

Gloucestershire County Council

Rail Strategy

Shaping the Future of Gloucestershire's Railway

August 2026

Document distribution

Gloucestershire County Council

Rail Strategy

Shaping the Future of Gloucestershires Railway

Rail Strategy

August 2026

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Prepared for

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Foreword

"Rail is vitally important to the future success of Gloucestershire and beyond: Gloucestershire is growing, and passenger numbers at our nine stations continue to rebound from the Covid-19 pandemic, in many cases reaching all-time records. Our County sits strategically on the national rail network on the **Birmingham to Bristol** corridor, with important routes to:

- Swindon and Thames Valley and London
- Birmingham and HS2 and Midlands Rail Hub
- Oxford and East-West / Oxford-Cambridge Growth Arc
- Bristol with its Metro style aspirations, and beyond to the Southwest
- South Wales via the Forest of Dean.

Connectivity to these areas to and from Gloucestershire is paramount to enable good growth for our people and businesses. Gloucestershire is a hub for world-leading, cutting-edge industry, including cyber security, advanced manufacturing and agri-tech clusters. We will continue to attract inward investment and skills.

Our refreshed Rail Strategy, building on previous work undertaken through the GFirst Local Economic Partnership, sets out our views on what we expect from the railway system to achieve a better connected, greener and more prosperous Gloucestershire. Our railway forms a backbone of public transport throughout the region and must continue to do this to make sure our communities and places grow and thrive.

Rail industry and Local Government reform offer the opportunity to play a bigger role in the rail industry and be involved in the decision-making process that will bring improvements to our trains and infrastructure. That includes electrification as a medium/long-term aim. We want to see spacious new trains which provide high-quality passenger experiences, with regular, fast connections within and beyond our region. Fares should not be a barrier to rail travel. We will strongly support industry reform for simplified, better value fares – particularly in areas which lack alternative means of transport.

Most people's journeys do not start and end at the railway station: Beyond working with the rail industry, we will work with other local transport operators to ensure the end-to-end journeys of all passengers is seamless and co-ordinated. This will see us continuing to develop strong first-mile/last-mile links through integrated ticketing and co-ordinated timetable planning. Our stations and trains need to be accessible and used by everyone. This means improvements to station facilities, including better disability access and efficient processing for all passengers, ensuring that safe, clean, functional, community-focused spaces are provided, places that communities can be proud of. We will reduce reliance on private cars through enhancements to walking, cycling and wheeling routes, whilst ensuring that sufficient car parking is provided at strategic locations to enable greener end-to-end travel.

We face some challenges in this county. There are pockets of deprivation and our road network is very constrained. It is expected that we will see significant housing and population growth, much of it along transport corridors, and we see rail as well placed to meet this challenge. There is significant public appetite to use rail since Covid, and with the expected economic growth we have an aspiration to see two trains per hour at all our local stations, as well as continuing participation in a buoyant national network, to see county rail use doubled by 2043. And there is some scope to build more stations. We see rail as a key factor in decarbonising transport within our region.

Our Rail Strategy presents a clear funding strategy and delivery plan, and our immensely valuable local and strategic partnerships will be critical to achieving our aims. Our officers will continue to collaborate closely with rail industry partners and neighbouring authorities to unlock funding and support future business cases. I also wish to give thanks to our Community Rail Network partners, who work tirelessly to connect our communities to the railways, and deliver social value through outreach projects.

Altogether, at the heart of our rail strategy is ensuring that everyone can use the railway to get to where they want, when they want, delivering a rail network that is efficient, green, reliable fast, fit for the future, works for everyone, and drives sustainable economic growth across the county."



Cllr Roger Whyborn – Cabinet Member for Sustainable Transport and Road Safety



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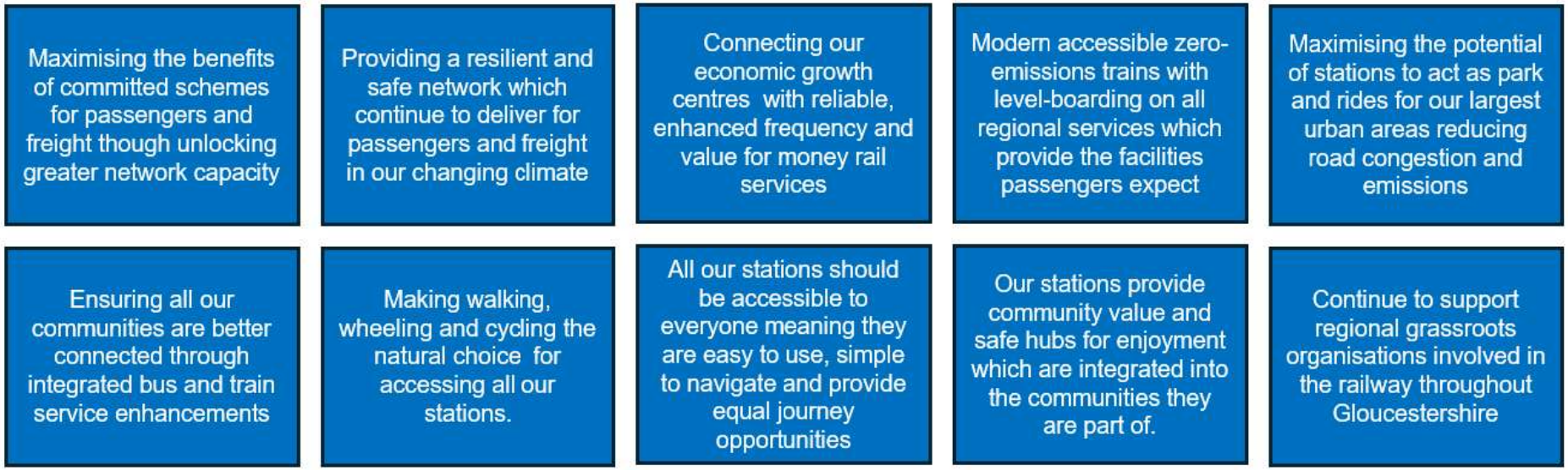
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Executive summary

Gloucestershire's rail network is a critical enabler of economic growth, sustainable development, and social connectivity across the county and wider region. This strategy sets out a long-term vision, objectives, and investment priorities to transform the railway into an integrated, accessible, and resilient transport system aligned with the County Council's Local Transport Plan (LTP). The strategy aims to deliver a healthier, greener, and more connected Gloucestershire, supported by a railway that forms part of a fully integrated public transport network connecting key economic hubs, communities, and visitor destinations. We want to see **at least two trains per hour at every station** at stations which offer high-quality, accessible, and attractive services and facilities for everyone.

To outline our aspirations, we have established **ten strategic objectives summarised by the diagram below which outlines what we expect our rail network to achieve for the people of our County.** Delivering these objectives will require overcoming several key challenges including national funding constrains, uncertainties around rail and Local Government reform and the need for infrastructure enhancements beyond our borders to achieve many of these objectives. The creation of Great British Railways and drive to enhanced local devolution also provides an opportunity for our voice to be heard at key decision-making points around service levels and infrastructure enhancements, building on GCC's existing partnerships with industry partners. Through economic growth beyond London there is opportunity to attract private funding where new housing and commercial development is being provided around stations to support funding provided from Central Government. Housing growth and spatial planning reform are going to prove key changes in the coming years, and we will need to ensure our transport system, including our railways, forms a key part of the planned growth in our region.

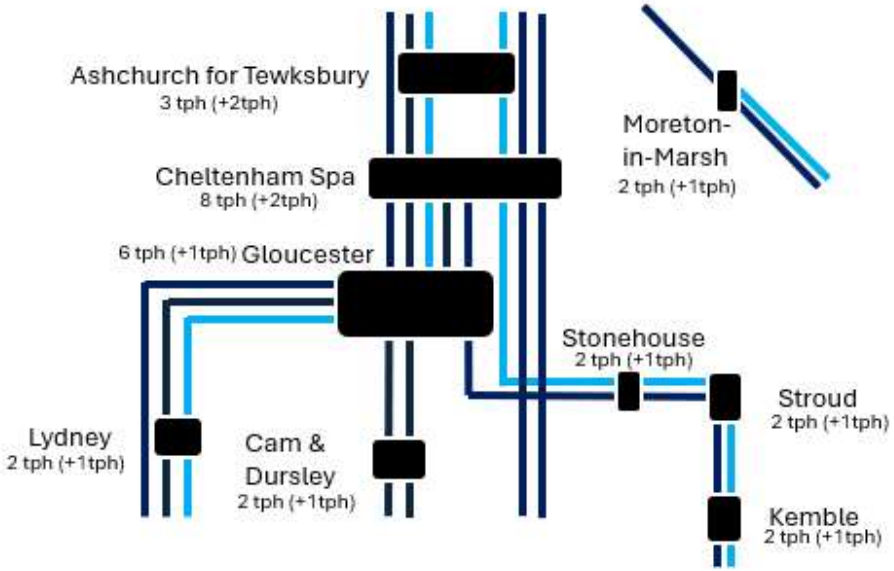
Figure 1 Gloucestershire Rail Strategy Strategic Objectives



Our network

To meet our objectives, we outline a **near-term timetable ambition** (within the next 10-15 years) that enhances local, regional and inter-regional connectivity with additional services and better connectivity to Birmingham, Bristol, Cardiff, Swindon and Oxford. Our **long-term timetable ambitions** (beyond 2040) sees delivery of a metro-style level of service between Bristol and Gloucester and extending new services beyond Moreton-in-Marsh on the North Cotswold Line, to enhance connectivity between key growth regions in Greater Bristol, the West Midlands and the South East.

Figure 2 Gloucestershire's Near-Term Timetable Ambition



Location	Current Service Level	Nearer-term Ambition	Service Level Increase
Ashchurch for Tewksbury	1tph	3tph	+2tph
Cheltenham Spa	6tph	8tph	+2tph
Gloucester	5tph	6 tph	+1tph
Lydney	1tph	2 tph	+1tph
Cam & Dursley	1tph	2 tph	+1tph
Stonehouse	1tph	2tph	+1tph
Stroud	1tph	2tph	+1tph
Kemble	1tph	2tph	+1tph
Moreton-in-Marsh	1tph	2tph	+1tph

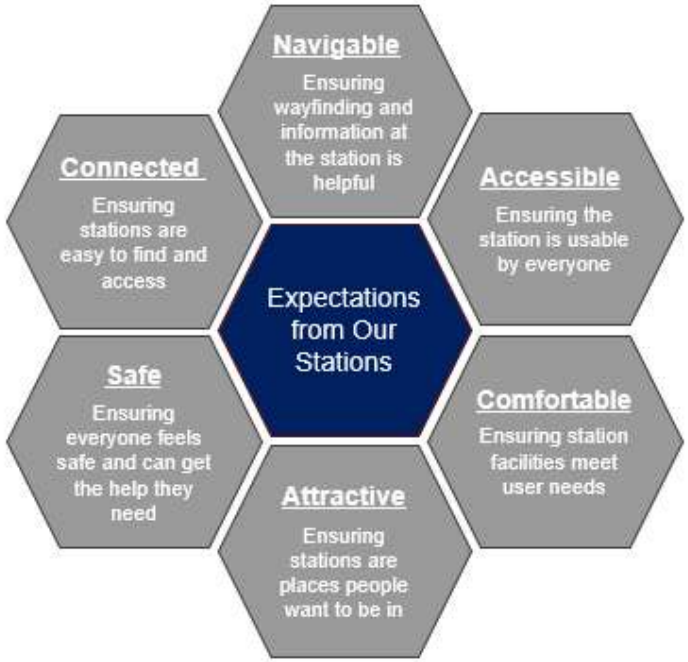
To support our timetable ambitions, we expect our railways to perform well, be resilient to our changing climate and be inclusive and provide good value for money for those who use it. We expect a continued focus on infrastructure climate adaptation and network resilience, to safeguard network performance against a rapidly changing climate. New rolling stock will be provided on services within our region, and we expect that this will be in the form of modern, low- and zero-emissions bi-mode and battery trains to take advantage of electrification provided beyond our borders. For regional services, we expect these trains to have level-access boarding and all trains should have improved passenger facilities. We acknowledge that the technical limitations of longer-distance rolling stock means that level-boarding is unfeasible, but we expect longer-distance services to provide high-quality passenger environments with sufficient seats to meet demand. We need a simplified fare structure based on single leg pricing which is transparent and integrated with other modes of transport.

We expect the railway to function as part of an integrated transport system and a core principle of this has to be seamless multi-modal travel in the form of co-ordinated bus-rail timetables and through ticketing, improvements to first and last mile connectivity for stations and the development of stations as strategic

interchange hubs allowing people to move between bus, rail, cycle and car in a seamless and integrated way. We will work closely with our local partners and community rail to reduce barriers to accessing railways and ensuring we are maximising social value.

As part of this document, we have provided an indicative **Network Delivery Plan** of the interventions required to support our nearer-term and longer-term ambitions and meet our ten objectives. We are not in control of many of these aspects, and delivery will depend on wider regional and national programmes delivered by others as well as areas we can continue to support. This will require close partnership working in the near-term with Network Rail and Train Operators, to be superseded by the establishment of Great British Railways, as well as our neighbouring authorities and potential future role in combined mayoral authorities established under Local Government Reform. We will continue to work with all our key stakeholders and ensure both public and private funding is considered for the enhancements to our network. Progress on our plan will be monitored and reported as part of our ongoing Local Transport Plan monitoring arrangements with a focus on tracking key performance indicators such as passenger growth, reliability, accessibility and emissions reduction.

Our stations



Our stations not only serve as strategic transport interchange hubs but also as local community assets and gateways to local and regional centres. Recognising this, we outline our expectations for each of our nine stations with a specific focus around six key design themes, shown opposite.

This framework forms of the basis of our **Station Improvement Programme**, which outlines the interventions we believe are required for each station to maximise its potential to support local economies and facilitate sustainable growth, and create high quality, accessible places.

This includes a range of work packages including provision of step-free access, improved waiting areas and enhanced passenger facilities, improvements to signage and wayfinding, new transport interchange facilities and the creation of community spaces, safe havens and high-quality public realm.

We view our railway stations as strategic assets, and they will continue to play an important role in supporting housing growth across the county and removing transport barriers in existing communities. We will continue to work with Train Operators, Network Rail (and GBR), planning and community partners to attract inward investment to realise station improvements and improve local access to the rail network.

Supporting our Local Transport Plan (LTP), this strategy provides a comprehensive roadmap for transforming Gloucestershire's rail network into a modern, integrated, and sustainable system. It positions rail as central to delivering economic growth, supporting new housing, improving connectivity, and achieving environmental goals across the County and wider region.

Figure 3 Our Station Expectations

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1. Introduction

1.1 The Purpose of this Strategy

The railway in Gloucestershire provides a vital transport link that supports a productive, healthy and thriving county. Rail enables many journeys through and beyond our borders, whether it is to access our Gloucester-Cheltenham city region; neighbouring regional centres including Greater Bristol, West Midlands, Cardiff, and London and the South East; international gateways; local services and amenities; or leisure destinations, social connections and green spaces.

Gloucestershire itself occupies a pivotal position within the **Birmingham-South West growth corridor**, with the county providing a nationally significant hub for intelligence, security and cyber industries, alongside fostering world-leading clusters in advanced manufacturing, digital communications, agri-tech and green energy. These sectors are concentrated around the **Gloucester–Cheltenham urban area**, reinforcing its role as the county's primary economic centre with strategic rail links across the South, Wales and the Midlands. Its nationally significant rural landscapes and heritage attract nearly **18 million visitors per year**[1] and form a backdrop to our market towns and villages, our rural stations bolstering local economies and provide strategic transport connections.

Transport is an enabler to Gloucestershire's success. Strengthening rail connections will be essential in leveraging Gloucestershire's economic assets; delivering sustainable housing growth whilst mitigating significant impacts on the strategic highway network; and ensuring infrastructure supports patronage growth and is resilient to performance issues and climate change impacts. We must attract inward investment to improve and safeguard Gloucestershire's rail network, improve onward transport connections where gaps exist, and ensure our stations and rail services best serve the needs of our residents, visitors and businesses.

The UK Government has committed to improving regional rail connectivity through the June 2025 Spending Review. Gloucestershire must capitalise on ambitious rail investment programmes in surrounding regions, including the **Midlands Rail Hub** in the West Midlands, the **South Wales Mainline Programme**, the **10-Year Rail Delivery Plan** in the West of England, and the **OxRail 2040 Plan for Rail** in Oxfordshire. Combined with a significant programme of rail reform led by the UK Government, including more devolved powers to invest and operate the railways, there is significant opportunity to respond to regional transport challenges and harness Gloucestershire's strategic position on the national rail network.

In response to this we have created a new "**Gloucestershire Rail Strategy**", as a supporting document to our **Local Transport Plan** refresh, outlining our expectations of how enhancements beyond and within our county will bring positive changes to the railway in the short-, medium- and long-term. This builds on the **Gloucestershire Rail Investment Strategy** produced in 2020, which set out the case for change and the economic benefits of improving rail services in the county. This document reflects the post-Covid policy and fiscal landscape, including committed and evolving rail investment programmes and the move towards rail industry nationalisation under Great British Railways. As well as considering the wider rail network, our strategy makes the case for investment in Gloucestershire's stations as facilitators of multi-modal interchange, sustainable growth and high-quality places and community assets.

