a key traffic free spine route for people – especially school children and commuters – to walk and cycle. It has contributed to sustained high levels of cycling in Tewkesbury wards. As proposed development is allocated east of Tewkesbury there is a need to strengthen cycle route provision across the M5 corridor.
- 2** **The gap between Tewkesbury and Bishop's Cleeve is narrowing as development builds out of these settlements.** Quietly trafficked cycle routes should be identified and safeguarded here.
- 3** **The need for improved cycling conditions between Bishop's Cleeve and Cheltenham is a high priority.** In particular, local businesses are keen to see infrastructure provided to retain their accessibility and attract a vibrant work force in the face of increasing traffic congestion on this corridor. In partnership with Sustrans a scheme has been developed and some funding secured.
- 4** **As with most towns, Cheltenham has quiet ways and a wide choice of routes for cyclists, including the traffic free Honeybourne Line.** The 'Barriers to Cycling' Study (2015) has led to £40k of key improvements being made for cyclists across to the east of Cheltenham which are being delivered in 2017.
- 5** **Highways England are investing £3.7m into cycle route improvements on the corridor between Gloucester and Cheltenham.** This will help make cycling safer and more attractive and reduce motorised traffic congestion on the Strategic Road Network.
- 6** **Gloucester City provides a wide choice of key routes through the city;** one is a traffic free canal tow path; one is a segregated facility adjacent to the SW bypass; another is the Bristol Road which carries much lower motorised traffic flows now. Also, on the eastern side, the A38 provides a key route. As part of the implementation of the 'Barriers to Cycling' study (2015) £110k of key improvements are being made on this corridor in 2017.
- 7** **The links between Gloucester and Stroud are adequate for experienced cyclists but not optimal.** Opportunities will be taken to improve connectivity here and in association with the Stroudwater canal 'Missing Mile'
- 8** **The A419 corridor serving Stonehouse and Stroud offers mixed cycle route provision, mostly in relation to the Canal towpath and the Nailsworth Path.** This provides a good leisure network but is less suitable to serve commute and school trips. Improvements to the highway are being delivered to facilitate development which will seek to improve conditions for all highway users, including cyclists.
- 9** **Cycle desire lines linking smaller settlements:** Settlements such as Cirencester, Cinderford and Lydney will benefit from cycle facilities, which will need to be determined in a proportionate manner due to the size and likely demand.

**Our aim** To complete sections of the Strategic Cycle Network as opportunities arise and as funding becomes available. The gaps identified above will continue to be developed by GCC and its partners as resources become available.

For further information visit [www.goucestershire.gov.uk/ltp3](http://www.goucestershire.gov.uk/ltp3) or email [ltp@goucestershire.gov.uk](mailto:ltp@goucestershire.gov.uk)

## Annex C – Joint Core Strategy Transport Evidence Base

## Annex C– Cheltenham, Gloucester and Tewkesbury Joint Core Strategy Transport Evidence Base

### **JCS Transport Strategy Summary**

The JCS Transport Strategy has identified a six point plan to enable the delivery of the JCS development proposals. This will strengthen local and regional connectivity and improve the desirability of the JCS area as a destination.

The six point plan emphasises the importance of minimising the impact of development to ensure an efficient, safe and resilient transport network. It recognises the role of 'place' and the need to remove strategic or 'through' traffic from local environments. It also strongly supports walking, cycling and public transport use, with the long-term aim of reducing reliance on the car for short and longer distance trips.

The improvements summarised in this strategy will be instrumental in creating high quality, vibrant and successful communities. Planned highway capacity improvements will separate local and through traffic to ensure it can move with fewer journey delays and without undermining high quality passenger transport networks. In addition, attractive pedestrian and cycle infrastructure will be integral to highway networks to enable sustainable travel choice. A key focus of the JCS Transport strategy is to create the opportunity and environment to enable real change in travel behaviours and modal shift.

#### **JCS Transport Strategy - Six point plan**

1. Provide an efficient, safe and resilient transport network which enables the delivery of residential and employment growth by minimising its impacts on the transport network.
2. Deliver new, and enhance existing, sections of highway where required across the whole of the JCS area, to improve the quality of place; reduce community severance; facilitate the principle of orbital vehicle movements by separating local and 'through' traffic; and enable economic growth.
3. Remove pinch points on the local highway network, prioritising those on radial routes served by key bus corridors including the 10, 41/42, 94, 97/98 bus services.
4. Encourage public transport providers (bus and rail) to increase service frequencies along strategic corridors and review service coverage where there are gaps serving development sites
5. Provide coherent cycle and pedestrian linkages which connect development sites to adjacent land uses through permeable site layouts and the provision of new infrastructure;
6. Optimise the smart operation and management of the transport network through increased use of technology and travel information to provide multi-modal travel information

The strategy includes a number of large infrastructure schemes including:

- M5 Junction 10 - conversion to a full-movements junction and providing access to the West of Cheltenham strategic allocation
- Grade separated junction improvement at Cole Avenue to ensure Gloucester's South West Bypass functions to its maximum capacity

- A46 offline improvement which will bring about significant upgrade to the existing A46 route, encouraging walking, cycling and public transport use
- New junction on the A40 Gloucester Northern Bypass and new link road with the A38 Tewkesbury Road. This improvement will enable changes to be made to the existing A40 Longford Roundabout junction including and downgrading of the existing A38 Tewkesbury Road link north of the junction in Longford to encourage walking, cycling and public transport use

**The outcomes of this strategy include:**

- Minimising the increase in travel demand derived from the scale of growth outlined in the JCS. The highway network will be busier, but it will continue to operate in a safe and efficient manner. The network will also be more resilient as pinch points within the existing network are removed improving radial route options.
- Delivering the large infrastructure schemes listed above enables the separation of local and strategic or 'through' traffic. This removal of non-local traffic will significantly improve the quality of place and reduce community severance.
- Providing additional bus priority measures, including both new highway capacity and signal optimisation on existing high frequency routes will aid the bus operation within the JCS area. If delays do persist then, as part of the traffic signal optimisation, further bus priority measures could be further incorporated to reduce journey time uncertainty.
- Providing increased journey time reliability on the highway network will encourage public transport operators to continue to provide high frequency services. This will ensure a high quality customer experience and help increase the attractiveness of public transport for more people for more of their trips.
- Removing traffic from the A38 in Longford and A46 in Ashchurch, along with new walking and cycling infrastructure between Bishops Cleeve and Cheltenham and Arle Court Park and Ride, will increase the ease and desirability of walking and cycling within the JCS area.
- Using smart technology; traffic signal replacement, travel information and Smart Motorway running will to further maximise network efficiencies and support the delivery of the JCS Transport Strategy's Six Point Plan.

**Conclusion**

The schemes identified as part of the JCS Transport Strategy represent an effective and viable transport mitigation package which successfully supports the delivery of the JCS growth proposals and complies with the JCS Transport Strategy.

Despite the many benefits provided by the transport strategy there remain several unresolved issues which would require further mitigation. These are not viewed as being fundamental to the operation of the transport network. These issues are likely to be resolved through further detailed junction modelling and iterative design resulting in increased efficiencies being achieved.

It should be noted that the schemes identified as part of the JCS Transport Strategy represent one of many possible methods to manage the impact on the transport network of the growth proposals included in the JCS.

## **JCS Transport Strategy Mitigation Package**

The following lists of schemes were identified using information discussed at the JCS Transport Evidence Base Working Group and used to inform the published JCS Transport Evidence Base.

A full list of schemes has been provided including those included in the Do Minimum and Do minimum scenarios.

To aid understanding the schemes have been grouped into packages and outlined under strategic travel corridors within the JCS area.