Section 1 begins by outlining what we believe our future role in the Railway Industry will be, given the planned changes being brought about by the Railways Bill currently progressing through UK Parliament. **Section 2** outlines the current position of the rail in Gloucestershire today providing key statistics about how our rail operates and performs.

[1] The Economic Impact of Gloucestershire's Visitor Economy 2024, South West Research Company (2025)

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Section 2 of this strategy maps the alignment with our Local Transport Plan (LTP) and establishes a vision for our railways, underpinned by strategic objectives and outcomes we expect our railway to achieve. These are directly aligned with our rail policies in the LTP. A series of challenges and opportunities which exist in meeting our planned objectives and outcomes is summarised. Several aspects of our ambitions are not directly within our control, and we will need to work closely with rail industry partners to bring about the required changes.

Section 3 of the strategy outlines our expectations for the service provision at all our stations and the infrastructure enhancements we believe are required to make this a reality. Within this section we also outline what rolling stock changes we believe are needed, and the need to ensure that our railway and bus network are strongly integrated with each other to provide a comprehensive transport network fit for the future. Section 4 concludes with a high-level programme of delivery to show when we believe the changes we have outlined will be achieved.

Section 4 of the strategy focuses on our stations and the changes we believe are required to them to meet the expectations of our passenger and communities. The section begins by outlining our expectations and requirements for each of the stations based on the role they play in our transport network and surrounding context. The remainder of the section then takes each station in turn and provides a more comprehensive assessment of the current station infrastructure and the gaps which exist. The section finishes by providing a summary of the works we believe are required and a programme of delivery to show when we believe changes to each of the stations would be achieved along with indications of how enhancements could be funded.

Section 5 of the strategy outlines how we will monitor progress and evaluate the success of the implementation of this strategy. This includes the provision of an integrated schedule taking the findings from Section 3 and Section 4 into a single delivery programme.



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1.2 Gloucestershire County Council's role in the Railway Industry

Both Local Government and the railway industry are changing. Legislation brought forward by the UK Government is putting more power in the hands of Local Government and Mayoral Combined Authorities for all decision-making areas and is central to achieving the Government's missions.

Given these changes, the potential role in being able to shape our rail network is clear, and we have developed this Gloucestershire Rail Strategy document to provide a clear set of expectations to railway industry members and regional partners.

1.2.1 Rail devolution

As of 2026, **The Railway Bill** is moving through Parliament and is significantly changing how the railway in Great Britain is operated and managed, with a desire to bring greater clarity around control and decision-making within the industry. The Bill clearly outlines the creation of a new body "Great British Railways (GBR)" which will plan and operate rail services, manage infrastructure, and set fares and timetables. This will bring "track and train" together under a single "directing mind" which will ensure that there is consistency and commonality to the railways across the country.

As part of the Bill, there is expected to be legal requirements for GBR to balance national and local interests as part of its role, and as such, GBR will need to consider local transport strategies (e.g. our **Local Transport Plan**) and subsequent local rail strategies such as this document. It is expected that GBR will be required to co-operate and work closely with **Mayoral Combined Authorities,** and it is expected that these bodies will have a statutory role in the GBR decision making process allowing for greater local influence, investment and decision-making regarding service patterns, station improvements and public transport integration.

Gloucestershire is not currently part of a Mayoral Combined Authority, however through "Future Gloucestershire" options are being explored to form part of a wider Strategic Authority body which will coordinate issues across council boundaries, such as infrastructure, spatial planning and transport. A new unitary council structure, combining existing County and District Council functions, is expected to be operational from early 2028.

Despite the changes outlined above, Gloucestershire County Council will need to continue to work closely with members of the rail industry as we will not be assuming direct responsibility for the delivery of many aspects which are outlined in this strategy. Infrastructure provision, station facilities, and timetables will remain the responsibility of railway industry organisations (in the future under the single GBR body) but we will need to work closely to bring about changes to meet our expectations and be clear about what it is that we need.

We do have the ability to influence and lead on several areas including infrastructure and access to our railways through the roads, pavements and cycleways which make up many routes to and from stations. We currently manage a limited number of station car parks but are delivering bus, active travel and transport interchange improvements through our devolved transport funding. Where possible we will continue to seek investment and enhancement to our transport network from third-party developers as investment is made across our region supporting this with direct investment from ourselves and other public and Government bodies.

1.2.2 Strategic planning

The Government's **Planning and Infrastructure Bill** is another significant piece of legislation that could impact how Gloucestershire and its strategic partners plan and invest in the railways. The County Council currently supports our Local Planning Authorities who have a statutory duty to produce Local Plans, which provide the policy and spatial framework for development in their area. The Government has clearly signalled the potential for **sustainable growth around railways stations**, with a desire to fast-track development around stations that meet certain criteria. As it stands, new legislation will place a duty on combined authorities, upper-tier county councils and unitary authorities to prepare a **Spatial Development Strategy** (SDS) for their area,

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which provides the principal spatial planning strategy to guide growth across a wider geography.

The SDS provides a significant opportunity for long-term strategic infrastructure planning. Gloucestershire's **Local Growth Plan** provides the economic context for future growth and the opportunity that rail can provide to facilitate this demand. We will continue as an organisation to cooperate with our District Councils to produce new Local Plans prior to establishment of a new unitary authority. Gloucestershire will seek to maximise sustainable development around stations in its official capacity, ensuring that developer contributions are sought to deliver enhancements at our stations where demand is likely to increase.



1.3 Today's Railway

With nine stations across the county, Gloucestershire facilitates 6.3 million passenger entries and exits across its rail network per year. The graphic overleaf details the key statistics, destinations and journey times across the network.

Include up-to-date patronage growth figures in final strategy.

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TODAY'S RAILWAY

POPULATION GROWTH FORECASTS 2022 - 2047

2022
2032
2047

Cheltenham
119,585 — 4.1% → 124,498 — 5.8% → 131,693
10.1% growth from 2022-2047

Cotswold
91,360 — 9.9% → 100,374 — 10.6% → 111,040
21.5% growth from 2022-2047

Forest of Dean
87,934 — 6.0% → 93,232 — 7.8% → 100,512
14.3% growth from 2022-2047

Stroud
123,225 — 9.6% → 135,033 — 11.5% → 150,522
22.2% growth from 2022-2047

Gloucester
133,530 — 4.1% → 139,055 — 5.8% → 147,052
10.1% growth from 2022-2047

Tewkesbury
97,032 — 15.0% → 111,619 — 12.7% → 125,776
29.6% growth from 2022-2047

NETWORK AT A GLANCE

Number of rail stations
9

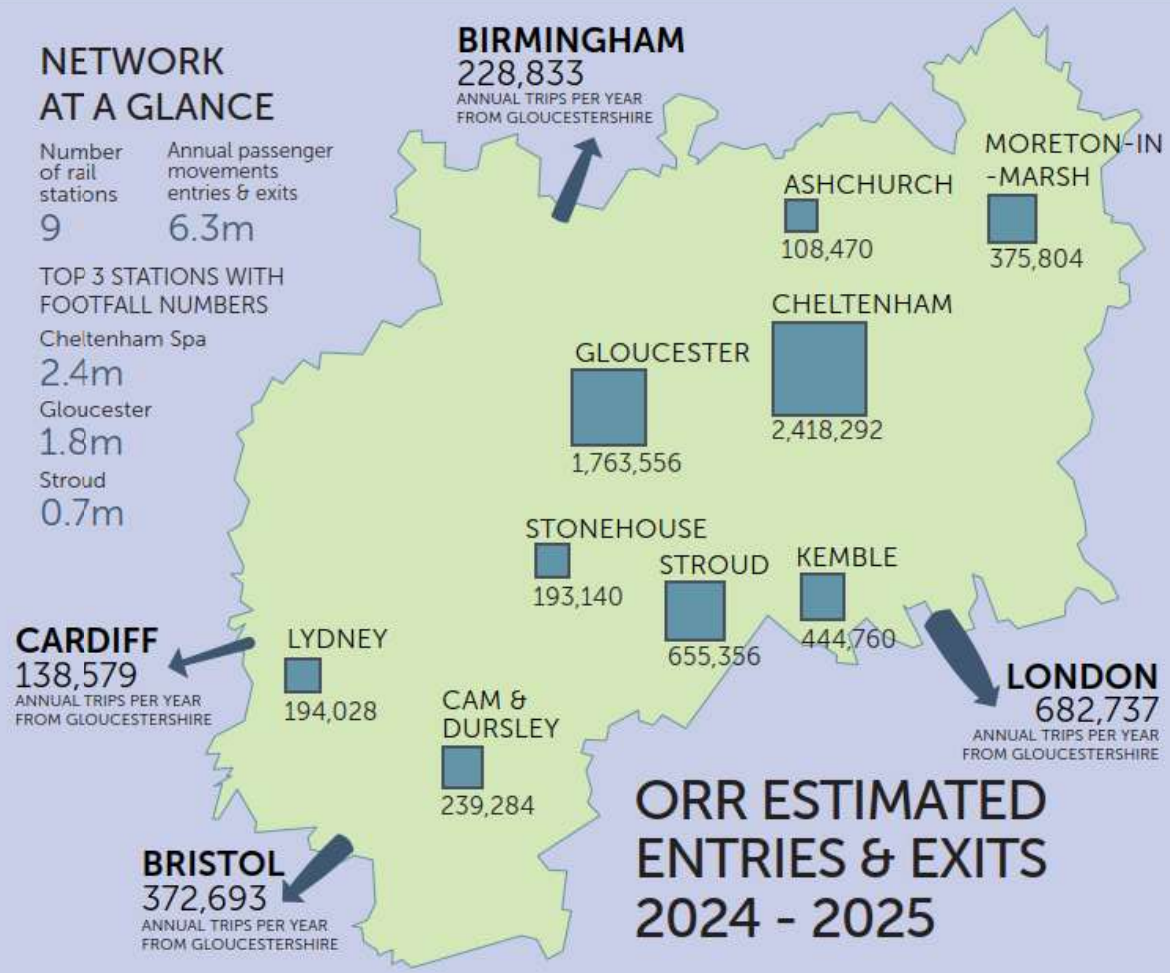
Annual passenger movements entries & exits
6.3m

TOP 3 STATIONS WITH FOOTFALL NUMBERS

Cheltenham Spa
2.4m

Gloucester
1.8m

Stroud
0.7m



ORR ESTIMATED ENTRIES & EXITS 2024 - 2025

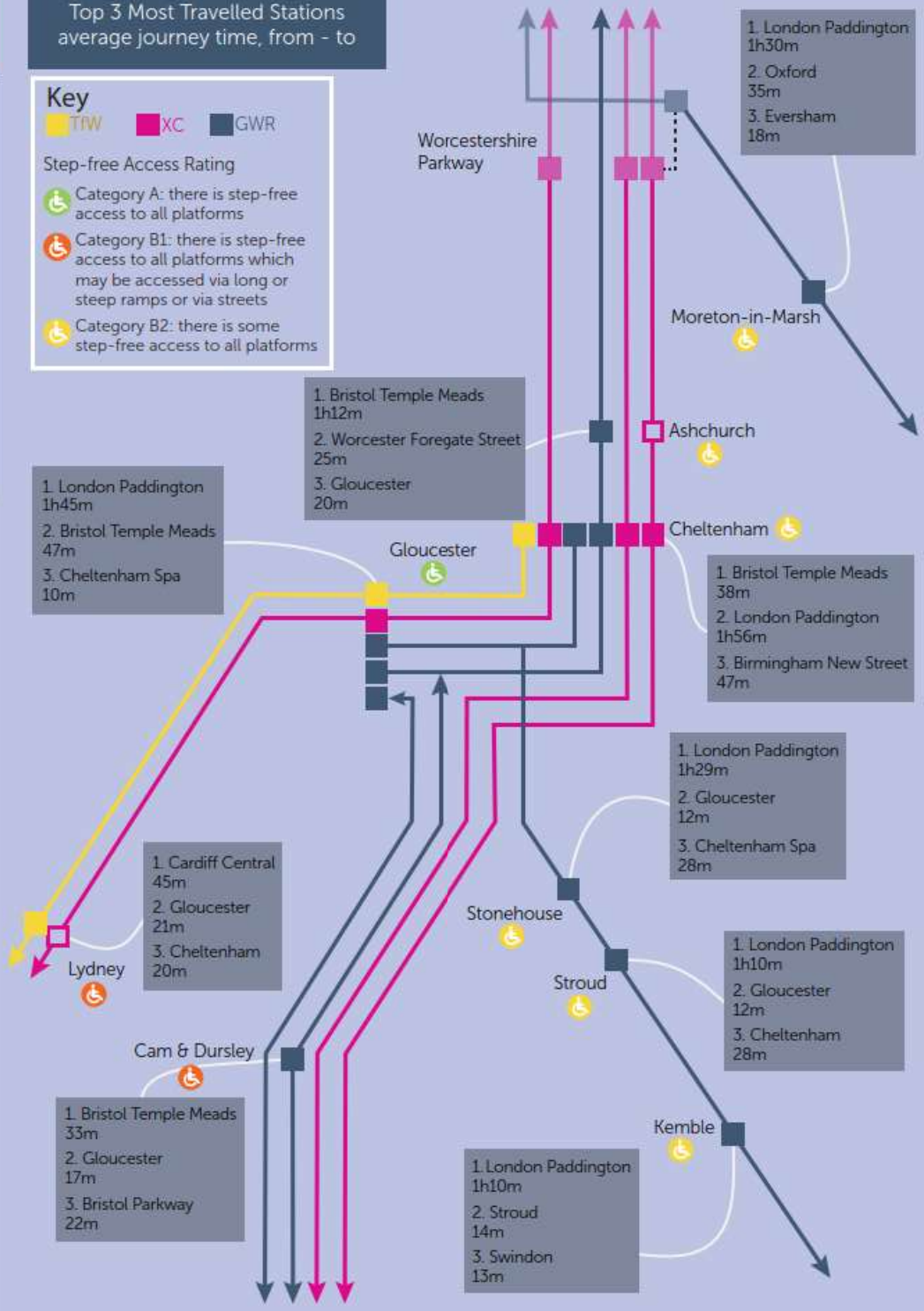
Top 3 Most Travelled Stations average journey time, from - to

Key

TfW XC GWR

Step-free Access Rating

- Category A: there is step-free access to all platforms
- Category B1: there is step-free access to all platforms which may be accessed via long or steep ramps or via streets
- Category B2: there is some step-free access to all platforms



2. Visions and Objectives

2.1 Local Transport Plan

This Strategy will form part of suite of policy documents which underpin our **Local Transport Plan (LTP)**, which at the time of writing is being refreshed. Our LTP will provide a co-ordinated transport vision for Gloucestershire, setting out our overarching transport policies to guide transport investment over the planning period.

2.2 Rail Vision and Objectives

Our strategy has been built on our understanding of the role our county's rail network plays in the wider region. We want to maximise its potential to facilitate sustainable growth and meet the vision and outcomes of our LTP.

Our rail vision is intended to guide the focus of our railway development and ensure that we can drive the fundamental aim of a healthier, greener and more connected Gloucestershire:

> **Vision Statement:** ***"Our railways will bolster Gloucestershire's strategic location in the west of England, forming part of a fully integrated, accessible public transport network to connect our regional economic hubs, attractions and local places.***
>
> ***Everyone should have access to at least two trains every hour at their local station, which provide high-quality transport and community hubs with connections through and beyond our region."***

We have developed our rail objectives to support our rail vision and the delivery of our overarching transport policies within the LTP, as follows:

2.2.1 Gloucestershire's Rail Infrastructure

Our rail network infrastructure and the infrastructure beyond our borders is crucial to what services can be run.

Objective 1 - Maximising the benefits of Midland Rail Hub, the South Wales Mainline Programme, MetroWest and the Oxford-Cambridge Growth Arc by attracting investment into Gloucestershire's rail network and infrastructure to unlock greater network capacity for passenger and freight services.

Objective 2 – Futureproofing our railways against climate change and performance degradation through continued investment in renewals and maintenance, ensuring our network which our passenger and freight services rely on is safe, resilient and reliable for both today and future operations.

2.2.2 Gloucestershire's Rail Services

With enhanced and resilient infrastructure an enhanced frequency rail service can be operated using new low- and zero-emissions trains.

Objective 3 - Support sustainable growth of the Gloucestershire city region, the M5 corridor, Golden Valley and North Cotswolds by better connecting major economic/growth centres with reliable enhanced frequencies and value for money rail services.

Objective 4 – Gloucestershire is served by new zero-emission regional passenger trains which offer level-boarding and an enhanced passenger environment fit for passenger's needs. Long-distance trains should be low-emission and have a high-quality passenger environment with sufficient seats to meet demand.

2.2.3 Transport interchange hubs and railway station improvements

Our stations are people's major access points into the railway, they should offer high quality environments, maximise interchange opportunities and be accessible by everyone.

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Objective 5 – Maximising the potential of stations to act as Park and Ride facilities, reducing car trips into urban areas and onto the Strategic Road Network, reducing emissions, congestion and road maintenance costs across our region's roads.

Objective 6 – Ensuring our communities, particularly in rural areas and market towns, are better connected through integrated bus and train service enhancements, supporting sustainable visitor economies and removing barriers to opportunities.

Objective 7 – Making walking, wheeling and cycling the natural choice for accessing stations by improving first and last mile connectivity and station facilities.

Objective 8 – All Gloucestershire stations should be accessible to everyone, meaning they are easy to use, simple to navigate and provide equal journey opportunities to all users.

Objective 9 – Stations provide community value, safe community hubs and act as a place for community enjoyment which are clearly integrated and visible locations with clear and connected public travel information provided.

Objective 10 – Support regional grassroots and community organisations who provide engagement and partnership opportunities to encourage greater use of rail services, particularly for hard-to-reach groups.

2.3 Challenges and Opportunities

Achieving our vision and objectives will require a balance between developing our existing and established links and connections to the railway and furthering these with new links to provide better access for existing communities and connect new communities to the railway. We will face a range of challenges as we aim to successfully implement this plan. This includes the following key areas:

- **Funding –** Many of the areas we will outline within this strategy will require funding to deliver. Whilst some changes are already funded, we expect private funding will also be accessible for other areas to support national rail enhancements funding and our own contributions.
- **Delivering a joined-up transport system –** track and train have been misaligned for decades. Not only this there is a strong disconnect between the railway and other transport modes. It is important that railway industry reform not only brings track and train back into single organisation but that it is compelled to work with local transport providers and authorities to ensure rail is fully integrated into regional transport systems.
- **Uncertainty around future governance structures –** With both Local Government and rail reform occurring concurrently, there is a lack of clarity on the details of the extent to which Local Government will have in the reformed railway. We are strong advocates for both local Government and rail reform and we will continue to work closely with policy makers, Central Government and GBR to ensure that our voice is heard on the railways in Gloucestershire.
- **Ensuring Gloucestershire is seen as a priority –** With limited funding and major rail enhancement schemes such as HS2 and EWR leveraging significant proportions of available industry finance, we need to ensure that Gloucestershire is seen as a priority investment area. We will ensure we are clear about our asks and funding requirements and will endeavour to drive change through private investment as far as possible and practical.
- **Supporting the delivery of infrastructure beyond our borders to meet our achievements –** We acknowledge that to achieve our near-term and long-term timetable ambitions, infrastructure enhancements are required beyond our borders, and we understand the need for the railway to provide through connectivity outside of Gloucestershire. We will continue to work closely on interfaces with the Midland Rail Hub as well as bordering local authorities and combined authorities to bring about our aspirations.

As well as these challenges there are also some opportunities which could be realised as we begin to develop and deliver our proposals. These include the following areas:

- **Attracting private finance –** With private commercial and property developments to grow housing and work opportunities in our region

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comes the opportunity to attract private finance to support with improving our transport provision. We will continue to work with the planning authorities and developers to drive as much value as possible and where possible secure funding to support the improvements and enhancements needed at our stations.

- **Having a direct say in the running of our railways –** rail reform could mean we have a direct or indirect seat at decision making forums for proposed changes and enhancements to the railway. We need to continue to work collaboratively with the range of stakeholders to ensure that our needs and voice is heard and that we can directly drive value for residents in Gloucestershire.
- **Supporting sustainable housing growth –** the railways and stations provided on the network can act as a catalyst for good housing growth due to the connectivity they provide. Enhancing and providing new stations can ensure our planned housing growth is high quality and does not lead to car dependent neighbourhoods.



Case Study: Midlands Rail Hub

The Midlands Rail Hub (MRH) is a £1.75bn programme to enhance rail capacity, connectivity and journey times across the Midlands by strengthening Birmingham's role as a central hub. Developed by Midlands Connect and Network Rail, the scheme has progressed through early business case stages and is now advancing toward a Full Business Case, supported by funding for infrastructure development and land acquisition.

The constrained railway network in the Birmingham area has long constrained service development between Gloucestershire and the West Midlands. The scheme will provide new infrastructure at Bordesley, unlocking service paths to Birmingham Moor Street from the South West, enabling up to 300 additional daily train services and approximately 20 million extra passenger seats each year. It will deliver faster, more frequent connections across key corridors including Worcester, Hereford and Cardiff, alongside new and enhanced services such as Birmingham-Cardiff and Birmingham-Swindon.

MRH is closely linked to the evolving HS2 programme, with delivery of Birmingham Curzon Street station, bolstering Birmingham's position further as a key regional and nationally significant rail hub. While current infrastructure is considered sufficient to deliver the core scheme, further interventions may be required to unlock additional capacity for future services.

The **Midlands Rail Hub Alliance** is currently exploring an all-day two train per hour service between Birmingham and Cardiff, and one train per hour direct service between Birmingham and Swindon. This would have major benefits for Gloucestershire, providing additional connectivity at Gloucester and Cheltenham, the potential for Lydney and Ashchurch to have a higher frequency, consistent calling pattern throughout the day, and communities in the Stroud Valleys and South Cotswold having direct services to the West Midlands for the first time in 20 years.

The programme will deliver significant economic and social benefits, generating over £1.50 in value for every £1 invested, supporting housing growth, and creating jobs and apprenticeships. Environmental benefits are also substantial, with rail providing around 76% lower CO_2 emissions compared to road. Delivery is currently expected in the early 2030s, though there is pressure to accelerate elements where possible. Gloucestershire will continue to work with the Midlands Rail Hub alliance to improve service frequencies, subject to continued stakeholder advocacy and integration into service planning.

3. Network and Timetable Ambitions

3.1 Overview

We have shown that the railways play a critical role in our region and they provide connectivity both for our residents and between the major economies found in Birmingham and Bristol and between our own towns and city. Our railways also function as a key freight link from the South-West to the Midlands and, to support the continued growth of the wider UK economy, we need to ensure that our ambitions continue to accommodate and grow these flows.

This section of our strategy outlines what we believe the important considerations are for improving our railways and connectivity within, and through our region to grow not only our own economy but support the growing economies of our neighbours. Our network ambitions set out the focus areas we believe are critical to achieve the growth we need, presenting a timetable which attempts to meet the mixture of demands placed upon our railway.

Our overarching ambition is to ensure that **every station in our county receives at least two trains an hour** with a strong focus on providing connectivity to our major interchanges at Gloucester and Cheltenham Spa, supporting sustainable growth in our key city region, whilst promoting rail connectivity across the county to improve the reach of public transport, support sustainable development and reduce trips on our constrained highway network. We believe this can be achieved with minimal additional infrastructure requirements in our region, but we are keen to see station capacity enhancements particularly at Cheltenham Spa and Gloucester to support increased terminating/through services and ensuring that all of our stations meet a minimum specification. We consider station enhancements across our region in greater detail in **Section 4.**

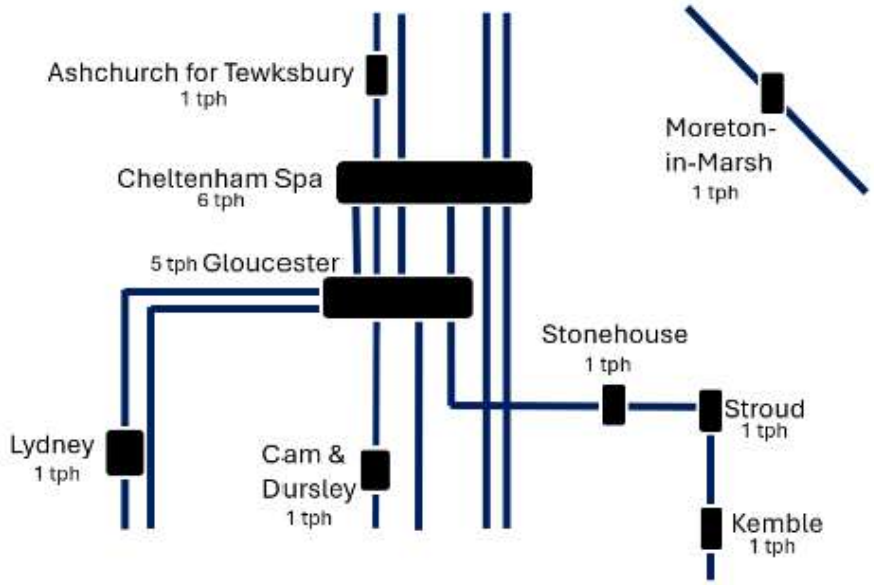
We finish this section by considering a range of system-wide topics which all play a critical part in our railway. We begin by identifying rolling stock changes required alongside how an integrated transport system with our local bus and active travel modes could drive meaningful changes for the people of Gloucestershire. We also consider the need to provide a high-performing and resilient railway especially in-light of the climatic changes which are being seen. We also consider the need for clear fares reform and a clear value for money fare proposition for everyone. The section concludes with an integrated delivery plan outlining the interventions we identify and where we believe these will be completed to realise our planned changes.

3.2 Today's Timetable

Whilst our railway network is relatively simple compared to other areas, it plays an integral role in passenger and freight movements from the South-West/Wales to the West Midlands and beyond. Our network is focused on the conurbations of **Gloucester** and **Cheltenham**, with the majority of routes passing through the heart of our county with these two locations acting as major rail interchange hubs. The routes from Gloucester are currently focused on linking our county to the major economies of London, Bristol, and South Wales with a range of service styles providing regional and inter- regional connectivity. The current passenger service provision is shown in the table below and diagram overleaf.

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Gloucestershire's Existing Rail Timetable



InterCity Services	
Service	**Station Calls in Gloucestershire**
London Paddington to Cheltenham Spa	Kemble, Stroud, Stonehouse, Gloucester, Cheltenham Spa
London Paddington to Worcester/Hereford	Moreton-in-Marsh
Manchester to Bristol	Cheltenham Spa
Plymouth to Leeds/Newcastle/ Edinburgh	Cheltenham Spa
Cardiff to Nottingham	Gloucester, Cheltenham Spa

Regional Services	
Service	**Station Calls in Gloucestershire**
Worcester to Bristol	Ashchurch, Cheltenham Spa, Gloucester, Cam & Dursley
Cheltenham Spa to Cardiff	Cheltenham Spa, Gloucester, Lydney
Gloucester to Weymouth	Gloucester

3.3 Our Nearer-term Timetable Ambition (Next 10-15 years)

Whilst rail offers connections to a range of destinations, the frequency of services makes rail transportation limited for many across our county. There is also limited connectivity to Birmingham from Gloucester, due to its location off the mainline and not being served by CrossCountry services to Manchester and the North-East. Birmingham is one of the fastest growing economies in the UK and being able to tap into this with a reliable and direct connection will be key. Equally, economic growth in Cardiff and the Greater Bristol area will be important to access, as well as expanding the labour market for our own economic centres. One of the immediate challenges being faced within our region is pressure and congestion on the M5 motorway corridor and we see an increase in railway service frequency could drive a shift to rail and help alleviate pressures.

We believe there are a number of additional service calls which could be accommodated in today's timetable, improving connectivity for our communities in the very near future. Significant development is planned around the Ashchurch-for-Tewkesbury area, which is likely to be a key driver of new rail demand in the coming decades. We anticipate that interventions may be needed to accommodate future demand on Nottingham – Cardiff services given these are already near or above seating capacity during Birmingham peak commuting times. To address this, additional peak train services should be introduced, with one morning service and one evening service added, both of which could be accommodated within the December 2025 timetable. We would also like to see an additional call at Cam & Dursley delivered through **MetroWest** services, particularly given the demand from Stroud District towards Bristol.

Additionally, to improve public transport connectivity to the Forest of Dean, we believe that calls at Lydney should become more standardised. Currently the station gets one train an hour with an additional train calling at some hours but not throughout the day. Providing a standardised and guaranteed second train an hour would enable improved connectivity and position Lydney as a tourist station for access to/from the Forest of Dean.

Beyond these initial quick wins, a combination of enhanced local connectivity and improvements in strategic links could be delivered in this nearer-term time window. In particular, enhanced connections between Birmingham and Swindon and Cardiff would see almost every station in our county receiving a half-hourly service. We believe this timetable will be achievable following the completion of the Phase 1 works under the **Midlands Rail Hub** (NTA-001). This will see an extensive infrastructure programme to provide additional capacity through Birmingham with the initial phase expected to be operational in the early 2030s.

With the proposals put forward by Oxfordshire County Council under the "**Oxfordshire Metro**" concept, an additional service call at Moreton-in-Marsh could enhance connectivity towards Oxford and Didcot Parkway via North Cotswold Line enhancements.

Following the introduction of additional services enabled by Midlands Rail Hub and the Oxfordshire Metro, as well as securing an additional service call at Cam & Dursley, every station in our county would see a service uplift that would that every station has a two train per hour calling pattern.

Whilst we believe that these changes will be largely accommodated on our existing network, we recognise that with the additional through services at Cheltenham Spa, terminating services may require additional platform infrastructure. It is also challenging to deliver additional station calls between Gloucester and Bristol. This is explored in greater detail in Section 3.4.

Near-term Timetable Ambition Calling Pattern

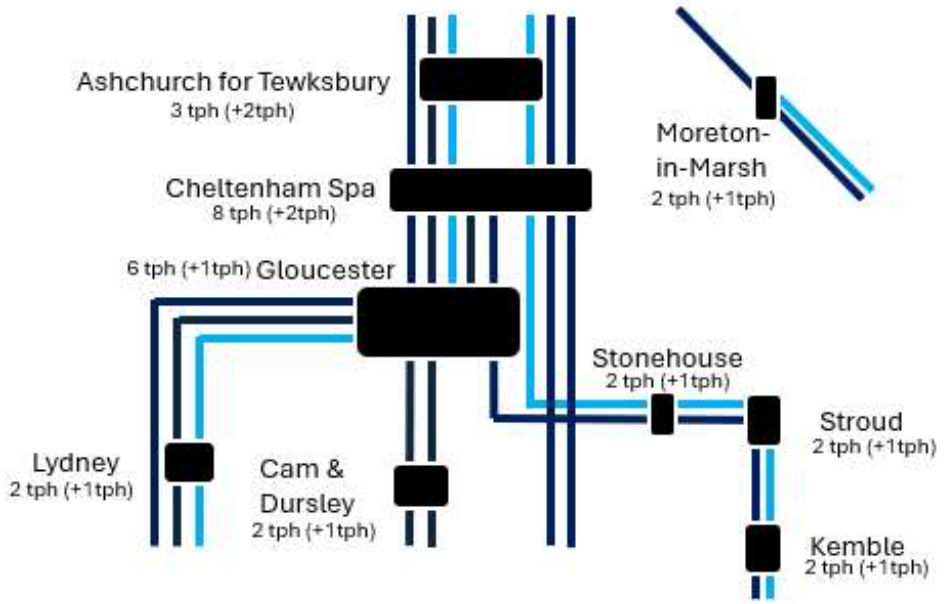
Location	Current Service Level	Nearer-term Service Level	Service Level Increase
Ashchurch for Tewksbury	1tph	3tph	+2tph
Cheltenham Spa	6tph	8tph	+2tph
Gloucester	5tph	6 tph	+1tph
Lydney	1tph	2 tph	+1tph
Cam & Dursley	1tph	2 tph	+1tph
Stonehouse	1tph	2tph	+1tph
Stroud	1tph	2tph	+1tph
Kemble	1tph	2tph	+1tph
Moreton-in-Marsh	1tph	2tph	+1tph

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Gloucestershire's Near-term Timetable Ambition

Existing services

New services



InterCity Services	
Service	**Station Calls in Gloucestershire**
London Paddington to Cheltenham Spa	Kemble, Stroud, Stonehouse, Gloucester, Cheltenham Spa
London Paddington to Worcester/Hereford	Moreton-in-Marsh
Manchester to Bristol	Cheltenham Spa
Plymouth to Leeds/Newcastle/ Edinburgh	Cheltenham Spa
Cardiff to Nottingham	Gloucester, Cheltenham Spa

Regional Services	
Service	**Station Calls in Gloucestershire**
Worcester to Bristol	Ashchurch, Cheltenham Spa, Gloucester, Cam & Dursley
Cheltenham Spa to Cardiff	Cheltenham Spa, Gloucester, Lydney
Gloucester to Weymouth	Gloucester, Cam & Dursley
Birmingham to Swindon	Ashchurch, Cheltenham Spa, Stonehouse, Stroud, Kemble
Cardiff to Birmingham	Lydney, Gloucester, Cheltenham Spa, Ashchurch
Didcot Parkway to Moreton-in-Marsh	Moreton-in-Marsh

3.4 Our Longer-term Timetable Ambition (2040+)

The additional infrastructure provided as part of Midlands Rail Hub opens up significant opportunities for connectivity to South Wales and Birmingham, and by extension, Swindon and the Thames Valley. In particular, the opportunities afforded by better connectivity to Oxford and direct services between Oxford and Bristol will make accessing onward East-West connections much better once **East West Rail** (EWR) is fully operational. This will make Oxford and Swindon major gateways for access to the **Oxford-Cambridge Growth Arc** brought about from EWR.

One aspect that enhancements within our nearer term ambition do not fully address is improved connectivity between Bristol and Gloucester outlined within the existing Network Rail Bristol to Birmingham Corridor Strategy. Whilst WECA and Network Rail are currently updating their regional rail plan, we will pursue enhanced frequencies between Gloucester and Bristol to achieve four trains an hour on this corridor, as advocated in the Bristol to Birmingham Corridor Study.

As part of our long-term ambition, we would welcome network infrastructure changes to accommodate additional service calls between Gloucester and Bristol, to further enhance our connectivity to our regional neighbour. We would expect this to take the form of an additional two local services which would call at Cam & Dursley and Gloucester. Previous work undertaken by Network Rail has indicated that this will require additional capacity enhancement work both in Gloucestershire, including Gloucester station, and between Yate and Bristol to accommodate these additional services (see Section 4.4 below).