### **National Link (Strategic Road Network)**

- Corridor 1 - M5 – between (and including) M5 Junction 9 and Junction 13
- Corridor 2 - A46 – M5 Junction 9 to county boundary (east of Teddington Hands)
- Corridor 3 - A40 – M5 Junction 11 to county boundary (east of Ross on Wye)
- Corridor 4 - A417 – M5 Junction 11a to Nettleton roundabout

### **Primary Link (Local Road Network)**

- Corridor 5 - A438 / A38 – M5 Junction 9 to A38 Coombe Hill
- Corridor 6 - A4019 – Coombe Hill to A46 Albion Street / St Johns Avenue
- Corridor 7 - A435 – Teddington Hands (A46) to A46 St. Margaret's Road / Fairview Road
- Corridor 8 - A40 – M5 Junction 11 to A435 London Road
- Corridor 9 - A46 – Bath Road (central Cheltenham) to A417 junction
- Corridor 10 - A40 / A417 / A38 – Elmbridge Court Roundabout to A430 Cole Avenue junction
- Corridor 11 - A40 / A430 / A38 – Over Roundabout to Cross Keys Roundabout

### **Schemes included but not as part of the JCS Transport Strategy Mitigation Package**

- A40 Elmbridge roundabout improvement scheme (currently under construction – projected opening date – August 2017)
- A40 Over roundabout improvement Phase 2 – Growth Fund Scheme;
- A40 Cheltenham Westbound Corridor Bus Priority scheme - Arle Court to Benhall section;
- Gloucester Central Transport Hub (Bus Station); Abbeymead/Metz Way bus priority scheme;
- Cheltenham Transport Plan (CTP) phases 1 to 3 only (Boot's Corner Closure - Trial Scheme excluded).
- A417 Missing Link
- St Barnabas Roundabout
- Gloucester South West Bypass, Llanthony Road Section widening

### Corridor 1 - M5 – M5 Junction 13 to county boundary

Scheme ref	Junction / Corridor	Scheme description
1	M5 J9 to M6 J11a	Upgrade motorway to a smart motorway increasing capacity during peak times and controlling vehicle flows
2	M5 J9	Extended junction to accommodate new off-line A46 (Scheme ref 7).
3	M5 J10	High capacity upgrade of M5 J10 junction providing an 'All Movements' junction including three lanes on slip roads and circulatory lanes on the roundabout to accommodate the associated Cyber Park access road / A4019 junction (Scheme ref 28). This will be a high capacity signal controlled junction, with a separate left turn slip road from M5J10 northbound off-slip onto Cyber Park link road (southbound). New signals on A4019 westbound entry to upgrade motorway junction
4	M5 J11	Signalise South Bound off-slip. North Bound off slip extra lane
5	M5 11a	Optimise junction operation with improved signing and lining and area wide reassignment
6	M5 J12	Upgrade to junction to include 2 lane wide off and on slips

### Corridor 2: A46 – M5 Junction 9 to county boundary

Scheme ref	Junction / Corridor	Scheme description
7	A46 Ashchurch	New dual carriageway bypass linking Teddington Hands roundabout with M5 Junction 9 and associated changes to junctions. Based on the Department for Transport's 1993 alignment.
8	Grange Road / Hardwicke Bank Road	Close Railway Level Crossing, and replace with new bridge linking Grange Road with Hardwicke Bank Road
9	Alexandra Way / A46	Upgrade signals to MOVA or SCOOT operation to optimise signal timings
10	Fiddington Lane / A46	Upgrade signals to MOVA or SCOOT operation to optimise signal timings
11	Northway Lane / A46	Upgrade signals to MOVA or SCOOT operation to optimise signal timings

### Corridor 3: A40 –M5 Junction 11 to county boundary

Scheme ref	Junction / Corridor	Scheme description
12	A40/A48 Highnam Roundabout	Signalise roundabout – MOVA signals

13	A40 Over Roundabout	Add a dedicated left slip from A40 east to the south towards Gloucester
14	A40 Longford Roundabout	Existing A40 / A38 Longford junction changed from a roundabout to a signalised crossroads. Junction arrangement designed to complement the introduction of Longford Bypass. Turn from A40 east to A38 north not allowed. Bus priority – traffic signals will be used to facilitate north / south movements.
15	New junction on A40	New signalised junction on A40 between Longford and Elmbridge Court roundabouts
16	New junction on A38	New priority junction on A38 giving priority to new highway link accessing to new junction on A40 (scheme 17)
17	New section of highway	New 50 mph highway link, joining upgraded junctions on A40 and A38 through development site
18	A38 Tewkesbury Road	A38 Tewkesbury Road to be downgraded between A40/A38 Longford signalised crossroads and new A38/Twigworth junction to 20mph, and encourage as a sustainable travel corridor. Access from A38 north is restricted to one lane entry to crossroads, A40 west to A38 north - right hand turn banned with alternative route via A40 / A38 Link Road.
19	A38 Tewkesbury Road	Upgrade A38 Tewkesbury Rd / Down Hatherley Lane junction, to include a dedicated right turn from A38 south.
20	A40 Elmbridge Court Roundabout	Remove B4063 Cheltenham Rd East approach arm from the junction and remove Business Park arm. .  New junction east of Elmbridge – four way signals with turning restrictions. New link road from B4063 and access to Business Park. Both roads would access the new junction.  New free flow left turn link from A40 East to A40 Barnwood Link and a free flow left turn link from A40 North to A40 East

#### Corridor 4 – A417 – M5 Junction 11a to Nettleton roundabout

Scheme ref	Junction / Corridor	Scheme description
21	A417 / Delta Way 'Zoons' Roundabout	Junction Improvement: Removing the existing left turn slip from Delta Way (Brockworth) to C&G Roundabout, and signalising the A417 approach (from Cirencester) and the opposing roundabout circulatory movement.
22	A417 Brockworth Bypass	Signalising the westbound and eastbound 'Off-slips'.

#### Corridor 5: A438 / A38 – M5 Junction 9 to A4019 Coombe Hill

Scheme ref	Junction / Corridor	Scheme description

24	Shannon Way	Improvement to the A438/Shannon Way traffic signal junction to provide an additional eastbound exit lane from the junction to M5J9; separate left turn lane from A438 (west) to Shannon Way, with two straight ahead lanes eastbound.  Upgrade signals to MOVA or SCOOT operation to optimise signal timings
26	A438/A38 Tewkesbury Bypass	Upgrade signals to MOVA to optimise signal timings
27	A38 Coombe Hill	Optimise signals

#### **Corridor 6: A4019 – Coombe Hill to A435 Portland Street, Cheltenham**

<b>Scheme ref</b>	<b>Junction / Corridor</b>	<b>Scheme description</b>
28	New junction west of M5 J10	New 50 mph dual carriageway two-lane link road, providing free-flow access from A4019 / M5J10 to West of Cheltenham site only.
29	West of M5 J10	Major/Minor Priority Junction on new 50 mph dual carriageway two-lane link road, with Minor junction arm for West of Cheltenham residential site access only.
30	West of M5 J10	Change to highway priorities west of M5J10, with a new Major/Minor Priority Junction, with A4019 (West) as Minor junction arm.
31	A4019 / A4013 Kingsditch	A4019 / A4013 Kingsditch (Centrum Park) Roundabout – replacing existing roundabout with traffic signals,
32	West of B4634 Old Gloucester Road	New A4019 traffic signals site access junction, west of B4634 Old Gloucester Rd
33	A4019 / B4634 Gallagher Retail Park	Revised A4019 traffic signals site access junction at B4634 Old Gloucester Rd / Gallagher Retail Park
34	A4019 Tewkesbury Road	Upgrade signals to SCOOT operation to optimise signal timings with bus priority along A4019 corridor junctions including: <ul style="list-style-type: none"> <li>○ B4634 Old Gloucester Rd/A4019 Junction</li> <li>○ Hayden Road/A4019/Manor Road Junction</li> <li>○ A4019 / Elm Street Junction</li> <li>○ B4633 Gloucester Rd / A4019 /Townsend Street</li> </ul>
35	Withybridge Lane	Close access onto A4019

#### **Corridor 7: A435 – Teddington Hands (A46) to A46 St. Margaret's Road / Fairview Road**

<b>Scheme ref</b>	<b>Junction / Corridor</b>	<b>Scheme description</b>

36	A435 / Hyde Lane / Southam Lane Signalised Junction	Signalised Junction -Upgraded to provide additional straight ahead lanes on all junction approaches
37	A435/ Stoke Road and A435 / Finlay Way Roundabouts	Capacity Improvements by approach arm widening
38	A435/GE Aviation Roundabout	Capacity Improvements by increasing the number of circulatory lanes to 2, and the A435 south bound exit to two lanes
39	A435 / Racecourse Roundabout	Capacity Improvements by approach arm widening

#### Corridor 8: A40 – M5 Junction 11 to A435 London Road

Scheme ref	Junction / Corridor	Scheme description
40	Arle Court Park and Ride	Expansion of existing Arle Court P&R parking facilities (100% Increase in Capacity), and new walking and cycling improvements to link P&R site with the new West of Cheltenham Employment site
41	Arle Court Park and Ride / A40 Arle Court Roundabout	New signalised junction on the A40 to the west of Arle Court roundabout to provide access into Park and Ride site only. With left turn out and right turn in only. This will not allow through traffic into Hatherley Lane.