Capacity south of Gloucester towards Bristol is limited, particularly with the proposed opening of the new Charfield station in South Gloucestershire in 2027 (NTA-002). This will make the possibility of any new stations between Gloucester and Yate more difficult, although potential locations have been historically identified and continue to be considered. As part of any investigation into long-term service aspirations for the "MetroWest" services between Bristol and Gloucester, we recommend that consideration is given to potential additional station locations where these are deemed appropriate. We will continue to work with colleagues in Network Rail and West of England Combined Authority in understanding how these longer-term ambitions could be achieved, in line with a refreshed regional rail plan for the West of England.

We will continue to work with regional stakeholders to understand how an additional service on the North Cotswold line could be extended beyond Morton-in-Marsh in the longer-term (2040+) to provide improved connectivity to Worcestershire and West Midlands. It is likely that any enhancements to the North Cotswold line beyond Moreton-in-Marsh will be delivered in an incremental and phased way and we will continue to work with stakeholders in establishing the best approach to be adopted.

Our proposed further service increase is summarised below:

Longer-term Timetable Ambition Calling Pattern

Location	Near-term Service Level	Longer-term Service Level	Service Level Increase
Ashchurch for Tewksbury	3tph	3tph	-
Cheltenham Spa	8tph	8tph	-
Gloucester	6 tph	8 tph	+2tph
Lydney	2 tph	2 tph	-
Cam & Dursley	2 tph	4 tph	+2tph
Stonehouse	2tph	2tph	-
Stroud	2tph	2tph	-
Kemble	2tph	2tph	-
Moreton-in-Marsh	2tph	2tph	-

In addition to the passenger services outlined in our near-term and longer-term ambitions, we also have an aspiration to **provide two freight paths an hour** throughout the day across our region. It is expected that one of these will be a heavy freight train path (Class 6) to support movements of construction materials from the South-West and West-Country to the West-Midlands and the North-West. The other path we expect to be a faster freight path (Class 4) to support growth in domestic intermodal traffic which is continually growing across the UK.

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3.5 Infrastructure Changes

3.5.1 Changes needed for our Near-term Timetable Ambition

As outlined in the previous section we believe that the near-term ambitions we have outlined could be accommodated with minimal or no infrastructure interventions in our region. As outlined in the OxRail 2040 Plan for rail, additional terminating services at Moreton-in-Marsh may require additional platform capacity (NTA-003). Additionally, there is a potential need for a terminal platform at Cheltenham Spa to remove conflicts between fast through services and terminating services (NTA-004).

Often additional platforms can be accommodated within the existing footprint of a station, or certainly within the railway boundary. We will work closely with Network Rail (and GBR in the future) to provide additional terminal platform capacity where this is deemed necessary. We will also work with the railway industry to ensure that any additional platform capacity provided is aligned with accessibility requirements and that, in locations where trains will be sat in platforms, any potential air quality impacts are mitigated through operational and technical solutions to minimise idling.

Our neighbouring authority in Oxfordshire has recently released a comprehensive plan for their rail network which will see several areas of the network enhanced to provide improved services. As part of this there is an aspiration to better serve stations on the North Cotswold Line. As outlined earlier, this would see an additional stopping service between Moreton-in-Marsh, Oxford and Didcot introduced. As well as the bay platform work outlined above, we understand that additional capacity work will be required between Wolvercote Junction and Hanborough to support this service (NTA-005). We will continue to work closely with colleagues in Oxfordshire to support the introduction of such a service which will provide additional connectivity for Moreton-in-Marsh.

3.5.2 Changes needed for our Longer-term Timetable Ambition

We believe that the existing rail network cannot accommodate the long-term service aspiration we have outlined. As a result, additional infrastructure will be needed to support enhanced connectivity to Bristol and improved freight services through our region. Based on previous studies undertaken we believe a series of resignalling, and track layout changes will be needed in our region as well as a range of additional enhancements beyond our regional boundaries. These are summarised below, with station specific requirements set out in Section 5.

<u>Resignalling and Track Layout Changes</u>

There are several areas within our region where changes will be required to track layouts or resignalling work will need to be undertaken. In particular this will need to focus around:

- The interface between the mainline and Gloucester station as the station in Gloucester sits off the main running route meaning that through services from South to North which call at Gloucester need to reverse at the station. This operational need means that track layouts and signalling capability are critical. Consideration needs to be given to providing an improved and more resilient track layout and signalling system between Gloucester and the mainline to ensure our proposed long-term timetable could be accommodated (LTA-001).
- South of Gloucester, much of the mainline route between Gloucester and the Great Western Main Line (GWML) at Westerleigh Junction is two track, and with an increase in service demand for both regional and long-distance services there will need to be consideration given to the provision of four-track running and potentially "dynamic" passing loops which allows faster trains to overtake slower ones while both trains are still moving (LTA-002). Working closely with Network Rail (and in the future GBR) the extent to which four tracking and dynamic passing loops are needed will need to be established and suitable safeguarding of land put in place to enable routes to be extended.
- As well as routes south of Gloucester, consideration will need to be given to providing sufficient capacity for passenger services and rail freight on the wider Bristol-Birmingham corridor. This could require additional capacity at Cheltenham Spa station (NTA-004) and freight loop extension at Ashchurch, which could potentially be made into dynamic loops to allow a suitable passing point for trains on this section of the route (LTA-

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003). On the same corridor but outside of our region we would similarly expect the loops at Eckington would also need additional work (LTA-004).

- To accommodate additional service calls between the West Midlands and Ashchurch, a Down Loop Platform 3 should be provided at Ashchurch-for-Tewkesbury for overtaking moves (LTA-003).

Infrastructure Enhancements needed beyond our region

The railway network is a system which does not just function within Gloucestershire's borders and as such, to realise our longer-term ambition, we acknowledge and will continue to work closely with our neighbours and Network Rail (and in the future GBR) to bring about the changes needed in other areas to support our services.

To deliver a metro-style service between Gloucester and Bristol, work will be required at Westerleigh Junction where the route from Gloucester joins the busy Great Western Main Line. To accommodate up to four trains per hour, additional capacity will be needed through this junction to ensure there are no impacts or delay to services on the GWML (LTA-005). Additionally, there is a likelihood that capacity will need to increase between Westerleigh Junction and Bristol Parkway to accommodate additional services (LTA-006). We will continue to work closely with Network Rail and partners in the West of England Combined Authority to support development of further enhancement of this junction to meet future service needs for the GMWL and wider Metro West ambitions.

We will also continue to work closely with our neighbouring councils and with the North Cotswold Line taskforce to continue to support ongoing enhancements in this corridor, including upgrading the single-track section between Pershore and Evesham (LTA-XXX). Capacity enhancements should also be considered in the Worcester area (including Abbotswood Junction) to increase capacity between Gloucester and the West Midlands (LTA-007).

It is clear that development both within our region and ongoing economic regeneration in the wider geography including around Bristol, Swindon, the Thames Valley, East-West Rail and proposed Western connection to Heathrow would unlock significant journey opportunities and providing connectivity (whether direct or indirect) from Gloucestershire to these locations must form a key part of our longer-term ambitions.

3.5.3 Rail and Intermodal Freight Infrastructure

Discussions with industry stakeholders indicate that Gloucestershire's rail network does not currently face significant freight capacity constraints and offers opportunities for expanding rail freight activity. However, as outlined in the South West Freight Strategy, there are significant opportunities to improve intermodal freight facilities across the wider region to accommodate growing demand and support sustainable economic growth. Existing large-scale intermodal freight terminals are located outside of our county, principally at Avonmouth/Portbury near Bristol and Wentloog/Barry in South Wales. Within Gloucestershire, Gloucester Yard, Lydney, Ashchurch and Sharpness remain key strategic opportunities for smaller-scale logistics hubs, with potential to serve consumer goods, aggregates and other freight markets. Whilst opportunities in the county are limited for large-scale terminal facilities, smaller scale rail connected logistic facilities may also provide temporary hubs, i.e. use of rail loops for facilitating movement of aggregate and construction materials and should be safeguarded for future use. Gloucestershire County Council are supportive of proposals for intermodal facilities to support economic growth and encourage modal shift, subject to a positive business case.

3.6 Rolling Stock Changes

Existing InterCity trains to London Paddington offer high quality service for passengers. We would like to support the potential roll out of battery powered engine sets installed on these services to reduce their emissions, further supporting decarbonisation and improving air quality in our stations and urban areas (RS-001).

TfW services operating to and from South Wales are now operated by modern diesel trains (Class 197s). Whilst these offer high quality passenger environments it is likely that they will continue to operate in the medium- to long-term as diesel trains and could be some of the last diesel only trains remaining in service in the future. We will continue to work with operators (in the future GBR) to understand how decarbonisation and air quality

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improvements can be introduced to support removing diesel emissions from these trains, particularly in stations and urban areas.

We are keen to support CrossCountry InterCity operations and, alongside many other stakeholders up and down the country, would like to see modern bi-mode intercity rolling stock provided on the services between the South-West and North-West/North-East/Scotland (RS-002). We would equally expect any new regional services between Birmingham and Swindon/Cardiff to be operated with modern bi-mode rolling stock to provide a consistent standard for travellers between major cities (RS-003).

We expect new regional services to use modern electric bi-mode rolling stock providing a high-quality, spacious, walkthrough passenger environment which is welcoming and accommodating for everyone. The trains should have the latest technology including passenger information screens showing service and transfer information. Power sockets for device charging and free, fast Wi-Fi should be provided as a minimum, and we will work closely with the rail industry to aspire in achieving level-boarding for our regional services. New trains present the opportunity to reduce emissions in line with national and regional transport decarbonisation goals whilst simultaneously providing operational improvements through enhanced acceleration times potentially allowing for reductions in journey times or additional station calls whilst keeping to today's timetable.

3.7 Network Delivery Plan

Throughout this section of our strategy, we have identified several key outputs with reference codes. The codes are sequenced and are prefixed with **Near-Term Ambition (NTA) or Longer-Term Ambition (LTA).** The schedule to the right outlines the points in time where we believe these items will be realised to provide a credible road map to the aspirations we have for our network.

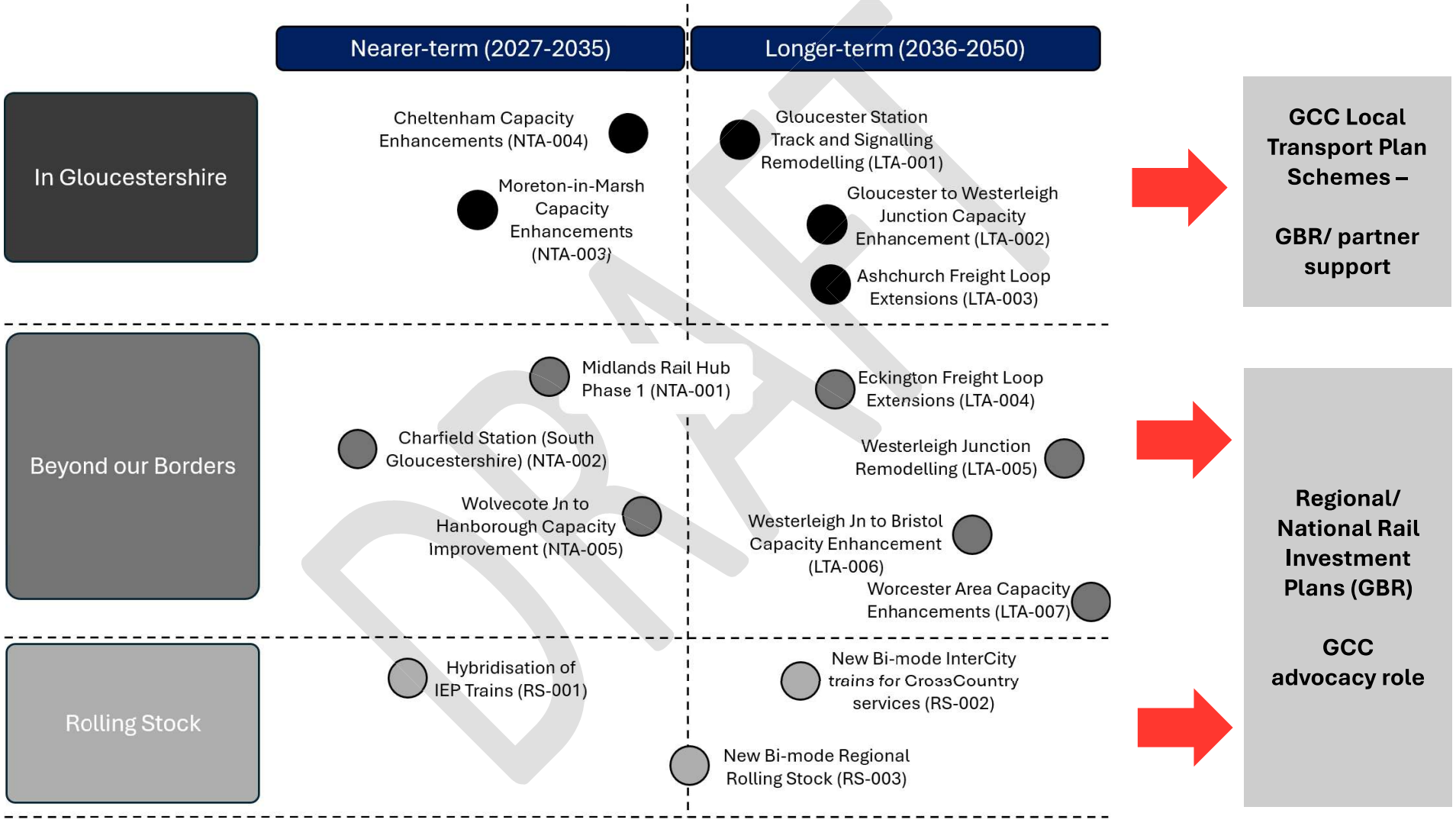
It is recognised that rail programmes have long lead times and are subject to considerable uncertainty. Despite this, we expect this programme to provide visability of our aspirations and when they could be achieved to support confidence of a reasonable and achievable plan with milestones and dependencies clearly mapped. We will use this schedule as a foundation to monitor progress on our strategy in conjunction with additional items outlined within **Section 5 – Our Stations**. How we will track progress against this plan is outlined within the **Monitoring and Evaluation Section (Section 6).**

Many of the items on our schedule are the responsibility of others, but we have key interfaces or interests in monitoring and inputing into schemes as these projects come forward. We will continue to work closely with Network Rail and train operators (in the future Great British Railways) and our neighbouring local authorities and transport authotiries in Worcestershire, Oxfordshire, the West Midlands, Wales and the West of England to continue to promote and support schemes beyond our borders.

Rolling stock replacement is a key part of service improvements. We realise that the rolling stock replacement programmes for GWR and CrossCountry are significant exercises which will have impacts and stakholders across a broad geography. We will continue to work closely with the operators and the Department for Transport but we will continue to strongly advocate for the delivery of new, level-boarding, bi-mode, regional rolling stock to remove aging diesel services.

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Gloucestershire Network Delivery Plan



3.8 Other network considerations

3.8.1 Future stations and rail lines

Over the past decade, there has been a strong focus on the provision of new stations around several major cities to support with enhanced rail connectivity. This has seen just over thirty new stations opened around Great Britain (excluding Elizabeth Line stations) in the last ten years and around a further ten funded for delivery in the next five years. Whilst not in our county, the impact that Worcestershire Parkway has had on rail services and potential development and land value in Worcestershire is emerging and this shows the level of impact that a new station can have.

Whilst no new stations have been built in Gloucestershire since Ashchurch-for-Tewkesbury in 1997, the support provided to South Gloucestershire through the West of England Combined Authority has allowed a station to be funded at Charfield which is due to open in Spring 2027. This again shows the potential opportunities around potential new stations.

Funding for new stations can often be challenging and there is a lot of competition from around to country to secure funding to expand connectivity to the railway through new stations. However, it is clear that potential new stations open up opportunities for sustainable housing and commercial developments and this can be used to provide funding support for the delivery of new stations.

Within our region, we have reviewed several new station proposals and continue to evaluate the potential these have to deliver wider economic benefits and sustainable growth in Gloucestershire, whilst acknowledging the network is limited in its capacity to accommodate new stations. We will continue to work with the railway industry, local planning partners and other relevant stakeholders to determine which new station proposals could be brought forward. It is crucial that new station proposals present a positive business case, with a clear funding strategy, do not disbenefit the wider network and existing services, and help to meet strategic challenges such as poor public transport accessibility and facilitating sustainable housing/employment growth.

In particular, GCC will continue to pursue the following station opportunities:

- A station to the south of Gloucester, providing enhanced connectivity between Stroud, the Golden Valley (South Cotswold) Line and the Bristol to Birmingham Line without requiring an interchange or reverse shunt as required by the current line configuration at Gloucester station.
- A station to the West of Gloucester which would enhance rail connectivity to/from the Forest of Dean and improve transport options along the A40/A48 corridor.

We will consider other station proposals and the reopening of rail lines, where a positive business case can be presented, it does not have an adverse impact on the wider network and it meets our strategic transport objectives. In the first instance, we will explore enhancements to local bus services on corridors historically served by railway lines and how these can be better integrated with rail services to provide “bus branch” lines. More details are provided in the following section.