#### Corridor 9: A46 – Bath Road (central Cheltenham) to A417 junction

Scheme ref	Junction / Corridor	Scheme description
42	Leckhampton Lane	Upgrade A46 / Leckhampton Lane priority junction, to include a dedicated right turn from A46 south into Leckhampton Lane.
43	Moorend Park Road	A46 Shurdington Road northbound approach to Moorend Park Road – additional highway space for right turning traffic by providing a longer stacking lane.
44	Badgeworth Lane	A46 / Badgeworth Lane priority Junction – Signalisation of junction to provide improved access to/from Badgeworth.

**Corridor 10: A40 / A417 / A38 – Elmbridge Court Roundabout to A430 Cole Avenue junction, Gloucester**

<b>Scheme ref</b>	<b>Junction / Corridor</b>	<b>Scheme description</b>
45	A40 / A417 C&G roundabout	A40 / A417 C&G roundabout –Capacity Improvement on 2014 Pinch Point Scheme, by provision of a ‘free left turn lane’ from the A40 Barnwood Link approach arm to A417 Barnwood Bypass, and from A417 Corinium Avenue approach arm to A40 Barnwood Link.
46	A38 / Walls roundabout	Capacity Improvement on 2014 Pinch Point Scheme, by providing 3 lane circulatory on the roundabout between Barnwood Rd / A38 Eastern Avenue approaches.
47	A38 / A4173 St. Barnabas roundabout	Remove roundabout and signalising junction (with removal of Reservoir Rd approach arm)
49	A38 / A430 / B4008 Cole Avenue	A38 / A430 / B4008 Cole Avenue Junction - Grade separation to allow straight through movement of north / south traffic on A38 Southern Connector/A430 corridor

**Corridor 11: A40 / A430 / A38 – Over Roundabout to Cross Keys Roundabout, Quedgeley**

<b>Scheme ref</b>	<b>Junction / Corridor</b>	<b>Scheme description</b>
51	A40 / A417 Over Roundabout	Upgrade signals to MOVA or SCOOT operation to optimise signal timings
52	A430/A417 Castlemeads	Upgrade signals to MOVA or SCOOT operation to optimise signal timings
53	A38 Crosskeys Roundabouts	Upgrade signals to MOVA or SCOOT operation to optimise signal timings

## Area wide Improvements

Scheme ref	Mode	Scheme description
54	Cycling	<ul style="list-style-type: none"> <li>Completing gaps in existing cycle networks within the Cheltenham and Gloucester urban areas and ensuring linkages into new strategic development sites – comprising a package of small cycle improvements</li> <li>Improved cycle parking – at key destinations</li> <li>Cheltenham to Bishops Cleeve Cycle Path</li> </ul>
55	Passenger Transport	<ul style="list-style-type: none"> <li>Improved rail service frequency / stopping pattern for passenger services at Ashchurch railway station – ensuring an hourly service</li> <li>Improved frequency and review bus service coverage of 41/42 and review of existing services</li> <li>Improved bus service frequency on Gloucester – Cheltenham Service Route 97/ 98 via Churchdown</li> <li>Mode Shift Points – built into local centres across the JCS area to provide local park and ride (including cycle park) facilities. Enhanced public transport facilities – upgraded bus stop at local community destinations which provide bike parking / RTPI / car parking – encouraging modal shift onto bus for part of the journey</li> </ul>
56	Thinktravel	<ul style="list-style-type: none"> <li>School Travel Planning – Support for schools to encourage modal shift</li> <li>Personalised Travel Planning – For new developments – tailored support to inform travel choices before established travel behaviour is established</li> <li>Business Travel Planning – Support for employers to encourage modal shift</li> <li>Bike training for children and adults through the travel plan process</li> <li>Improved cycle information / route finding – Improved signage and promotional materials within the JCS area</li> </ul>
57	Highway operation	<ul style="list-style-type: none"> <li>Urban Traffic Control Centre – including full review of traffic signals including expansion of SCOOT and MOVA signals where not covered in elsewhere</li> </ul>

## Annex D – Letters of Support



**HOUSE OF COMMONS**  
**LONDON SW1A 0AA**

Amanda Lawson-Smith BEng (Hons)  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council

24 May 2018

Dear Amanda,

I am writing in support of Gloucestershire County Council's bid for funding from the Department for Transport's Transforming Cities Fund to support Cheltenham's new Cyber Park.

Cyber is estimated to be worth up to £20 billion per annum to our economy and is a key growth area for the UK's future prosperity, as identified in the Government's recent Industrial Strategy. This is particularly true in Cheltenham, where we already have a nucleus of technology companies and, of course, the presence of GCHQ. The identification of Cheltenham in the Industrial Strategy as a specific growth hub makes the urgency greater still.

By way of background, the then Chancellor, George Osborne, visited Cheltenham in November 2015 to announce the establishment of the National Cyber Security Centre (located in London but superintended by GCHQ) and that we had won the race to host one of the Government's new Cyber Innovation Centres. I am delighted that the initial iteration of the Innovation Centre, namely a Cyber Accelerator, is already up and running in the town and has seen two cohorts of start-ups pass through its doors.

Moreover, we are already making great strides in our drive for Cheltenham to become the centre of cyber innovation in the UK, with the recent 2018 Digital Influence Index showing our town had risen to 8th place in the UK, above Birmingham, Sheffield, Oxford, Bath and other key cities. Further afield, the opportunity to invest in Cheltenham's new Cyber Park was advertised recently by the Department for International Trade to potential investors at the world renowned Mimpim property conference in Cannes.

To ensure that Cheltenham fully fulfils its potential and becomes the Cyber Hub of the future identified by the Government in its Industrial Strategy, it is vital that the Cyber Innovation Centre has a standalone site and becomes the anchor of a new Cyber Park planned on land to the west of GCHQ, whose proximity to the Innovation Centre will benefit collaboration between the two and the wider supply chain greatly. The land has already been released from the Green Belt by the local authority following the recommendations of the Government's appointed planning inspector as

part of the Joint Core Strategy (JCS) process and the developers are currently preparing an outline planning application in conjunction with key stakeholders, including GCHQ.

We have already secured £22 million from the Department for Communities and Local Government for the infrastructure improvements required to facilitate the development and the Department for Transport has recently announced that the bid for funding to upgrade Junction 10 of the M5, which is located immediately to the north of the proposed Cyber Park site and would act as a key arterial route in and out of the new development, has progressed to the next stage of the funding process. Moreover, the Government has committed £255 million to funding the A417 Loop scheme near the Air Balloon roundabout, which will tackle of the most notorious congested and dangerous bottlenecks in the UK and unlock a corridor of prosperity from London down the M4 and A417 towards Cheltenham.

Meanwhile, DDCMS and the Cabinet Office have set aside the necessary funding for GCHQ to build a standalone Cyber Innovation Centre on the site in the National Cyber Security Strategy (NCSS) for 2019-21. I met recently with the Secretary of State for Culture, Rt Hon Matt Hancock MP, in Cheltenham along with GCHQ, Cheltenham Borough Council and the site's owners – Barberry, where the Secretary of State reaffirmed the Government's commitment to this project and agreed to write a letter of support which can be used by the developer when speaking to other potential occupants of the Cyber Park. These include companies like Fujitsu for example. The developers have also provided GCHQ with draft plans for the Innovation Centre site along with outline costings.