3.8.2 An Integrated Transport Network

A comprehensive rail strategy must consider all other modes of transport, as passengers’ journeys do not typically start and end at railway stations. All our stations act as **Strategic Transport Interchange Hubs,** facilitating multi-modal journeys locally, regionally and nationally; as a county, we must promote sustainable access by active travel, public transport and, where it can alleviate demand on the highway network, Park and Ride.

It is imperative that our rail system and bus network operates as one public transport network, allowing seamless interchange between local bus and the national rail network. Active travel should be the natural choice for accessing stations locally and, where appropriate, enhanced car parking facilities will improve the reach of the rail network to rural areas with high levels of car dependency.

The majority of our stations have a regular bus service within walking distance. We expect, as a minimum, that bus and train timetables are considered in conjunction with each other and that Great British Railways ensures that any onward connectivity is aligned between transport modes.

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We expect that through-ticketing will eventually become standard and passengers should be able to buy tickets for bus and train in a single and integrated way, whether this be through a physical ticket/e-ticket or by making use of integrated tap-on-tap-off technology. As outlined in our Bus Service Improvement Plan, we will work with partners to improve promotion of bus services and provide real-time passenger information at stations.

Integrating rail into our planned Bus Rapid Transit (BRT) network will be critical, and we will ensure that calls on the BRT network include rail stations which form part of the core county public transport network. We will ensure that suitable signage and waiting facilities are provided at major interchange locations to signpost passengers between rail and BRT and we will continue to work with bus and rail partners to secure through-ticketing arrangements for both service types.

Local bus connectivity to our more rural stations is equally as important as our major stations. A recently introduced integrated bus service at Moreton-in-Marsh has shown just how affective this sort of service type can be. We want to see these types of services rolled out to more of our rural stations to provide enhanced connectivity through the promotion and implementation of Rail-Bus links. We would like to see every station having some sort of bus "branch line" to seamlessly link local communities to rail services. As part of this enhancement, it is expected that bus services to and from stations would see service frequency enhancements to support the inter-connected transport needs of our communities.

Delivering an accessible rail and bus network is paramount and all of our rail stations should be fully accessible for everyone. This is explored in greater detail in Section 5. As a minimum, we expect there to be step free access at every station as well as suitable station facilities to meet the needs of all passengers. We aspire for all new regional trains to achieving level-boarding and that stations are suitably staffed and can support access for trains which are not level-boarding by providing ramps and assistance onto rolling stock.

High quality active travel links should be provided to/from all communities within a reasonable walking and cycling distance from stations. Working closely with partners, we will aim to provide enhanced routes for walking, wheeling, and cycling to our stations, particularly our major interchanges, and ensure there is adequate and clear signage for people accessing stations in

Case Study: 801 Rail Link Bus Launch – Moreton-in-Marsh

The 801 'Rail Link' integrated bus service was launched in July 2026 to improve connectivity between rail services and surrounding destinations through an integrated ticketing, information and timetable coordination approach.

The joint ticket covers bus travel from Moreton-in-Marsh station to Bourton-on-the-Water, Stow-on-the-Wold, and Chipping Norton, each important local market towns and popular visitor destinations.

In collaboration with Pulhams Coaches, the initiative introduced through ticketing, enabling seamless travel between rail and bus for three new destinations. The 801 bus route, now branded as a GWR Rail Link service, offers hourly connections through the region timed with rail departures and arrivals.

The partnership enhances accessibility to local areas, simplifies journeys for passengers, and supports more sustainable, multimodal travel patterns.



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this way. We will ensure that there is good quality public realm around all of our stations, which will include secure parking facilities and active "street-style" frontages to stations where possible. Enhancing the opportunities for walking, wheeling and cycling is crucial and this should include opportunities for bike hire in appropriate locations. We will work closely with GBR to identify the opportunities and target enhancements at our stations to achieve this.

Car parking is particularly important at our rural stations where many communities lack alternative means of travel, with many people driving to switch to the train to access onward destinations. We will continue to consider how car parking facilities can be enhanced and expanded to meet demands and ensure that rail offers an attractive proposition for those who require the use of a car for at least some of their journey, including the provision of disabled, EV and car-club parking spaces and suitable pick-up and drop-off facilities. Gloucestershire is a rural county and whilst we want to increase sustainable access to our station by non-car modes by default, we will need to provide parking enhancements where demand can be demonstrated and provision of parking would provide a positive impact on the Strategic Road Network and reduce car travel into urban areas.

We are supportive of Oxfordshire County Council's aspiration to introduce an "Oxfordshire Metro Concept" as part of their transport plans. With services stretching as far as Moreton-in-Marsh, we will work closely with them to align service and branding expectations and ensure that connectivity to Oxford remains an important focus as well as ensuring any through ticketing approaches are cognisant of our local bus network at Moreton-in-Marsh.

Case Study: Severn Estuary Resilience Programme

The Severn Estuary line is a vital rail corridor connecting South Wales, Gloucester, Cheltenham and the Midlands, which has suffered 155 landslip related incidents since 2020, causing emergency closures, speed restrictions and significant disruption. These extended closures and emergency restrictions have led to almost 2.8 million cumulative delay minutes.

Since 2022, Network Rail have invested £40 million in resilience works to stabilise a vulnerable section of track in the Forest of Dean, to contribute to the long-term reliability of the route. Using specialist Road Rail Vehicles (RRVs) and wheeled drilling rigs, the teams have installed active mesh and bolt systems to stabilise the slopes and prevent further landslips onto the track.

Across the overall project, 45,000m^2 of embankment has been secured with 7,600 Rock bolts drilled to varying depths of circa 7.5m. The project has significantly reduced landslip risk, improved journey reliability and delivered lasting benefits for passengers, freight users and the wider region.

3.8.3 Level Crossings

Whilst level crossings can provide vital active travel and highway access over the railway, they can pose safety risks and cause significant congestion/severance with lengthy barrier down times. GCC will work with rail partners to identify opportunities to improve existing at-grade level crossings, which are expected to see increased traffic and passing rail services. This includes Horton Road Level Crossing in central Gloucester, which provides local access between residential areas and the Gloucestershire Royal Hospital, and North Ashchurch which currently has access over the railway via Grange Road level crossing. We will continue to engage with Network Rail (and GBR) regarding renewal, upgrade or closure of level crossings where there are significant safety concerns. We will only support the closure of level crossings where access over the railway is maintained, without which the railway would present a significant barrier to movement to/from existing and new communities.

3.8.4 Performance and Resilience

One of the major focus areas in terms of investment must be improving the performance and resilience of our existing rail network. We acknowledge that many of the causes of delay lie outside our region, particularly around Bristol, London and Birmingham. A concerted cross-industry effort is required to improve performance levels, and it is expected that the unison of track and train under a single GBR organisation will begin to drive the correct level of

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focus on improving performance and resilience. We are supportive of this and as outlined earlier in the document, we as an organisation are keen to play our role in a reformed industry and strategic decision-making and target setting.

The climate challenge which is being faced is significant and this will bring new and worsening weather conditions which impact our rail network. As well as ensuring that our passengers are protected from this by suitable climate-controlled waiting areas and sheltered facilities, the infrastructure manager will also need to consider how best to future proof and make the network resilient to extreme weather events. We will work closely with Network Rail/GBR to identify areas where there are resilience challenges on the network and how these can be enhanced and improved to provide the climate resilient network which is needed.

3.8.5 Fares

The railways should be priced at an affordable point for those who want to access it, but we also acknowledge the need for the railway to be priced in such a way that operating costs are recovered as far as possible.

This leads to a complex balancing position around establishing a practical fare structure. Fare reform is a cornerstone of rail industry reform and GBR will be considering how best fares can be transformed to meet the needs of not just the passenger but the industry balance sheet. Cross-modal fares between rail and bus should be commonplace and this is a key part of our public transport network plans for the future. We would like to see a simple single leg fare system in place to ensure that fares are transparent, easy to understand and represent good value for money.

There are areas in our county where the fare structure is complex or disproportionately priced and in some instances both. With a mixture of off-peak and peak time services and ticket types to reflect differing demands on the network some locations can see a price differential throughout the day. Where multiple operators function between locations price differences can be seen and it would be expected that under GBR single leg pricing would become more common place removing this complication. In particular, the fares at Lydney are a good example of this where fares are split between Transport for Wales and CrossCountry services but also several GWR fares are available for local connectivity via Gloucester. The price differentials on these fares presents a confusing picture for passengers with variances between the three operators.

Morton-in-Marsh is particularly disproportionately priced as this station is currently only served by Class 80x InterCity trains operated by GWR. These trains are costly the run due to their length and crew requirements. As a result of this, fares on this route are high to cover costs of the train type operating this service. It would be expected that this with introduction of the Oxfordshire Metro service between Didcot Parkway and Moreton-in-Marsh this would bring about a significantly reduced operational cost for services towards Oxford and Didcot. This should present a credible case for significant fares reduction from Moreton-in-Marsh for local journeys, and this is something we will advocate for as part of fares reform within our region. Similar examples of this can be seen on other stations throughout our region (although to a lesser extent) and as opportunities emerge to simplify ticketing and make it more affordable, we will strongly advocate for this. A similar situation can be seen at Lydney where longer-distance CrossCountry services can have an undue impact on fare pricing. Similar to Moreton-in-Marsh, it would be expected that a simplified fare structure under GBR could lead to more standardised cost-effective fares from Lydney.

As such, we will work closely with GBR, once established, to understand more about fare opportunities and ensure that journeys across our county are reasonably priced and do not act as a barrier to accessing the railways for our communities.



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Fare analysis summary

The table below shows the price (£) of Anytime journeys between stations in Gloucestershire. Key takeaway points from the fare analysis include:

- Fare disproportionately priced according to individual operator routes, with uneven distribution of off-peak and PAYG fare offers and a confusion fare structure for passengers
- Fares to/from Lydney appear disproportionately expensive, with a lack of off-peak and PAYG ticket offers
- Fare to/from Moreton-in-Marsh are costly due to expensive operating costs on the North Cotswold Line.

Key
(GWR pay as you go)
Anytime single
Anytime day return
Anytime return
GWR = Great Western Railway
XC = Cross Country
TfW = Transport for Wales

From / To	Gloucester (GCR)	Cheltenham Spa (CNM)	Ashchurch (ASC)	Lydney (LYD)	Cam and Dursley (CDU)	Stonehouse (SHU)	Stroud (STD)	Kemble (KEM)	Moreton-In-Marsh (MIM)
GCR	GWR XC TfW	\ (3.20) \ 6.3 6.4 6.2 6.3	8.10 (5.20) 10.4 \ \ \ \	\ \ 10.6 12.8 10.6 12.8	7.60 (4.90) 9.9 \ \ \ \	6.30 (3.20) 6.4 \ \ \ \ \ \ \	6.30 (3.20) 6.4 \ \ \ \ \ \ \	15.30 (9.80) 19.7 \ \ \ \ \ \ \	\ \ \ 33.7 38.5 \ \ \ \
CNM	GWR XC TfW	7.70 (5.20) 10.4 \ \ \ \	\ \ 12.8 13.2 12.8 13.2	8.70 (5.30) 10.6 \ \ \ \	8.50 (4.30) 8.6 \ \ \ \ \ \ \	8.50 (4.30) 8.6 \ \ \ \ \ \ \	19.20 (6.10) 24.4 \ \ \ \ \ \ \	\ \ \ 33.7 38.5 \ \ \ \
ASC	GWR XC TfW	\ \ \ \ 14.3 18.3	10.40 (7.00) 14.1 \ \ \ \	12.70 (9.20) 18.4 25.4 \ \ \ \ \ \	15.20 (8.90) 17.9 30.4 \ \ \ \ \ \	22.50 (13.60) 27.3 45 \ \ \ \ \ \	\ \ \ 33.7 38.5 \ \ \ \
LYD	GWR XC TfW	\ \ \ \ 19.8 23.1	\ \ \ \ \ \ 17.8 \ \	20 22.3 27.5 \ \ \ \ \ \	25.4 27.6 32 \ \ \ \ \ \	\ \ \ 51.6 59.1 \ \ \ \
CDU	GWR XC	15.40 (11.10) 22.3 \ \ \ \	16.90 (11.20) 22.4 33.8 \ \ \	25.00 (16.30) 32.7 50 \ \ \	\ \ \ 33.7 38.5 \
SHU	GWR	4.30 (2.20) 4.4 \	10.60 (6.30) 12.6 \	61.7 \ 123.4
STD	GWR	8.70 (6.10) 12.2 \	61.7 \ 123.4
KEM	GWR	68 \ 136
MIM	GWR XC TfW

3.8.6 Reducing barriers to rail

It is vital that community engagement forms an integral part of planning for the railways, ensure local voices are heard and considered in decision making, particularly to inform policy makers and industry partners how the rail network can be more accessible, inclusive and reflect the needs of local communities. **Gloucestershire Community Rail Partnership (GCRP)** is a key delivery partner who aim to better connect local people with the rail network, promoting sustainable and healthy travel through informational campaigns, delivering travel confidence initiatives, and providing community insights where future rail investment proposals are being considered.

We know that violence and intimidation against women and girls (VIAWG) is a problem on public transport, and it is important we play our part in addressing this national challenge where we can. We will work with rail partners to provide presence at stations as far as practical, will ensure CCTV and lighting is sufficient, and will work with operators/GBR to support data collection around safety, increase staff levels where feasible, signpost resources, and support partners with informational campaigns.

We will continue working with Community Rail and partner organisations to deliver social value and make the case for change in our local communities served by rail.

Case Study: Travelling with Confidence

The **Travel Proficiency Certificate**, developed by GCRP, is an accredited travel training programme designed to increase confidence, independence and accessibility for disabled people and others who face barriers using public transport. It responds to the fact disabled people make 30% fewer journeys than non-disabled people using rail, often because of barriers relating to confidence, accessibility and safety. Through practical workshops and a supported, participant-led rail journey, the programme helps people develop the knowledge and skills to plan journeys, travel safely and navigate the public transport network with confidence.

Since its launch, the programme has supported 239 participants aged 8–80, with 94% reporting increased confidence in planning a journey and 86% reporting increased confidence in undertaking a journey. Following a successful pilot, Harbour House has embedded the programme into its curriculum, helping students with Special Educational Needs and Disabilities (SEND) and Severe Learning Difficulties (SLD) develop lifelong travel skills and access education, employment and community opportunities more independently.

Case Study: Connecting Tewkesbury – Community led station access and travel confidence

Commissioned by Tewkesbury Borough Council, GCRP delivered the **Connecting Tewkesbury** project to understand barriers to sustainable travel, improve access to Ashchurch for Tewkesbury station, and support future growth planning. Through surveys and community engagement involving 385 residents and 29 businesses, the project identified key barriers to station use: limited rail services, reliability concerns, safety perceptions, poor awareness of onward travel options, and accessibility challenges for disabled people and those with long-term health conditions.

In response, GCRP developed community-led initiatives to improve the overall journey experience. These included a Tewkesbury Access Map to help people plan accessible walking, cycling and public transport routes to the station, and an Ashchurch for Tewkesbury Community Gallery to strengthen local identity and create a more welcoming station environment. The project demonstrates how targeted community engagement can inform low-cost interventions that improve travel confidence, accessibility and safety, helping to make rail travel more attractive and relevant to local communities.



4. Our Stations

This section of the strategy focuses on our existing station portfolio within Gloucestershire. There are nine stations within our region which vary in size and scale, serving different markets from developed urban environments to more rural communities. Our stations not only serve as strategic transport interchange hubs but also as local community assets and gateways to local and regional centres. Our stations also provide opportunities to support sustainable housing growth and economic opportunities.

This section outlines the current status of our stations and compares this with our aspirations, identifying any gaps which will be addressed through our **Station Improvements Delivery Plan**. This provides a programme of works over the short, medium and long terms which outlines the interventions we believe are required. This section also outlines, at a strategic level, what funding mechanisms could be used to deliver these outcomes.

4.1 Our Expectations

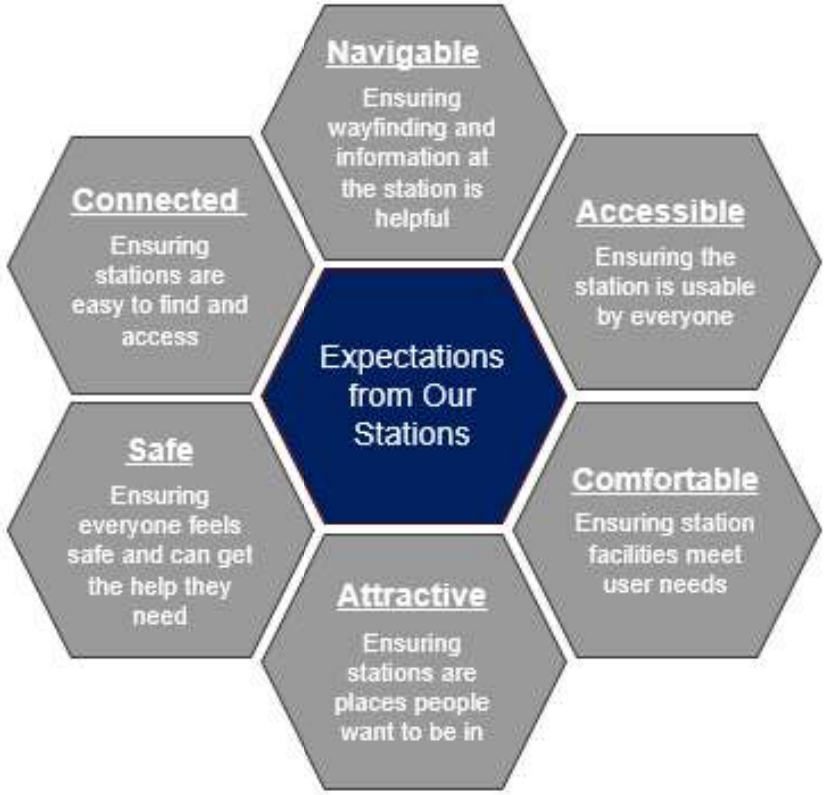
We have developed a specification framework for our stations, we outline our expectations across six key areas, summarised by the diagram to the right.

These six areas provide a holistic framework, developed using the Network Rail Station Design Guidance alongside information from regional station assessments undertaken by other authorities.

The requirements across the six areas will differ depending on where our stations are located and how frequently they are used. As such we have introduced a simple station categorisation definition which is reflective of the types of stations within our region. This has been broadly based on the national rail station classifications and has been adjusted to consider local context.

Our simplified classification for the purposes of this strategy are:

- **Large Station** – A station serving our largest settlements which have a footfall of over one million people per year.
- **Medium Station** – A station serving our medium-sized settlements with footfall between two-hundred and fifty thousand and one million people per year.
- **Small Station** – A station serving our smaller settlements with footfall of less than two-hundred and fifty thousand people per year.



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We have additionally considered the geographical positioning of our stations and the roles which they play within our region. This includes:

- **Gateway** – Stations in a central location (town or city centre) with limited car parking and/or station footprint.
- **Parkway** – Stations which fulfil a "park and ride" function, providing car parking facilities to support travel to other destinations by rail. This includes stations with significant parking facilities and/or potential for expansion to encourage park and ride. They may also fulfil a local gateway function for nearby market towns and villages.
- **Local Access** – Stations which provide access to our smaller market towns, villages and rural areas with limited car parking and/or public transport connectivity.

The ranking of each of our nine stations (as they currently are) according to this classification is summarised in the table to the right.

Our Station Categories

	Gateway	Parkway	Local Access
Large	▪ Gloucester ▪ Cheltenham Spa	-	-
Medium	▪ Stroud ▪ Moreton-in-Marsh	▪ Kemble	-
Small	-	▪ Cam & Dursley ▪ Ashchurch for Tewkesbury	▪ Stonehouse ▪ Lydney

The table provided below and overleaf outlines our expectations across each category.

Our Station Expectations – Design Framework

Focus Areas	Small Stations	Medium Stations	Large Stations
Navigable – Ensuring wayfinding and information at the station is helpful.	▪ Clear signage which enables seamless passenger movement both to and through the station with signage to interchange modes (i.e. bus) and to onward destinations. ▪ Passenger Information Screens at entrances showing live train information and transport connections at all times. ▪ Help points located at the entrance points to each station and on each platform.	▪ Audible announcement for train departures on platforms and in waiting rooms and areas.	▪ Augmented Reality assistance to support people moving through the station to key interchange locations (bus/car/taxi etc.)

Focus Areas	Small Stations	Medium Stations	Large Stations
Accessible – Ensuring the station is usable by everyone.	▪ All of our stations should be fully accessible for everyone. This will mean different things for different stations, but accessibility should not present significant barriers to travel. ▪ Step free access should be provided from the station entrance to each platform by the most suitable approach for each station. ▪ Each platform on stations should have a ticket machine and help points to reduce the need to change between platforms for basic facilities. ▪ Seating should be provided at the station to allow those who need to rest at key locations to do so easily. ▪ We will continue to work closely with the railway industry to secure level-boarding for new regional trains.		
	▪ Where practical, we would like small stations to have accessible toilets, particularly in the case of stations with anticipated growth in the coming years	▪ Accessible toilets on all platforms to reduce the need to change between platforms for basic facilities. ▪ Dedicated climate-controlled areas to provide shelter from varied outdoor temperatures. ▪ An accessible footbridge should be available and, where possible, lifts should be provided.	
			▪ Dedicated calm spaces to give anyone who needs a quiet calm space to have one.
Comfortable – Ensuring station facilities meet user needs	▪ All stations should have waiting areas to provide protection from the elements. ▪ All stations should be suitably sized to ensure crowding is not an issue with any platform extensions or forecourt expansions to accommodate additional demand provided. ▪ Medium and Large stations should have vending or retail provided with large stations having a range of retail facilities. For small stations vending machines as a minimum would be desirable.		
		▪ Parcel lockers should be provided as these stations function as a useful location where people can pick up and drop off parcels. ▪ Free and inclusive toilets ▪ Free and Fast Wi-Fi	
			▪ At least one Changing Places facility

Focus Areas	Small Stations	Medium Stations	Large Stations
Attractive – Ensuring stations are places people want to be in	▪ All stations should aim to have planters and green spaces to encourage people to dwell in good quality public realm outside stations, with a well maintained environment around the station, and encourage wildlife by providing suitable facilities such as bee and bug hotels and bird boxes. ▪ Where space permits, stations should provide green and garden patches and we will work with community rail partnership colleagues to encourage local ownership and upkeep of these. Collecting rainwater from our stations for watering plants should be a minimum requirement.	▪ Artwork from local artists should be displayed throughout the station, particularly in waiting rooms. ▪ Where possible shared community spaces for local activities and learning should be provided. ▪ Where retail is provided there should be a focus on prioritising spaces for local entrepreneurial businesses.	
Safe – Ensuring everyone feels safe and can get the help they need	▪ All our stations must be safe, secure, and operate in line with the industry recognised Security in Design of Stations guidance. This should include the provision of key aspects such as tactile paving and suitable platform edge demarcation. ▪ All stations should have full CCTV and lighting coverage with suitable energy efficient lighting provided. ▪ Remote help points should be provided at all our small stations so passengers can always contact someone and, where possible, small stations should be staffed.	▪ In addition, staff help locations, offices and ticket offices should be provided at our medium and large stations to support passengers where needed with these staffed throughout station operational hours, with all medium and large stations being staffed at least part-time. ▪ Active frontages should be provided in the vicinity of stations to provide activity and presence at stations at all times.	▪ Revenue protection barriers should be provided with sufficient wide aisle and accessible gates provided.

Focus Areas	Small Stations	Medium Stations	Large Stations
Connected – Ensuring stations are easy to find and access	▪ Interchange should always be considered and signposted at all of our stations regardless of size. There should always be an appropriately sized, dedicated drop off and pick up location. ▪ Access to our stations should be well lit and clearly signposted from all access routes, whether this be by road, walking, wheeling, or cycling. Walking, wheeling, and cycling should be the natural first choice to access stations from surrounding communities and centres, facilitated by high quality public realm. ▪ Clear signage for onward connectivity from the station and to key local points of interest should be provided at all stations. ▪ All stations should have some cycle parking with this based on station needs and usage. It should be secured and well covered by CCTV. ▪ Where buses serve stations, this should be as directly as possible with bus service timetables aligned to rail timetables with suitable bus waiting facilities and real time passenger information for bus arrivals and departures. Where appropriate a way to buy bus tickets before boarding should be provided for onward travel. ▪ Appropriately sized car parking facilities should be provided at all our stations, these should be well maintained, fairly priced and secure. Dedicated and designated footpaths and signage between the carpark and station should be provided. ▪ Where car parks are provided dedicated disabled, EV and car-club parking spaces spaces should also be provided.		

Case Study: Gloucester Station Underpass and Forecourt Upgrade

Octavius Infrastructure, in partnership with Great Western Railway, Network Rail and key stakeholders, delivered a comprehensive upgrade to Gloucester Station, including refurbishment of a previously poorly lit and constrained pedestrian underpass. The scheme significantly improved safety and accessibility through enhanced visibility, modern lighting, CCTV, and step-free access.

Improvement works to the station forecourt and car park improved multimodal connectivity, including upgraded pedestrian and cycle access, additional and accessible parking, provision for electric vehicle charging, and enhanced bus, taxi, and drop-off facilities. Despite the complexity of rerouting a critical high-voltage National Grid cable serving Gloucestershire Royal Hospital, the project was completed safely and without disruption. The programme has resulted in a more secure, accessible, and integrated station environment, supporting inclusive travel and wider community benefits.



4.2 Our Stations Today and Expectation Gaps

This section of the strategy outlines key information and characteristics of our stations today and the gaps that we believe exist compared to our station's specification. This section provides key information about each station with an assessment based on information from National Rail and a station survey of all stations undertaken in September 2025 – March 2026.

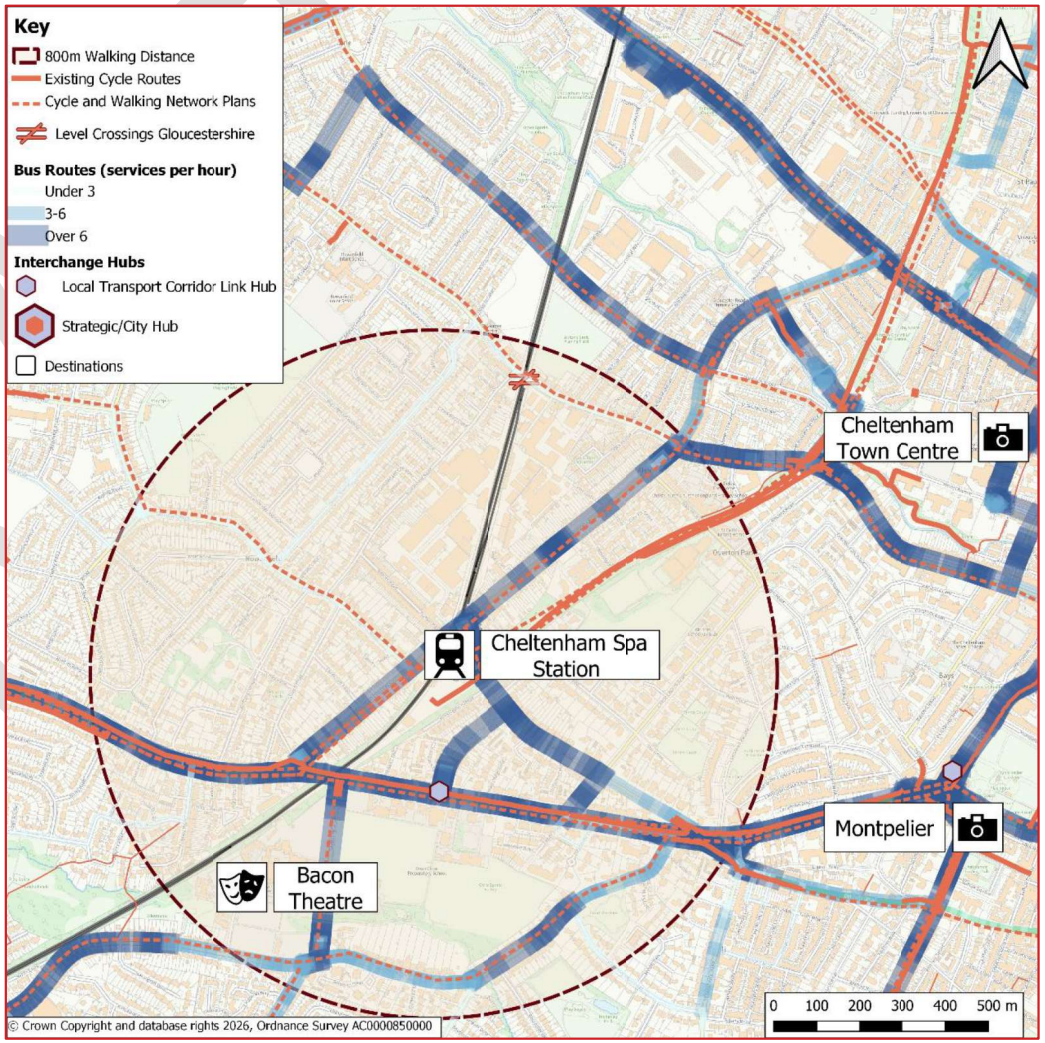
4.2.1 Cheltenham Spa – Station Context

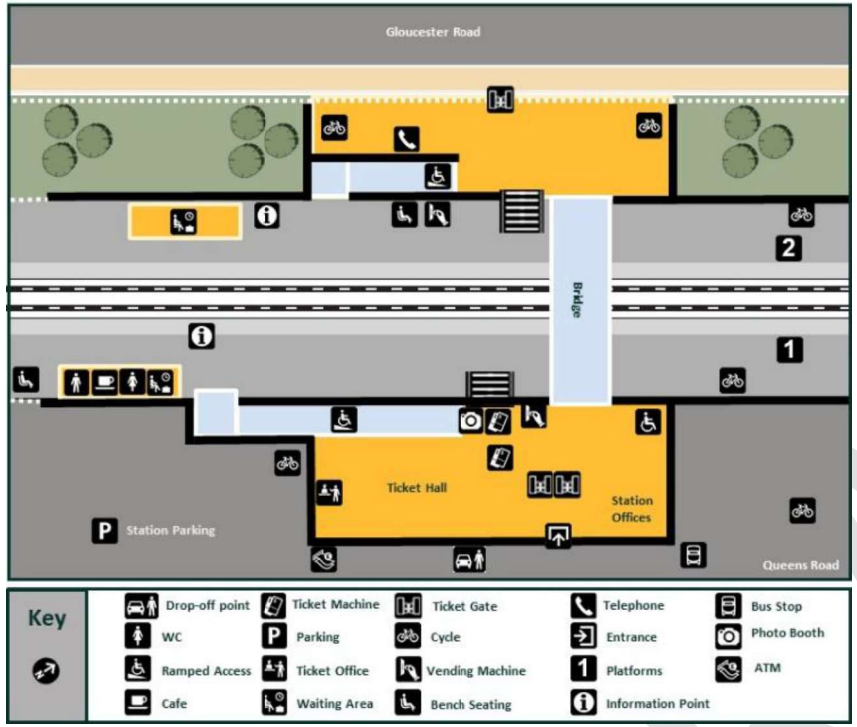
Cheltenham Spa is our county's busiest and most connected station. It provides both regional and local connectivity with a range of long-distance high-speed and regional service calls; our future timetable ambition would see the service pattern increase from six to eight trains per hour, which may require additional platform capacity. The station is located approximately 25 minutes' walk from the town centre, but benefits from frequent bus connections and the Honeybourne Cycle link which provides an off-road cycle route to the town centre and Pittville. As the county's principal rail hub, the priority for this station is to improve its accessibility for all passengers as detailed below, as well its strengthen connections to the south of the station.

Parameter	Statistic
Station Category	Large Gateway
Annual Footfall	2.4 million
Daily Usage Est.	6,500
% Increase Since 2023/24	+18%
Staffed	Yes
No. Car Parking Spaces	286
No. of Cycle Spaces	134
Bus Frequencies	10-20 mins services to Hatherley, Bishop's Cleeve and Cheltenham Centre

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	7,000	23,000	52,000
	Workers	3,000	12,000	33,000
Destinations	Culture	0	1	8
	Food and Drink	6	14	132
	Healthcare	0	2	23
	Leisure	2	6	27
	Education	2	8	20

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries





Facility	Provided	Facility	Provided
Toilets	✓ (Platform 1 only)	Vending Machines	✓
Ticket Office	✓ (Platform 1 only)	Drop-off/ Pick-up points	✓ (Platform 1 only)
Ticket Machines	✓ (Platform 1 only)	Bicycle Storage	✓
Ticket Barriers	✓	Step Free Access	✗
Sheltered Waiting and Seating	✓	CCTV	✓
Public WiFi	✓	Direct Bus Interchange	✓
Retail Unit	✓	Staffed	✓





4.2.2 Cheltenham Spa – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Whilst wayfinding through the station is good with clear signage, passenger information screens and announcements, with this being one of our larger stations it would benefit from having an Augmented Reality application to support passengers who need help through the station. Improved signage for the accessible toilet throughout the station would be welcome.	**Augmented Reality Application (NAV-004)** **Station Signage Improvement (NAV-001)**
Accessible	**Improvements required:** Whilst the station has direct accesses to both platforms including ramps these are currently non-compliant. The concentration of station services on Platform 1 with no direct step free access between Platforms 1 and 2 acts as a significant accessibility barrier. In the longer term, it is recommended that a new footbridge with lifts is installed to enable step free access between the two platforms.	**Step free access enhancement within the station (ACC-001)** **Additional ticket machines (ACC-002)**