But the area surrounding the Cyber Park still presents significant operational challenges which will need to be overcome in order for this development to realise its true potential. To that end, I understand Gloucestershire County Council's bid for funding from the Transforming Cities Fund will focus on the key corridors serving the Central Severn Vale JCS areas of growth and specifically the Cyber Park bounded by (and including) the A40, A4019 and B4063. Although the recently adopted Joint Core Strategy housing plan, which sets out the housing provision for the three local authorities -namely Gloucester, Tewkesbury and Cheltenham - was accompanied by a transport mitigation strategy to minimise the impact of future development on the local transport network, funding for this strategy is yet to be secured.

I also understand Gloucestershire County Council is seeking funding to facilitate the necessary park and ride, bus and rail improvements, as well as highway, technology and operational improvements, to support this once in a generation economic development opportunity. In addition, I know you are seeking to secure funding for a significant cycle route to link Cheltenham and Gloucester, as well as exploring digital transport solutions, both of which would support the Cyber Park development. As the Department for Transport has stated publically that this fund will be targeted at improving productivity and spreading prosperity through investment in public and



sustainable transport, this application makes a strong case for investment. The Cheltenham Cyber Park has been forecast to create 6,000 new jobs and will be accompanied by at least 1,200 new homes.

In short, this development has transformational potential, both for Cheltenham and the wider region, and I believe that at time when we are seeking to redress the London-centric imbalance in our economy, bold statements like this proposal are particularly important.

Best wishes,

*Alex Bell*

Rachel Sandy  
Highways England  
Brunel House  
930 Aztec West  
Bristol  
BS32 4SR

**FAO Amanda Lawson-Smith via email**

Direct Line:  
22 May 2018

**OFFICIAL**

Dear Amanda

**Transforming Cities Fund – Gloucestershire County Council**

On behalf of Highways England, I am pleased to be able to express our support for Gloucestershire County Council's bid to the Transforming Cities Fund for the Central Severn Vale area (Gloucester, Cheltenham and Tewkesbury) to transform sustainable transport links between Gloucester and Cheltenham and provide real travel choice across the growth area.

Highways England is responsible for managing, operating and improving the strategic road network (SRN) in England which in this location comprises the M5 motorway and its junctions, the A40, the A46 and the A417. The M5 provides a key strategic road transport link through the South West region, connecting the Midlands to Devon and Cornwall, and the All Purpose Trunk Roads provide alternative links into South Wales, the M4 corridor and the West Midlands. As such maintaining the function of these routes for the safe and efficient movement of people and goods is essential to delivering economic growth in region. We therefore welcome proposals to offer greater travel choice by sustainable modes for people travelling within and between city areas, to help reduce the number of short local journeys on our network and maintain capacity for strategic movements.

Highways England worked collaboratively with Gloucestershire County Council to help develop a transport strategy to deliver planned growth across the Central Severn Vale area to 2031, as set out in the adopted Cheltenham, Gloucester and Tewkesbury Joint Core Strategy. The transport strategy (DS7) includes a 10% reduction in vehicle trips across the Plan area as a result of sustainable travel improvements to be delivered through the Plan period.

Gloucestershire County Council's bid to the Transforming Cities Fund would help to deliver the sustainable travel improvements required to realise mode shift and support the ongoing implementation of the JCS transport strategy.

I would like to take this opportunity to thank Gloucestershire County Council for their ongoing proactive engagement with us in respect of planned development across the County and transport improvements required to support it.

Yours sincerely

*Rachel Sandy*

Rachel Sandy  
Spatial Planning Manager – South West Operations  
Highways England

Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities & Infrastructure  
Gloucs County Council  
Shire Hall  
Westgate Street  
Gloucester  
GL1 2TG

**Ref – Transforming Cities Fund Stage 1 Bid - Central Severn Vale City Region**

Dear Amanda

Please accept this letter as our formal expression of support for the stage 1 bid for potential funding under the Transforming Cities fund.

The Gloucester-Cheltenham conurbation is already the economic centre of Gloucestershire but with the planned growth over the next 10-15 years, it has the potential to become a significant driver of economic growth for the wider region and with national significance in the Cyber Security sector.

With this growth comes the opportunity to also dramatically improve productivity for the city region if we can substantially improve the connections between Gloucester and Cheltenham (a distance of 9 miles from centre to centre) along the A40 corridor.

Currently this corridor suffers from significant congestion and severance to the extent that bus operators are struggling to run reliable timetables, modal shift has stalled due to extended journey times and minor incidents on the local network, (particularly due to its close proximity to the M5 and junctions 10, 11 and 11a and 12) can rapidly escalate into major congestion events.

It is clear that for the Gloucester-Cheltenham conurbation to achieve its full potential as a dynamic economic city region it requires a major shift in local connectivity to do so and this will only be achieved with large scale investment.

Yours sincerely



David Owen  
CEO, GFirst LEP CIC

**31 MAY 2018**

**Amanda Lawson-Smith**  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall  
Westgate Street  
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T 01452 418630  
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[stagecoachbus.com](http://stagecoachbus.com)

**24<sup>th</sup> May 2018**

Dear Amanda

**Department for Transport - Transforming Cities Fund – Stagecoach West Support**

I am pleased to offer the fullest possible support for Gloucestershire County Council's bid for the Transforming Cities Fund.

As you know, Stagecoach has been in ongoing and consistent dialogue with the County Council, and the second tier authorities, regarding the Gloucester Cheltenham and Tewkesbury Joint Core Strategy (JCS) area that covers the Central Severn Vale, the city region in question. Being the urban heart of Gloucestershire, and overwhelmingly the largest concentration of employment and services, it is also the focus of our business' operations within the County. We operate the vast majority of commercial mileage within the city region from depots at Cheltenham and Gloucester within the Bid area, and further operating centres at Stroud and Ross-on-Wye that supports key links into the Bid area from the south and west. Each year we fulfil the needs over 17m passenger journeys within the Bid area.

There is no doubt in our mind that with the right infrastructure, offering faster, more reliable and more direct journeys across the city region, bus services can fulfil a much greater role than we do today, important though it is.

The ambitious programme of housing and employment growth in the JCS area, with more to follow immediately to the south within Stroud as its Local Plan is reviewed to meet Gloucester City's unmet assessed housing and employment development needs, offers a huge challenge to bus operators, as well as potentially a great opportunity. We have made clear our concerns that existing growth in traffic congestion is adding greatly to our costs while gradually reducing the attractiveness of our services. Within the last ten years we have added 14 buses to our local operations just to maintain frequencies yet deal with longer journey times caused by peak time congestion.

The step change in development rates that the adopted JCS will release, will add greatly to trip demands, with the first new homes on the strategic allocations being built within the next year. With many of these large-scale developments already consented and with conditions discharged, we see that the housing needs the Plan must fulfil are indeed starting to be met, at pace. At least as important, the Cyber Hub and associated strategic employment development West of Cheltenham and at j10 of the M5 and North West of Cheltenham, have the strongest possible developer and stakeholder support: not least from the Government itself. This is reflected in major funding commitments within the last two years, including Local Growth Fund Round 3 and Housing Infrastructure Fund. However to a very great extent these are targeted towards highways capacity improvements, including on the SRN.

If bus services are to play the fullest possible role connecting all communities within the JCS area to the current and future opportunities on offer, it is vital that a comprehensive programme of improvements are delivered to make buses both much more productive, as the most efficient users of scarce road space, and also much attractive as a choice for those who otherwise might drive. It is clear within the JCS Transport Evidence Base to all stakeholders that there simply is no room to widen streets or implement significant junction improvements to increase traffic capacity on many of the busiest routes within the city region. Only by implementing a meaningful shift towards more sustainable modes and more efficient uses of road space, moving people and not just traffic, can the mobility needs of a rapidly expanding economy and population be effectively provided for in the Central Severn Vale.

For that reason, the JCS transport evidence base, that sits alongside the adopted JCS, includes a 15% global mode shift requirement covering the city region, and we have been active with GCC and the Local Planning Authorities and development promoters over several years to identify measures to achieve this mode shift. As well as specific packages of mitigation measures in support of each strategic allocation, it is clear that this global 15% modal shift demands a comprehensive package of improvements to public transport infrastructure and services, that align seamlessly with the agreed and emergent develop-funded schemes.