		The Access for All scheme is a potential delivery mechanism for Cheltenham to become a fully accessible station, however, this has been stalled due to issues with agreeing a compliant design for a footbridge. In the short- to medium-term, additional facilities should be placed on Platform 2 to support with the needs of those travelling north-bound. There should be a dedicated calm space on the station for those who require this.	**Additional toilets (ACC-003)** **Calm Spaces (ACC-005)**
Comfortable		**Could be enhanced:** An additional retail space should be provided on Platform 2. Whilst there are waiting facilities on both platforms a parcel locker should be placed on the Platform 1 side of the station. Toilet facilities should be provided on Platform 2. With this being one of our larger stations a Changing Places toilet should also be provided.	**Retail improvements (COM-002)** **Provision of parcel lockers (COM-004)** **Toilet improvements (COM-005)** **Changing places toilets (COM-006)**
Attractive		**Could be enhanced:** The station would benefit from additional green spaces and planting on platforms. Additionally, platform spaces could offer opportunities for small wildlife if planting was increased including birds and bugs and facilities should be considered in conjunction with planting. Rainwater harvesting should be provided to support watering and upkeep of planting. Art from local artists should be displayed throughout the station particularly in waiting areas and café spaces. Additional indoor space needed to support calm-spaces and a changing places toilet would likely require an extension of station buildings. Where possible additional space should be created to support local community activities. The additional retail space on platform 2 should favour supporting a local business where possible.	**Greenery and Green Space enhancements (ATT-001)** **Rainwater harvesting enhancements (ATT-003)** **Artwork display from local artists (ATT-004)** **Community spaces for local activities and learning (ATT-005)** **Retail spaces for local businesses (ATT-006)**
Safe		**Meets expectations:** There are no notable deficiencies at the station itself which require additional work, however, CCTV and lighting could be improved along the Honeybourne Line walking and cycling route.	**CCTV and Lighting improvements (SAF-002)**
Connected		**Could be enhanced:** Whilst access and interchange at the station is good, the Queens Road public realm could be improved and some of the local wayfinding and cycle links to and from the station could be improved. Note that a cycle link to the A40 is currently being delivered, which will improve connections to the Gloucestershire Cycle Spine and key bus routes, although links to/from the Arle Court Transport Hub could be strengthened. A drop-off point should be considered on Gloucester Road to aid accessibility to the Birmingham bound platform.	**Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002)** **Cycle access improvements (CON-003)** **Dedicated drop-off and pick-up location (CON-001)**

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4.2.3 Gloucester – Station Context

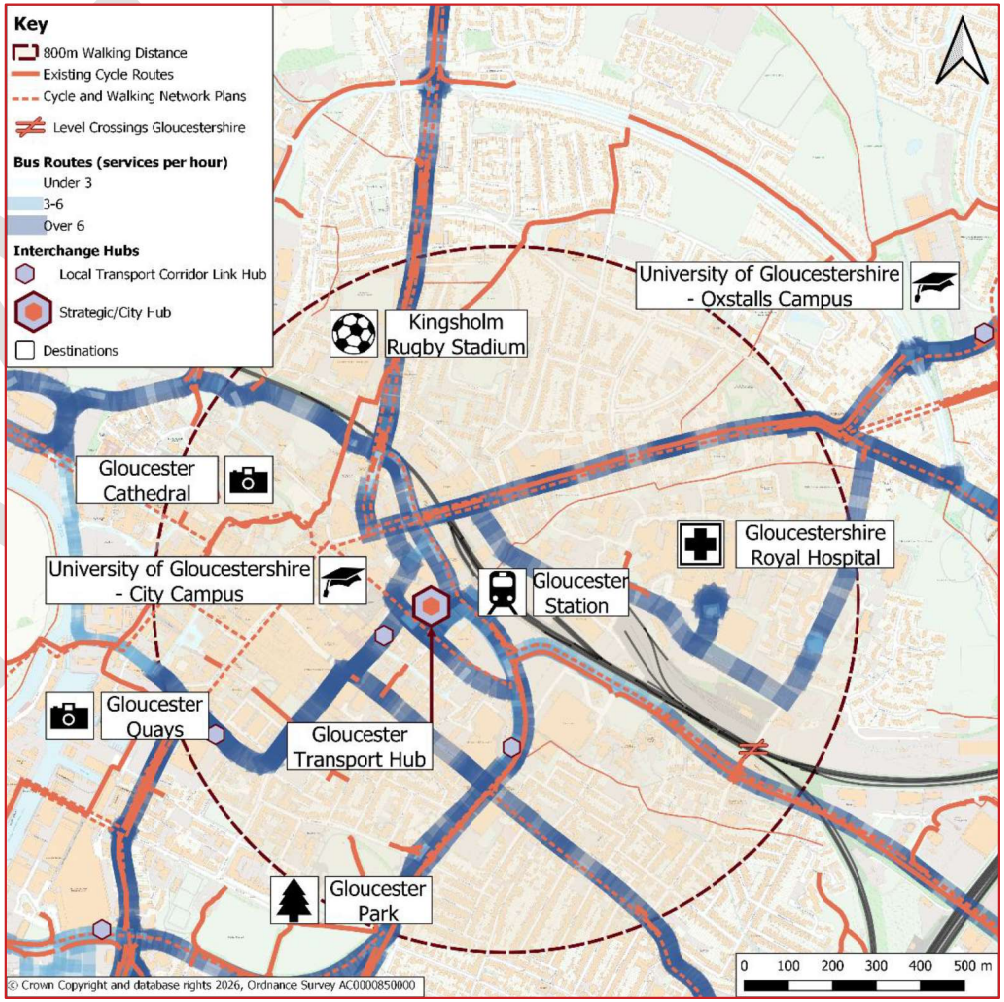
Gloucester is our second busiest station and serves our region's main city. It currently lacks direct connections to the Midlands and the North compared to Cheltenham Spa, but rail connectivity is likely to improve with delivery of the Midlands Rail Hub. Longer-distance service calls are more limited along the Bristol to Birmingham route, due to the need for services to divert off the mainline and reverse out of the station. However, the station benefits from strong multi-modal connectivity and access to the City Centre, with frequent bus services departing from the station forecourt and the nearby Gloucester Transport Hub.

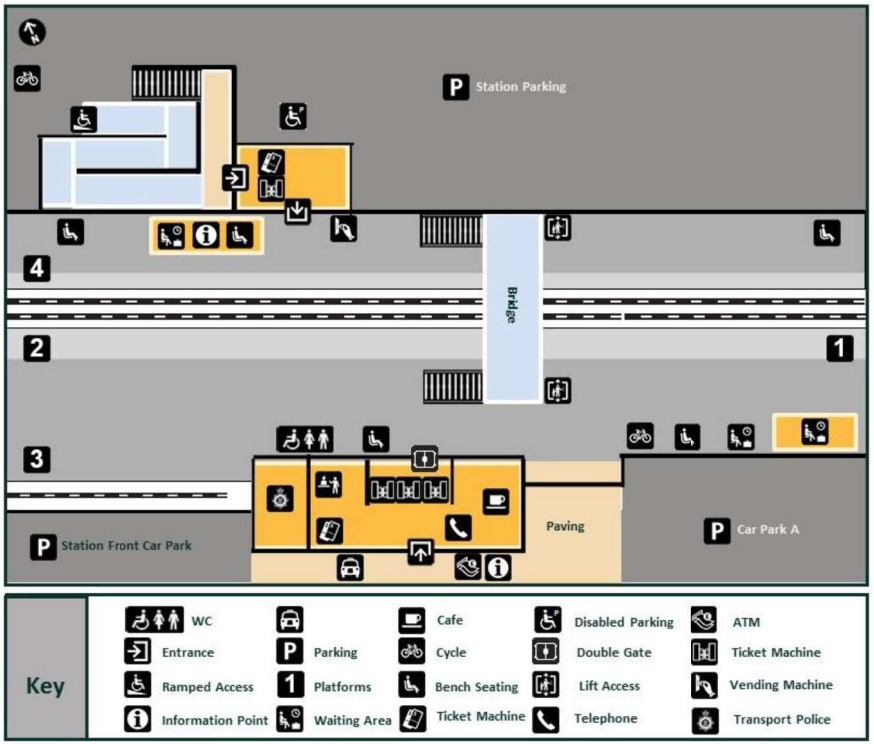
A recent upgrade to the forecourt has provided a significant improvement to the station's access arrangements. For the most part, the station provides a high-quality offering aligned with our expectations of a large station within our region. However, the station could be enhanced further, particularly to the northern side of the station in terms of access and placemaking, and targeted improvements to waiting facilities for passengers.

Parameter	Statistic
Station Category	Large Gateway
Annual Footfall	1.8 million
Daily Usage Est.	4,800
% Increase Since 2023/24	+12%
Staffed	Yes
No. Car Parking Spaces	200
No. of Cycle Spaces	32
Bus Frequencies	20 mins service to Gloucester Business Park directly from station; short walk to Gloucester Transport Hub with many bus routes, including towards Cheltenham, Coleford, Stroud and Dursley

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	7,000	25,000	45,000
	Workers	13,000	23,000	31,000
Destinations	Culture	5	16	19
	Food and Drink	28	87	117
	Healthcare	1	9	11
	Leisure	0	5	7
	Education	1	9	16

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries





Facility	Provided	Facility	Provided
Toilets	✓ (Platform 1-3 only)	Vending Machines	✓
Ticket Office	✓ (Platform 1-3 only)	Drop-off/ Pick-up points	✓ (Platform 1-3 only)
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✓	Step Free Access	✓
Sheltered Waiting and Seating	✓	CCTV	✓
Public Wi-Fi	✓	Direct Bus Interchange	✓ (short walk)
Retail Unit	✓	Staffed	✓

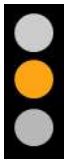






4.2.4 Gloucester – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Some of the station signage is quite dated and wayfinding through the station could be improved due to poor signage to some facilities and onward destinations, it is recommended this is updated in line with new GBR branding with a more consistent application throughout the station. Physical signage to the bus station from the station forecourt should also be added. Passenger information screens should be provided in all waiting areas. Audio announcements do not cover the whole of the station with no audio announcements in waiting rooms. Additional speakers should be provided in waiting rooms where announcements are currently not provided. With this being one of our larger stations it would benefit from having an Augmented Reality application to support passengers who need help through the station and connectivity to the adjacent bus station.	**Station Signage Improvement (NAV-001)** **Passenger Information Screen Improvement for rail and bus (NAV-002)** **Audible Announcements Enhancement (NAV-003)** **Augmented Reality Assistant application (NAV-004)**

Focus Area	Rating	Improvement(s) identified
Accessible	 **Could be enhanced:** All platforms have step free access and there is connectivity between platforms through a footbridge which has lifts, however the station could be improved with passenger facilities provided on both sides, including accessible toilet facilities. The station would benefit from the provision of a calm space for those who require this and both platform waiting areas should be fully climate controlled to provide a comfortable space during weather extremes. Seating could be improved in the station forecourt area to provide additional resting places.	**Additional Toilets (ACC-003)** **Calm Spaces (ACC-005)** **Climate Controlled waiting spaces (ACC-006)** **Accessible seating (ACC-007)**
Comfortable	 **Could be enhanced:** An additional retail space should be provided on Platform 4. Whilst there are waiting facilities on both platform sets a parcel locker should be placed on the Platform 1-3 side of the station. Toilet facilities should be provided on Platform 4 and with this being one of our larger stations a Changing Places toilet should also be provided.	**Retail improvements (COM-002)** **Provision of parcel lockers (COM-004)** **Toilet improvements (COM-005)** **Changing places toilets (COM-006)**
Attractive	 **Could be enhanced:** The north side of the station in particular needs to be improved to create a more welcoming environment. The station would benefit from additional green infrastructure, including planters in the station forecourt. Additionally, platform spaces could offer opportunities for small-scale planting and habitat creation. Rainwater harvesting should be provided to support watering and upkeep of planting. Art from local artists should be displayed in waiting areas and café spaces. The station building footprint at Gloucester is quite large and where possible some space should be created to support local community activities. The additional retail space on platform 4 should favour supporting a local business where possible.	**Greenery and Green Space enhancements (ATT-001)** **Rainwater harvesting enhancements (ATT-003)** **Artwork display from local artists (ATT-004)** **Community spaces for local activities and learning (ATT-005)** **Retail spaces for local businesses (ATT-006)**
Safe	 **Could be enhanced:** The northern side of the station is isolated and requires improvements, including improved lighting and CCTV. This strategy notes that the underpass between both sides of the station has been improved.	**CCTV and Lighting improvements (SAF-002)**
Connected	 **Could be enhanced:** Whilst access at the station is good, particularly following the forecourt and underpass upgrades, links to the Transport Hub could be made clearer with wayfinding and live bus passenger information in the station forecourt. Links to the hospital should be improved through better crossing facilities, footways and wayfinding. Opportunities to tie the station into the Gloucestershire Cycle Spine on London Road should be pursued.	**Improvements to pavements, public realm and signage for access to and from stations (CON-002)** **Bus stop connectivity improvements (CON-004)**

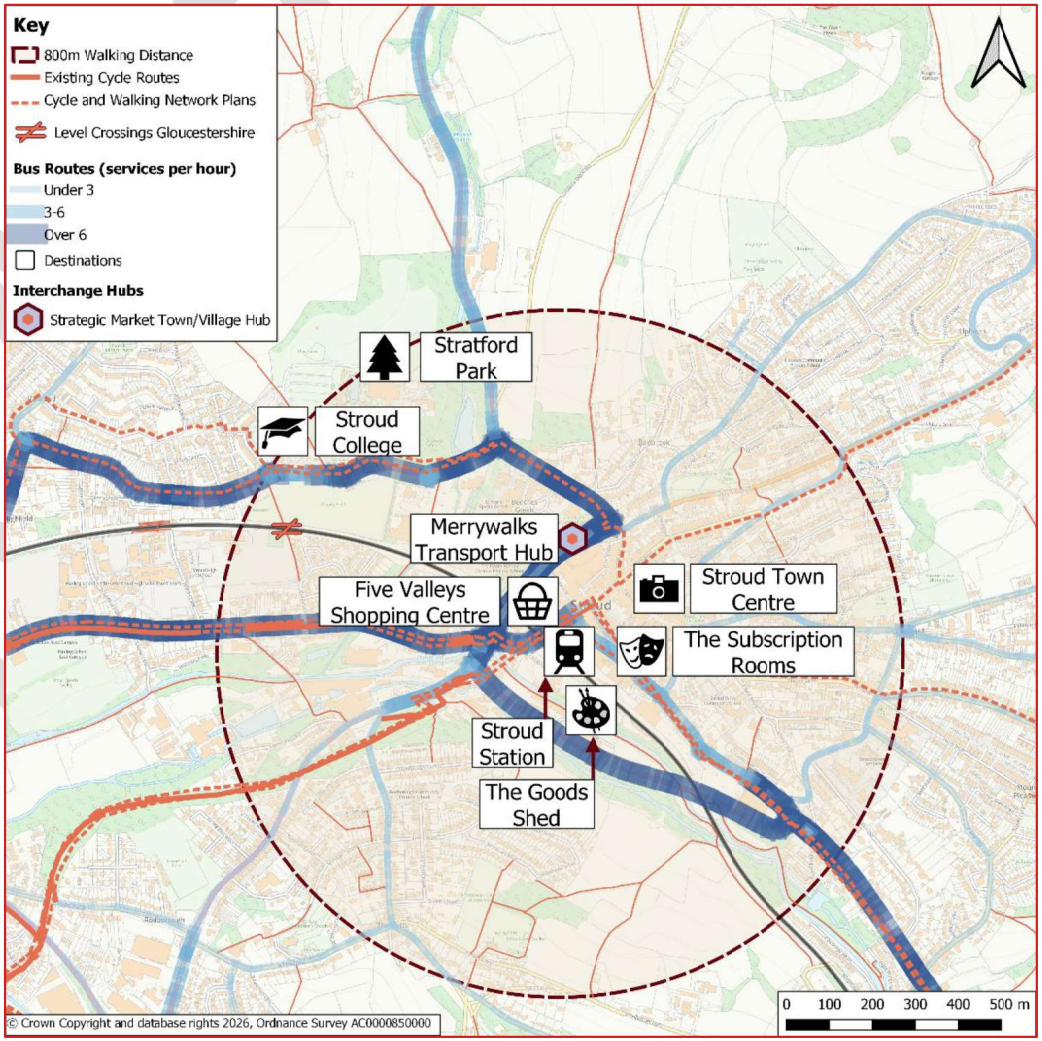
4.2.5 Stroud – Station Context

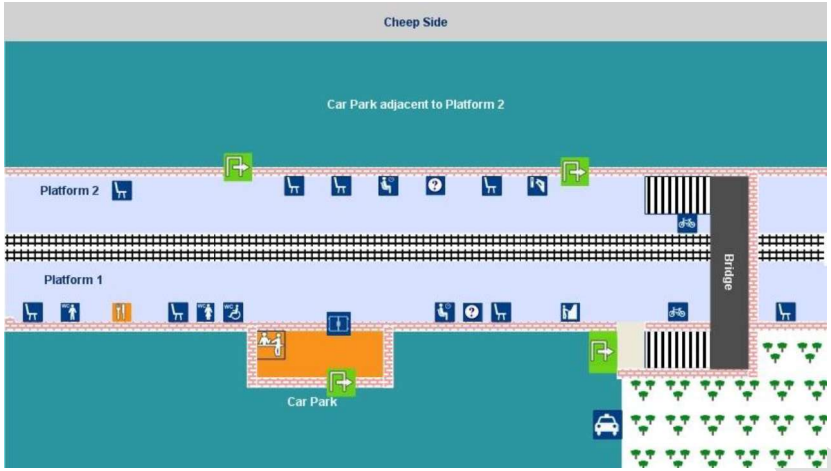
Stroud Station acts as a key gateway to Stroud Town Centre and is the third busiest station on our network, also serving a key public transport hub for the wider Five Valleys urban area with direct connections to Gloucester, Cheltenham and London Paddington. The station currently has one train per hour service, provided by the London Paddington to Cheltenham Spa service; the aspiration is to provide an additional direct hourly service between Birmingham and Swindon. The station itself is a heritage asset and well maintained, but it is constrained by poor permeability and public realm environment within the vicinity of the station. The station is also limited by poor accessibility, with lack of step-free access over the railway, and lacks some facilities expected for a station of its size. There is significant opportunity however to improve the station's forecourt and passenger environment, as detailed below, including the provision of step-free access.