We would also stress that over 20% of households do not have access to a car, within the Bid area. It is equally vital that we can provide bus services that connect neighbourhoods that are faced with significant socio-economic challenges to the jobs, education and training opportunities available. All this opportunity lies within a relatively compact area, one where bus services can make a huge impact in bringing virtually any opportunity within affordable and practical reach of any resident. However, for this to happen, more reliable and swift operation of the key high-frequency bus service corridors across the whole city region is essential. Only a comprehensive focus on improving the key arteries supporting bus operations across the city region can deliver these objectives.

Finally, we recognise the huge potential that exists to achieve short term improvements in air quality across the city region. Both Gloucester and Cheltenham are already seriously affected, and congestion is among the greatest contributory factors to the levels of ambient pollution from road traffic, as well as the emissions technology fitted to individual vehicles. A comprehensive strategy to effect a step change in the quality of the bus service offer will attack this threat three ways: by reducing congestion overall, by reducing marginal increases in emission per journey-km, and by leveraging the

technology lead that buses offer in reducing actual (as opposed to notional) tailpipe emissions at EURO VI, over private cars and vans.

Stagecoach is already a major investor in the city region, as well as a major employer. We have recently introduced 12 new high specification buses to our trunk service 94 between Gloucester and Cheltenham, and a further 4 to our new service 93 to Arle Court P+R in Cheltenham. A successful Bid will unlock the business case to uplift our investment not only in new vehicles, but ticketing and passenger information systems and training, and other required infrastructure, not least additional depot space that is required to support a substantial uplift in service frequencies and route mileage that the JCS Transport Strategy requires in support of over 30,000 new homes among other things.

The Gloucester-Cheltenham city region covered by this bid, is already a nationally- and internationally-significant focus for the high value-added knowledge based economic growth sectors on which the UK's future prosperity depends. It offers Government a clear track record of job growth, and has put in place the plans to ensure that housing delivery facilitates this continuing and accelerating. There is policy in place, and a clear, stretching mode shift objective set, which must be reached if the JCS jobs and employment growth are to be sustainably delivered. We and others, including, Highways England and development partners, are all working as one with Gloucestershire County Council, to ensure that as far as we can, our strategies and investments align in support of the most sustainable possible growth.

However, faced with an increase in population of over 70,000 by 2031, there remains a clear funding gap for infrastructure, which is already being filled for highways schemes. It is vital that our ambitious plans to improve public transport in the Central Severn Vale, to deliver sustainable local connectivity and accessibility, are not compromised by lack of funding for the comprehensive programme of bus priority and improved service speed and convenience that this bid seeks to ensure is delivered by 2022.

We are genuinely excited by this bid. It draws on over 4 years of consistent partnership working with the County and other stakeholders, including planners and developers, in the public and private sectors. Between us we have clear and stretching objectives, a clear planning and transport policy environment and increasingly clear ideas on key corridors and interventions that can be delivered to affect high impacts at relatively low costs and delivery risks. We are as certain as we can be that the bid offers an unprecedented means to effect substantial positive impacts on bus productivity, service quality and capacity in the immediate and longer term. Without the resources that the bid will draw in it is very much harder to see how the ambitious mode shift assumptions in the JCS evidence base will be achieved, at least in the period up to 2025.

Several significant schemes are "shovel ready", or very close to it, not least the Benhall westbound bus lane, at the very gates of GCHQ. Others are well defined, and, by 2020 there is little doubt that following co-development and by leveraging the work done and being done by other parties, a comprehensive programme of high-impact low-risk bus corridor improvement projects can be defined, complementing and synergising with developer-led packages.

Amanda Lawson-Smith  
Gloucestershire County Council  
Sent by Email

ask for: Councillor Steve Jordan  
ddi number: 01242 264330  
email: [cllr.steve.jordan@cheltenham.gov.uk](mailto:cllr.steve.jordan@cheltenham.gov.uk)  
our ref: SJ/JP  
your ref:  
date: 23 May 2018

Dear Amanda

**Transforming Cities Fund Bid**

Cheltenham Borough Council fully supports the proposed Transforming Cities Fund bid to the Department for Transport.

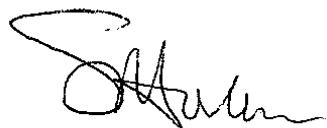
The juxta-position, synergies and inter-relationships between Cheltenham and Gloucester are abundantly clear and the two urban centres become increasingly interdependent as the economy develops. The recently adopted Joint Core Strategy covering Cheltenham, Tewkesbury and Gloucester demonstrated the critical need for greater collaboration to secure the housing growth and employment land necessary for a successful economy dominated by the Cheltenham-Gloucester axis.

The strategic allocation for a cyber park adjoining GCHQ is positive for both the two urban areas and wider hinterland. However for both this scheme and the wider delivery of housing and employment land we need a sustainable public transport led solution.

Whilst each major scheme is delivering solutions, (eg. Growth Deal 3 support for the cyber park) the Transforming Cities Fund bid would allow a more integrated and holistic solution, and create opportunities for innovative responses both to the intra-urban local network and also wider connectivity at pinch points with the M5 strategic artery.

We look forward to working with you further should you be successful.

Kind regards.



**Steve Jordan**  
**Leader of the Council**

Amanda Lawson-Smith BEng (Hons)  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall  
Westgate Street  
Gloucester GL1 2TG

Gloucester City Council,  
Phillpotts Warehouse  
The Docks,  
Gloucester,  
GL1 2EQ

Your ref:  
Our ref: IE/mb

7<sup>th</sup> June 2018

Dear Amanda

**Transforming Cities Fund Bid**

I'm writing to confirm Gloucester City Council's support for the proposed Transforming Cities Fund bid to the Department for Transport.

As you'll be aware, we are currently implementing a number of key transport schemes in the City, most notably the new Bus Station and revitalised Railway Station. However, we fully acknowledge that a more integrated, innovative and sustainable solution is required to the County's transport needs and securing this bid will certainly contribute to that goal.

Can I wish you every success and we very much look forward to working in the future.

Yours sincerely,



Ian Edwards  
Head of Place



Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall,  
Westgate Street,  
Gloucester  
GL1 2TG

4<sup>th</sup> June 2018

Dear Amanda

**RE: Department for Transport - Transforming Cities Fund – Letter of Support**

I write on behalf of the West Cheltenham Consortium to offer formal support to Gloucestershire County Council's bid for funding through the Transforming Cities Fund, to put in place a comprehensive package of measures to facilitate a step change in the reliability, speed, frequency and convenience of bus services throughout the Central Severn Vale city region, covered by the recently adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS), but also involving parts of Stroud District adjoining Gloucester City.

The Consortium recognises that providing high quality public transport is a vital part of successful place-making. The partners each recognise the clear need to ensure its nationally-significant development proposals, including the Cyber Park, minimise the impacts of new journeys on the local highway network as far as possible, in line with the requirements of local policy and the National Planning Policy Framework.

Our proposals West Cheltenham represent a significant part of the committed development pipeline for both housing and employment for the region and have been confirmed at independent examination of the JCS to be highly sustainable. Land under our control can deliver up to 1,200 new homes towards the objectively-assessed housing needs of the city region. In the region of 7,000 jobs will be created on the allocated site. As part of our promotion efforts we and our consultant team are working in close dialogue with the County Council as Local Highways Authority, and Stagecoach West as the main commercial bus operator, to agree a package of bus service and other sustainable travel enhancements, including facilitating the best possible bus access within and in the immediate vicinity of our proposals.

**Barberry Cheltenham Limited**  
Registered Office: Barberry House Bromsgrove Road Belbroughton Nr Stourbridge DY9 9XX  
Tel: 01562 731300 Fax: 01562 731400 [www.barberry.co.uk](http://www.barberry.co.uk)

Directors: M J Bellfield M R Cartwright MA MRICS P A Watson  
H J Bellfield MRICS A S L Watson D Parkinson Witte  
Registration No: 08643987

The JCS represents an ambitious wider development agenda, involving a total of 34,000 new homes by 2031, and the local highway network already experiences congestion during the peak hours. It is therefore in our view very important that a comprehensive approach is taken to creating additional transport capacity to accommodate the increased needs to travel across the JCS area and beyond. A good deal of this pressure arises from the consistently strong economic growth experienced in Gloucestershire and the wider West of England. We note, and are encouraged that the County Council has successfully bid for significant external resources from Government to help ensure that capacity is enhanced on the highways network, including the Strategic Road Network, to allow growth to be sustainably delivered. Amongst these measures are the £22m package of measures to facilitate the Cyber Park announced under the Local Growth fund Round 3, and improvements at M5 junction 10 that will help deliver strategic development identified in the JCS.

The Consortium is keen to bring forward the West of Cheltenham development as soon as possible, in support of the ambitious housing and economic growth agenda in the County. However, a clear funding gap exists for strategic sustainable transport measures, including walking and cycling, but also most notably, public transport. The scale of the urban area is such that comprehensive improvements to the bus service offer a significant opportunity to facilitate mode shift towards sustainable modes, in particular to key destinations for research, higher education and employment.

As part of this, we are therefore particularly supportive of this bid that, if successful, will unlock a comprehensive approach to improving bus service frequencies, journey times and reliability across the main bus route corridors in the city region. This includes the A40 Benhall route corridor, the Princess Elizabeth way corridor, and the A4019 Tewkesbury Road. This exceptional level of potential public transport connectivity offering direct and frequent links from across the city region, is likely to be of the utmost importance in ensuring that the sustainable transport measures we will be offering as part of our development proposals can align with and most effectively synergise with those provided elsewhere in the JCS area. In addition, the bid will unlock a more comprehensive network-based approach that would facilitate mode shift across existing development.

We therefore wish Gloucestershire County Council every success with this bid.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Martyn Cartwright'.

Martyn Cartwright  
On behalf of the West Cheltenham Consortium

31<sup>st</sup> May 2018

Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall,  
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Gloucester  
GL1 2TG

Redrow Homes South West  
Redrow House  
West Point  
Great Park Road  
Bradley Stoke  
Bristol BS32 4QC

Tel: 01454 625000  
Fax: 01454 616033  
DX: 35024 ALMONDSBURY  
Email: southwest@redrow.co.uk  
Website: www.redrow.co.uk

Dear Amanda

**Department for Transport - Transforming Cities Fund – Letter of Support**

I write to offer the formal support of Redrow Homes South West Ltd. to Gloucestershire County Council's bid for funding through the Transforming Cities Fund, to put in place a comprehensive package of measures to facilitate a step change in the reliability, speed, frequency and convenience of bus services throughout the Central Severn Vale city region, covered by the recently adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS), but also involving parts of Stroud District adjoining Gloucester City.

Redrow recognises that providing high quality public transport is a vital part of successful place-making. The company also consistently seeks to ensure its developments minimise the impacts of new journeys on the local highway network as far as possible, in line with the requirements of local policy and the National Planning Policy Framework.

Redrow is already delivering new homes at scale and pace, to meet needs in the city region HMA. We are building currently at Bishops Cleeve, at Leckhampton in Cheltenham, and West of Stonehouse. These sites will deliver over 800 completions within the 5-year period ending in 2022 when the bid measures will have been completed. We are already ramping up delivery in support of the Government's objective to substantially boost the supply of housing, across a full range of tenures and market segments. This includes our recently launched "Harwood" range.

Our proposals at Hardwicke Green south of Gloucester within Stroud District represent a significant part of the necessary development pipeline for the city region and have been confirmed at previous independent Local Plan examinations to be highly sustainable. Most recently in December 2016, the JCS Inspector directed the JCS authorities to work with Stroud District Council to allocate the site. Land under our control can deliver up to 1500 new homes towards the objectively-assessed housing needs of the city region. An application for the first 175 homes awaits determination. As part of our promotion efforts we and our consultant team have, naturally, been working in close dialogue with the County Council as Local Highways Authority, and Stagecoach West as the main commercial bus

operator, to agree a package of bus service and other sustainable travel enhancements, including facilitating the best possible bus access within and in the immediate vicinity of our proposals.

The JCS nevertheless represents an ambitious wider development agenda, involving a total of 34,000 new homes by 2031, and congestion in many parts of the local network is already an issue. It is therefore in our view very important that a comprehensive approach is taken to creating additional transport capacity to accommodate the increased needs to travel across the JCS area and beyond. A good deal of this pressure arises from the consistently strong economic growth experienced in Gloucestershire and the wider West of England. We note and are encouraged that the County Council and other partners have successfully bid for significant external resources from Government to help ensure that capacity is enhanced on the highways network, including the Strategic Road Network, to allow growth to be sustainably delivered. Amongst these measures are Improvements at M5 J12 and A38 Cross Keys Roundabout at Hardwicke, and Redrow's transport consultant is working closely with GCC to ensure that mutually agreeable solutions are arrived at.

However, a clear funding gap exists in the JCS area for strategic sustainable transport measures, including walking and cycling, but also most notably, public transport. The scale of the urban area is such that only comprehensive improvements to the bus service offer is likely to deliver the highest possible mode shift towards sustainable modes, in particular to key destinations for research, higher education and employment, in support of the 15% target supporting the adopted JCS.

As part of a balanced supporting transport strategy for growth, we are therefore particularly supportive of this bid, that if successful, will unlock a comprehensive approach to improving bus service frequencies, journey times and reliability across the main bus route corridors in the city region. This includes the Bristol Road route corridor, south of Gloucester within Stroud District, on which our proposals lie, taking advantage of bus route 66 which passes the site, and extension of the frequent Gloucester city service 12. This is likely to be of the utmost importance in ensuring that the sustainable transport measures we will be offering as part of our development proposals can align with and most effectively synergise with those provided elsewhere in the JCS and adjacent area. In addition, the bid will unlock a more comprehensive network-based approach that would facilitate a wider 15% mode shift target across existing development, including sites which we are currently building out locally.

We therefore wish Gloucestershire County Council every success with this bid.

Yours sincerely,



Emma Powell

Senior Planning Manager

CC:

Tom Paine – PFA Consulting Ltd

Keith Annis – Redrow Homes

7<sup>th</sup> June 2018

By e-mail only to [Amanda.lawson-smith@gloucestershire.gov.uk](mailto:Amanda.lawson-smith@gloucestershire.gov.uk)

Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall,  
Gloucester,  
GL1 2TG

Dear Amanda

**Department for Transport - Transforming Cities Fund – Letter of Support**

I write to offer the formal support of Robert Hitchins Ltd. to Gloucestershire County Council's bid for funding through the Transforming Cities Fund, to put in place a comprehensive package of measures to facilitate a step change in the reliability, speed, frequency and convenience of bus services throughout the Central Severn Vale city region, covered by the recently adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS), but also involving parts of Stroud District adjoining Gloucester City.

Robert Hitchins recognises that providing high quality public transport is a vital part of successful place-making. The company also consistently seeks to ensure its developments minimise the impacts of new journeys on the local highway network as far as possible, in line with the requirements of local policy and the National Planning Policy Framework.

Our consented proposals at Land at Innsworth/Land at Twigworth represent a significant part of the committed development pipeline for the city region and have been confirmed at independent examination of the JCS to be highly sustainable. Land under our control can deliver over 2000 new homes towards the objectively-assessed housing needs of the city region. As part of our promotion efforts we and our consultant team have, naturally, been working in close dialogue for some years with the County Council as Local Highways Authority, and Stagecoach West as the main commercial bus operator. We have agreed a package of bus service extensions, diversions and frequency improvements to add to a range of other sustainable travel enhancements, including facilitating optimal bus access within and in the immediate vicinity of our proposals at both Innsworth and Twigworth. This reflects a long history of collaboration with Stagecoach as we evaluate and bring forward the best possible development proposals.

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Cont/....

The JCS nevertheless represents an ambitious wider development agenda, involving a total of 34,000 new homes by 2031, and congestion in many parts of the local network is already an issue. It is therefore in our view very important that a comprehensive approach is taken to creating additional transport capacity to accommodate the increased needs to travel across the JCS area and beyond. A good deal of this pressure arises from the consistently strong economic growth experienced in Gloucestershire and the wider West of England. We note that the County Council has successfully bid for significant external resources from Government the intention of which is to enhance the highways network, including the Strategic Road Network, to allow growth to be sustainably delivered. Amongst these measures are A40 Over Roundabout, and Elmbridge junction improvements.

Robert Hitchins, through its partner housebuilders, is already delivering new homes at scale and pace, across no fewer than five outlets to meet needs in the city region HMA. We are poised to further ramp up delivery in support of the Government's objective to substantially boost the supply of housing, across a full range of tenures and market segments. The scale of the urban area is such that only comprehensive improvements to the bus service offer is likely to deliver the highest possible mode shift towards sustainable modes in support of the 15% target supporting the adopted JCS.

It is important to note that of the quantum required by the JCS, many sites have yet to be identified. Having a comprehensive strategy of public transport improvement in place across the city region by 2022 will in and of itself materially support the sustainable delivery of homes and jobs including major schemes we are currently promoting.

This being the case, we should like to support this bid that if successful, will unlock a comprehensive approach to improving bus service frequencies, journey times and reliability across the main bus route corridors in the city region. This includes the Innsworth Lane and Churchdown route corridor, north of Gloucester, on which our proposals lie, taking advantage of bus routes 97/98 and 71. This is likely to be important in ensuring that the sustainable transport measures we will be offering as part of our development proposals can align with and most effectively synergise with those provided elsewhere in the JCS area. It would be hoped that a comprehensive network-based approach would help deliver the 15% modal shift sought.

Yours sincerely,



A J Hill  
Land and Planning Director

Our Ref: SC/AD/

15th May 2018

Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities & Infrastructure  
Gloucestershire County Council  
Shire Hall, Westgate Street  
Gloucester  
GL1 2TG

**Barnwood**  
Construction

Barnwood Construction Limited  
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Gloucester, GL4 3HS  
**Telephone :**  
01452 614124  
**Fax :**  
01452 371061  
**E-mail :**  
enquiries@barnwoodconstruction.com  
**Website :**  
www.barnwoodconstruction.com

Dear Amanda

**Gloucestershire County Council Transforming Cities Fund**

We are a Shopfitting and Construction company which necessitates travel in and out of Cheltenham and Gloucester as well as the M5, A40, A4019 and B4063.

The proposed improvements to these vital links would be a massive benefit to our business and to the local area in general and we would urge you to allocate the funding appropriately.

Yours sincerely  
For and on behalf of  
**Barnwood Construction Ltd**



Simon Carey  
Managing Director



4<sup>th</sup> June 2018

Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
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Shire Hall,  
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Bellway Homes Limited  
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Coventry Business Park  
Herald Avenue  
Coventry  
CV5 6UB  
Telephone 02476 521000  
[www.bellway.co.uk](http://www.bellway.co.uk)

Dear Amanda

**Department for Transport - Transforming Cities Fund – Letter of Support**

I write to offer support to Gloucestershire County Council's bid for funding through the Transforming Cities Fund, to put in place a comprehensive package of measures to facilitate a step change in the reliability, speed, frequency and convenience of bus services throughout the Central Severn Vale city region, covered by the recently adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS), but also involving parts of Stroud District adjoining Gloucester City.

Bellway Homes recognises that providing high quality public transport is a vital part of successful place-making. The company also consistently seeks to ensure its developments minimise the impacts of new journeys on the local highway network as far as possible, in line with the requirements of local policy and the National Planning Policy Framework.

Bellway is already delivering new homes across a number of sites, to meet needs in the city region HMA. We are ambitious in our efforts to ramp up delivery in support of the Government's objective to substantially boost the supply of housing, across a full range of tenures and market segments. This includes our new Ashberry Homes brand, allowing us to increase delivery rates on larger sites.

Our two active developments at Hardwicke and one underway at Brockworth represent a key part of the development pipeline for the city region. When completed, these sites will have delivered over 500 new homes towards the objectively-assessed housing needs of the city region. We established a new operating division in this area in 2015 and are actively seeking to identify and pursue new opportunities to deliver housing needs. It needs to be pointed out that a significant proportion of the objectively assessed housing need of the area has yet to be identified, and as such, having a comprehensive strategy to put in place a network of fast, frequent bus services will by its nature help unlock early identification and delivery of highly sustainable development sites across the city region, including on previously-developed land.

As part of our promotion efforts we and our consultant teams are already working in dialogue with the County Council as Local Highways Authority, and Stagecoach West as the main commercial bus operator, to identify and agree appropriate packages of bus service and other sustainable travel enhancements. This includes facilitating the best possible bus access within and in the immediate vicinity of our proposals.

The JCS nevertheless represents an ambitious wider development agenda, involving a total of 34,000 new homes by 2031, and congestion in many parts of the local network is already an issue. It is therefore in our view very important that a comprehensive approach is taken to creating additional transport capacity to accommodate the increased needs to travel across the JCS area and beyond. A good deal of this pressure arises from the consistently strong economic growth experienced in Gloucestershire and the wider West of England. We note and are encouraged that the County Council has successfully bid for significant external resources from Government to help ensure that capacity is enhanced on the highways network, including the Strategic Road Network, to allow growth to be sustainably delivered. Amongst these measures are Improvements at M5 j12 and A38 Cross Keys Roundabout at Hardwicke.

However, we understand a clear funding gap exists in the Central Severn Vale area for strategic sustainable transport measures, including walking and cycling, but also most notably, public transport. The scale of the urban area is such that only comprehensive improvements to the bus service offer is likely to deliver the highest possible mode shift towards sustainable modes, in particular to key destinations for research, higher education and employment, in support of the 15% target supporting the adopted JCS.

As part of this, we are therefore particularly supportive of this bid that could unlock a comprehensive approach to improving bus service frequencies, journey times and reliability across the main bus route corridors in the city region. This includes the Bristol Road route corridor, south of Gloucester within Stroud District, to Hardwicke, and the service 10 corridor linking Gloucester and Cheltenham via Brockworth, close to our development there, which already operates up to every 10 minutes. In addition, the bid will unlock a more comprehensive network-based approach that would facilitate a wider 15% mode shift target across existing development, including sites which we are currently building out locally.

We accordingly wish Gloucestershire County Council every success with this bid.

Yours sincerely,



Fergus Thomas BA (Hons) MSc MRTPI  
**Strategic Land Director – Central Region**

Fergus.Thomas@Bellway.co.uk  
Mobile: 07816 332438



Amanda Lawson-Smith BEng (Hons)  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall  
Westgate Street  
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GL1 2TG

22<sup>nd</sup> May 2018

Dear Amanda,

**Transforming Cities Bid**

I write on behalf of the Cheltenham Chamber of Commerce to support this bid.

The Chamber has long-supported greater integration, critically in terms of transport between the two urban areas of Cheltenham and Gloucester. This town and city dominate the Gloucestershire economy and connectivity between them and the wider strategic road and rail network is fundamental to delivering the growth recently secured through the Joint Core Strategy.

In fact some components of that growth will be hampered without appropriate interventions. For this reason the Chamber fully supported the successful Growth Deal 3 bid which enables the Cyber Park as part of that growth. This Transforming Cities bid creates an opportunity for a wider sustainable public transport solution for the Severn Vale.

Achieving a viable intra-urban solution to sustain and grow the local economy, whilst equally protecting both the M5 corridor (and improving rail connectivity) is the challenge and we look forward to working with you should your bid be successful.

Yours sincerely,

Michael Ratcliffe  
Chair - Cheltenham Chamber of Commerce

- WORKING FOR BUSINESS
- PROMOTING CHELTENHAM
- CREATING NETWORKING OPPORTUNITIES
- PROTECTING OUR ENVIRONMENT

*President* Catriona Murray

*Secretary* Pauline Harris



Amanda Lawson-Smith  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall,  
Westgate Street,  
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ask for: Peter Hatch  
phone: 01242 775152  
email: Peter.hatch@cheltborohomes.org  
ref: PH/JM  
date: 25 May 2018

Dear Amanda

**Department for Transport - Transforming Cities Fund – Letter of Support**

I write to offer the formal support of Cheltenham Borough Homes to Gloucestershire County Council's bid for funding through the Transforming Cities Fund, to put in place a comprehensive package of measures to facilitate a step change in the reliability, speed, frequency and convenience of bus services throughout the Central Severn Vale city region, covered by the recently adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS), but also involving parts of Stroud District adjoining Gloucester City.

Cheltenham Borough Homes, as the largest Registered Provider of social and affordable housing in the city region, recognises that providing high quality public transport is a vital part of successful place-making. High quality bus services play a particularly important role sustaining the vitality of the communities where we provide and manage properties, connecting our tenants to learning, training and employment as well as facilities meeting a wide range of other needs and opportunities.

We are currently evaluating options for a comprehensive regeneration of our existing stock and assets in the Hesters Way area, west of Cheltenham town centre. Whilst having considerable housing stock in west Cheltenham, options for regeneration could both enhance and supplement this in the near future. This could take place as part of a programme of major rehabilitation of existing properties, all within very close proximity to GCHQ, and the proposed Cyber Park, as well as to other major employment at Kingsditch and at Staverton which would be easily reached by bus. As part of our feasibility studies we and our consultant team have, naturally, been working in close dialogue with the County Council as Local Highways Authority, and Stagecoach West as the main commercial bus operator, to see how far bus service and other sustainable travel enhancements can be achieved as part of our forthcoming proposals. This could include the scope for comprehensive bus priority improvements directly through our scheme along Princess Elizabeth Way.

The JCS nevertheless represents an ambitious wider development agenda, involving a total of 34,000 new homes by 2031, and congestion in many parts of the local network is already

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an issue, not least along Princess Elizabeth Way itself. It is therefore in our view very important that a comprehensive approach is taken to creating additional transport capacity to accommodate the increased needs to travel across the JCS area and beyond. A good deal of this pressure arises from the consistently strong economic growth experienced in Gloucestershire and the wider West of England. We note and are encouraged that the County Council has successfully bid for significant external resources from Government to help ensure that capacity is enhanced on the highways network, including the Strategic Road Network, to allow growth to be sustainably delivered. Amongst these measures are M5 Junction 10 Improvements, and support for further measures funded by the Local Growth Fund West of Cheltenham.

Cheltenham Borough Homes is working hard to look at means to support the Government's objective to substantially boost the supply of housing, across a full range of tenures and market segments. However, a clear funding gap exists for strategic sustainable transport measures, including walking and cycling, but also most notably, public transport. The scale of the urban area is such that only comprehensive improvements to the bus service offer is likely to deliver the highest possible mode shift towards sustainable modes, in particular to key destinations for research, higher education and employment, in support of the 15% target supporting the adopted JCS.

As part of this, we are therefore particularly supportive of this bid that, if successful, will unlock a comprehensive approach to improving bus service frequencies, journey times and reliability across the main bus route corridors in the city region. This includes the Princess Elizabeth Way route corridor, west of Cheltenham, on which our proposals lie, taking advantage of bus route/s town services A, B and C, and inter-urban services on the A40 and A4019. This is likely to be of the utmost importance in ensuring that the sustainable transport measures we will be offering as part of our development proposals can align with and most effectively synergise with those provided elsewhere in the JCS area. In addition, the bid will unlock a more comprehensive network-based approach that would facilitate a wider 15% mode shift target across existing development, including very large numbers of properties we manage across Cheltenham Borough as a whole.

We wish Gloucestershire County Council every success with this bid.

Yours sincerely,



**Peter Hatch**  
**Executive Director (Property & Communities)**



Amanda Lawson-Smith BEng (Hons)  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall,  
Westgate Street,  
Gloucester  
GL1 2TG

Dear Amanda

**Transforming Cities Bid**

I write on behalf of the Cheltenham Development Task Force to support the proposed bid to the Department of Transport.

Many of us view the principal urban area (Gloucester – Cheltenham) as the powerhouse for the regional economy and the Transforming Cities Fund bid is the ideal opportunity to underpin its performance through investment in infrastructure and connectivity.

The recently adopted Joint Core Strategy with its ambitious housing and employment land targets, including the nationally important cyber park neighbouring GCHQ, will be thwarted in its delivery ambition without innovative public transport led interventions. Whilst funds have been secured through Growth Deal 3 to support the cyber park delivery, the Transforming Cities bid will allow a holistic programme across the whole central Severn Vale; an area inevitably dominated by intra-urban travel between the two urban cores.

Additional work will need to focus upon the impact of this principal urban area as an attractor for inward travel movements including the M5 interchanges with local networks.

Should the bid be successful, we look forward to working with you on the development phase and the evaluation of sustainable public transport options for the Cheltenham-Gloucester conurbation, and how best to support current and future development plans

Regards

A handwritten signature in black ink, appearing to read "Graham Garbutt".

Graham Garbutt – independent chair



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22<sup>nd</sup> May 2018

Amanda Lawson-Smith  
Transport Planning Team Manager  
Gloucestershire County Council

Dear Amanda

#### **GLOUCESTERSHIRE COUNTY COUNCIL: TRANSFORMING CITIES FUND BID**

CPRE Gloucestershire played an active role throughout the development of the strategic level plan for the Central Severn Vale which, as the Joint Core Strategy for Gloucester, Cheltenham and Tewkesbury (the JCS), has at last been adopted after many years of work. We also input into the preparation of the current version of the Local Transport Plan.

While there are elements in the JCS which CPRE has issues with, we welcome the final direction of the strategy as “right for Gloucestershire” with its focus of development at sustainable locations mainly as urban extensions to Gloucester and Cheltenham.

A concern has always been the impact of further development on congestion and on the reliability of the bus network, and the need for the appropriate investment to deliver essential transport improvements to be fully funded.

We support a transport strategy for the area which seeks to deliver a step change in the quality of public transport provision. It is clear that a significant modal shift away from car based travel (particularly single occupancy) towards “sustainable modes” is needed, alongside capacity interventions if the highways network is to operate efficiently and resiliently. We note that the traffic modelling to support the preparation of the JCS suggested an overall shift towards sustainable transport modes of 15% was needed. We maintain that 15% should be at the bottom end of ambition.

Accordingly, CPRE is pleased to add its support for the bid to the Department for Transport under the Transforming Cities Fund.

Yours sincerely

*Richard Lloyd*

RICHARD LLOYD  
Vice-Chairman, CPRE Gloucestershire

Amanda Lawson-Smith BEng (Hons)  
Transport Planning Team Manager  
Strategic Infrastructure Unit  
Communities and Infrastructure  
Gloucestershire County Council  
Shire Hall  
Westgate Street  
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Friday 25 May 2018

Dear Amanda

**Department of Transport's Transforming Cities Fund**

Please find this letter of support in relation to the County Council bid for the Transforming Cities Fund (TCF).

The development proposals in the recently adopted Joint Core Strategy (the strategic development plan of Gloucester City, Cheltenham and Tewkesbury borough councils) will put a strain on the transport network. The transport strategy completed to support the plan, indicated as one possible package, a substantial list of transport interventions to the network to mitigate the development and this work included improved sustainable transport methods, such as bus, rail, cycle etc.

Whilst the transport initiatives cover the whole area, a key focus of development within the JCS is that on the corridor between Gloucester City and Cheltenham (noting that development is also occurring within Tewkesbury Borough) with two large strategic developments namely North West Cheltenham and West Cheltenham which include the nationally recognised Cyber Park. The importance of investment in local transport infrastructure in this area is paramount to help mitigate the demands on the strategic road network especially the two junctions 10 and 11 of the M5 which also themselves are the subject of proposed improvements.

Sustainable transport initiatives are a key focus of the transport initiatives within the policies of the strategic development plan and with successful delivery of such schemes, will bring forward dynamic, modern and attractive housing and employment developments - a critical requirement of such large housing/job growth which is a national requirement. Government support in this area alone would be greatly appreciated and would allow the planning permissions for the individual developments to be approved with the best development practices possible making the area the place it should be.

We trust the above gives a clear indication of our support for the Transforming Cities Bid and we look forward to further discussions, hopefully, as and when the bid moves onto the next stage.

Yours sincerely



Mike Dawson  
Chief Executive Tewkesbury Borough Council  
SRO Joint Core Strategy  
Chair J10 Multi-agency Group