Parameter	Statistic
Station Category	Medium Gateway
Annual Footfall	655,000
Daily Usage Est.	1,800
% Increase Since 2023/24	+12%
Staffed	Yes
No. Car Parking Spaces	150
No. of Cycle Spaces	20
Bus Frequencies	5 mins walk to Merrywalk Bus Station; Gloucester service every 20-30 mins; Stonehouse hourly; Forest Green 30-60 mins; and other limited frequency routes

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	5,000	12,000	22,000
	Workers	5,000	8,000	12,000
Destinations	Culture	6	9	9
	Food and Drink	33	42	45
	Healthcare	6	8	8
	Leisure	2	5	6
	Education	1	8	14

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries





Facility	Provided	Facility	Provided
Toilets	✓ (Platform 1 only)	Vending Machines	✓
Ticket Office	✓ (Platform 1 only)	Drop-off/ Pick-up points	✗
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✗	Step Free Access	✗
Sheltered Waiting and Seating	✓	CCTV	✓
Public Wi-Fi	✗	Direct Bus Interchange	✗
Retail Unit	✓	Staffed	✓ (AM Only)

Growth Potential: Stroud District Council are currently leading a regeneration project at Cheapside to the south of the existing station, which will include new homes and improve access to the railway station, canal and town centre. Forecourt enhancements and an accessible footbridge are also being considered as part of the wider plans for the station quarter with local/industry partners.

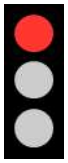
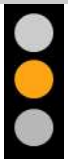
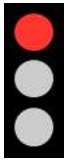






4.2.6 Stroud – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Wayfinding around the station could be improved with more high-quality signage particularly on the platform 2 side of the station, it is recommended this is updated in line with new GBR branding with a more consistent application throughout the station. Additionally, the waiting room on the platform 2 side of the station should have a live departures board and audio announcements. The station staffing is limited and we expect a station of this size to be staffed throughout its operational hours to support passengers.	**Station Signage Improvement (NAV-001)** **Passenger Information Screen Improvement for rail and bus (NAV-002)** **Audible Announcements Enhancement (NAV-003)** **Increasing station staffing times (NAV-005)**

Accessible		**Improvements required:** There is currently no easy step free access between the platforms with only access to each platform through separate entrances into the platforms. To cross between platforms requires a significant detour, including crossing a busy road with steep gradients and is not user friendly. Improvements to the existing route could be provided in the short term but a long-term ambition should be for the provision of a fully accessible station bridge with lifts. Ticket machines and toilets should be provided on platform 2 to ensure people can access basic facilities without having to cross over to the platform 1 side of the station. All platform waiting areas should be fully climate controlled to provide a comfortable space during weather extremes.	**Step free access enhancement within the station (ACC-001)** **Additional ticket machines (ACC-002)** **Additional toilets (ACC-003)** **Climate Controlled waiting spaces (ACC-006)**
Comfortable		**Could be enhanced:** Consideration should be given to providing a parcel locker as this is a key commuting station for London. Improvements should be made to toilet facilities at the station. A key requirement should be the provision of Wi-Fi at the station.	**Provision of parcel lockers (COM-004)** **Toilet improvements (COM-005)** **Fast and Free Wi-Fi (COM-007)**
Attractive		**Could be enhanced:** Art from local artists should be displayed throughout the station particularly in waiting areas and café spaces. The station itself offers a welcoming passenger environment. Improvements should be made to the station forecourt environment to encourage footfall and offer an improved gateway to Stroud Town Centre.	**Artwork display from local artists (ATT-004)** **Improvements to the station forecourt environment (ATT-007)**
Safe		**Meets expectations:** There are no significant deficiencies which require specific interventions. Activity could be enhanced in the station forecourt and to the south of the station at Cheapside to improve perceptions of safety and enhance the overall quality of the local environment.	
Connected		**Improvements required:** A drop off/pick up point should be provided on both sides of the station to help with accessibility. There could be improved access to the platform 2 side of the station to the surrounding areas through improvements to pavements and cycle routes into this side of the station. Station identification signage for the station is only clearly visible on the Platform 1 side of the station. Additional signage and road signs should be provided on the platform 2 side of the station. The lack of bus integration at the station provides a significant challenge due to the configuration of the station site and local highway network. The station car park can sometimes reach peak capacity, and consideration should be given as to whether the car park size could be increased in the medium-term. Access through the Brunel Car Park and to the Good Shed could also be improved. There should be better links to local cycle paths and the canal network through signage and enhanced cycle parking. The forecourt facility should be improved, with better walking and cycling links to improve access to the town centre and Merrywalks Bus Interchange.	**Dedicated drop-off and pick-up location (CON-001)** **Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002)** **Cycle parking and access improvements (CON-003)** **Bus stop connectivity improvements (CON-004)** **Improved car parking facilities including Car-club and EV spaces (CON-005)** **Improved pedestrian routes through car parks (SAF-006)**

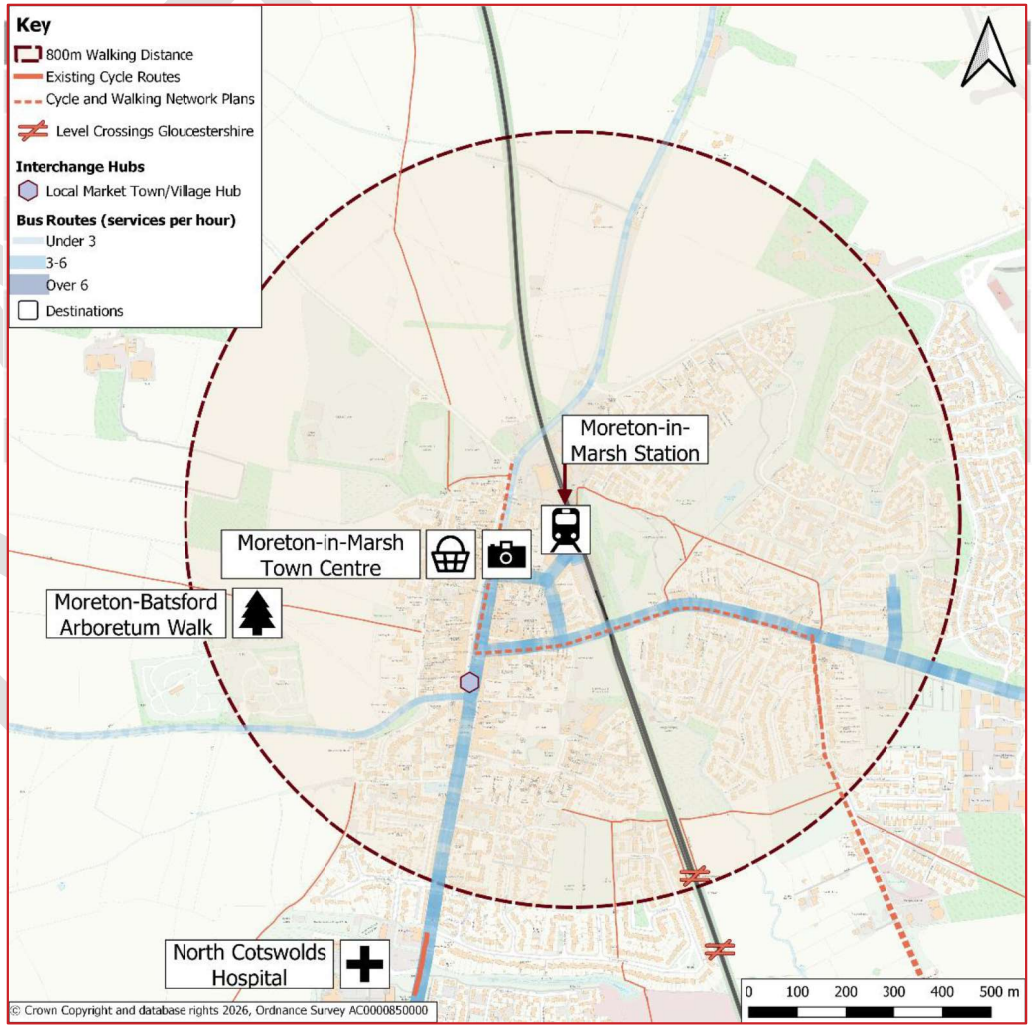
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4.2.7 Moreton-in-Marsh – Station Context

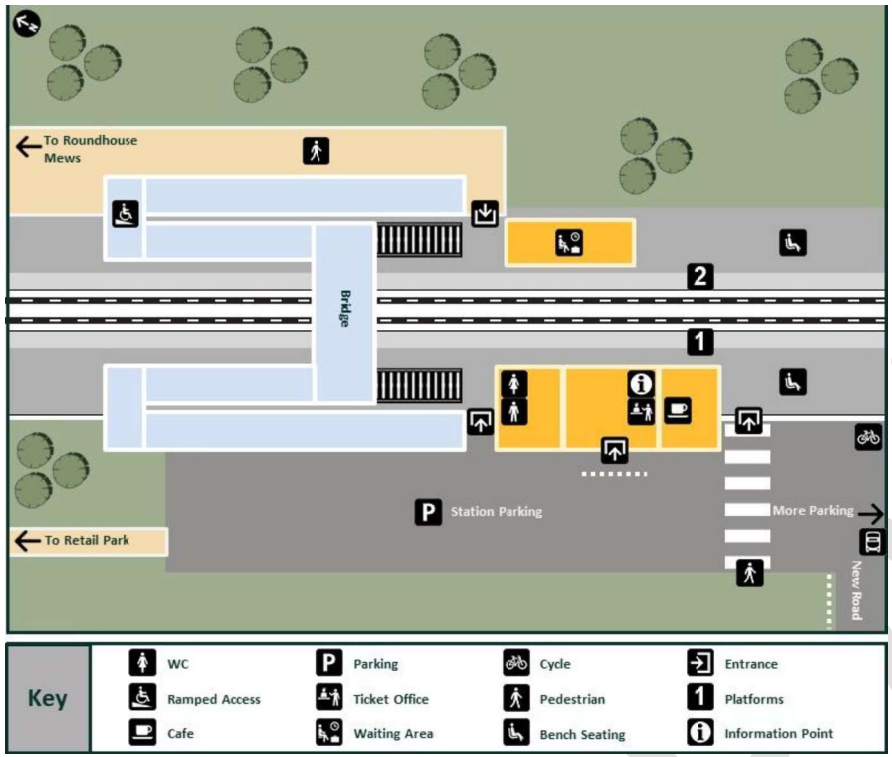
Moreton-in-Marsh is our only station on the North Cotswold line and provides a gateway for our residents in the northeast of the county to get to Oxford and Worcester, as well as providing long-distance connectivity with direct services to London Paddington. The station currently has a one train an hour service provided by the London Paddington to Worcester/Hereford service. Our ambition would see this increased to two trains an hour through incremental improvements to the North Cotswold Line. For a medium sized gateway station there are several areas of improvement which could be provided at Moreton-in-Marsh, including improving sustainable access to the station and additional passenger facilities, as outlined below. There is significant opportunity to improve the forecourt environment to enhance operational capacity, accessibility and the station's relationship with the town centre.

Parameter	Statistic
Station Category	Medium Gateway
Annual Footfall	376,000
Daily Usage Est.	1,030
% Increase Since 2023/24	+27%
Staffed	Yes
No. Car Parking Spaces	128
No. of Cycle Spaces	18
Bus Frequencies	Hourly Chipping Norton; Hourly Bourton-on-the-Water; 30-90 mins Cheltenham; some Stratford-upon-Avon services

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	3,000	6,000	7,000
	Workers	1,000	3,000	3,000
Destinations	Culture	0	1	1
	Food and Drink	14	15	15
	Healthcare	0	2	2
	Education	1	2	2



Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries



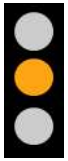
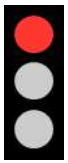
Facility	Provided	Facility	Provided
Toilets	✓ (Platform 1 only)	Vending Machines	✗
Ticket Office	✓ (AM only)	Drop-off/ Pick-up points	✗
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✗	Step Free Access	✓
Sheltered Waiting and Seating	✓ (AM only)	CCTV	✓
Public Wi-Fi	✗	Direct Bus Interchange	✓ (Short walk)
Retail Unit	✗	Staffed	✓ (AM Only)



Growth Potential: 1,710 new homes are planned by 2043 (proposed local plan sites, true as of April 2026), so there is expected to be an increase in station demand, although it is unlikely to change the station category. Moreton-in-Marsh station will continue to be an important strategic transport hub for the North Cotswolds.

4.2.8 Moreton-in-Marsh – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Wayfinding could be improved with more frequent signage on the platforms; it is recommended this is updated in line with new GBR branding with a more consistent application throughout the station. Passenger information screens should also be provided on both platforms. The station staffing is limited, and we expect a station of this size to be staffed throughout its operational hours to support passengers.	**Station Signage Improvement (NAV-001)** **Increasing station staffing times (NAV-005)**
Accessible	**Could be enhanced:** Ticket machines and toilets should be provided on platform 2 to ensure people can access basic facilities without having to cross over to the platform 1 side of the station. All platform waiting areas should be fully climate controlled to provide a comfortable space during weather extremes, and this is currently only open during office opening times. Whilst there is a footbridge, this could be upgraded to include lifts.	**Step free access enhancement within the station (ACC-001)** **Additional ticket machines (ACC-002)** **Additional toilets (ACC-003)**

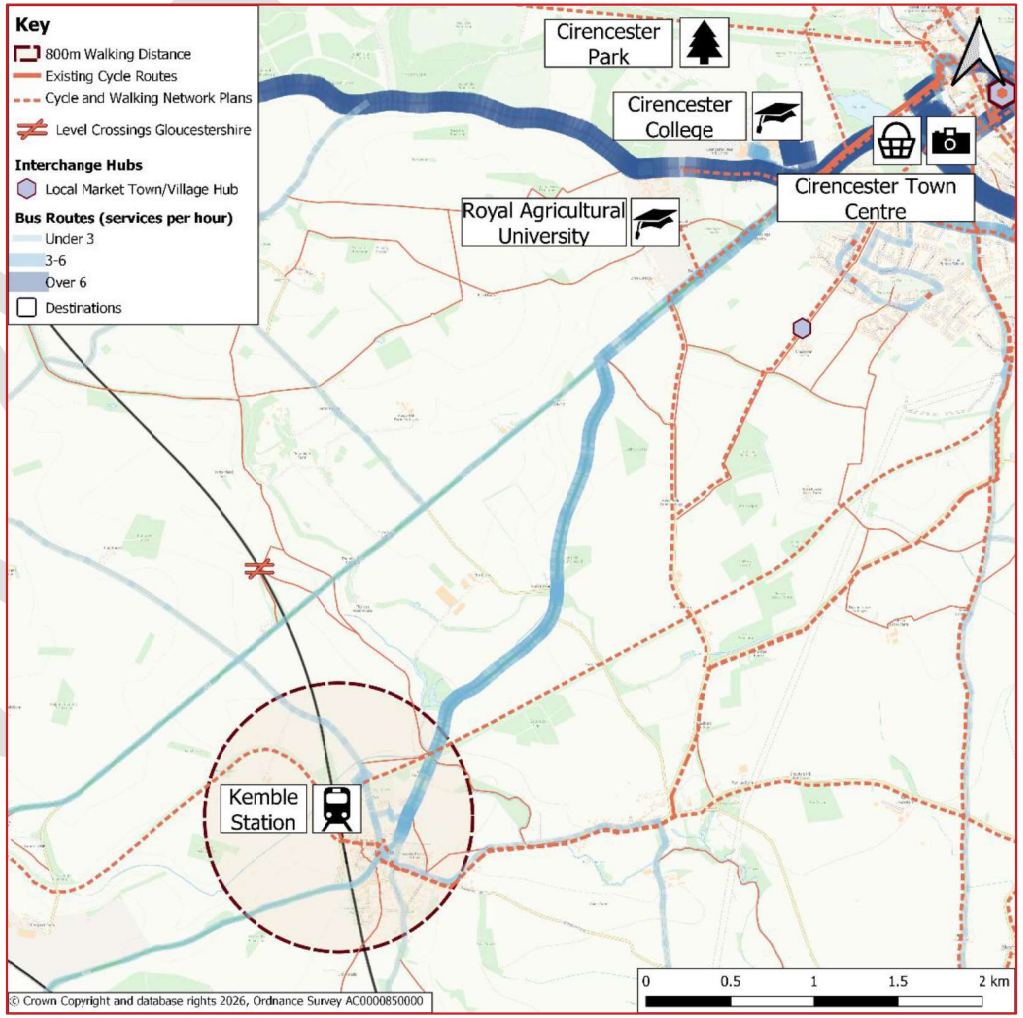
			Climate Controlled waiting spaces (ACC-006)
Comfortable		**Could be enhanced:** Covered waiting areas should be provided on both platforms and these should be open throughout the station operating times. The station currently has no retail or vending facilities despite its relative footfall. The station should as a minimum have a vending machine but ideally a small pop-up retail unit. Toilets throughout the station should be improved to provide suitable accessible facilities. A key requirement should also be the provision of Wi-Fi at the station.	Passenger waiting shelter improvements (COM-001) Retail improvements (COM-002) Provision of vending machines (COM-003) Toilet improvements (COM-005) Fast and Free Wi-Fi (COM-007)
Attractive		**Could be enhanced:** In addition to existing plantings, platform spaces could offer opportunities for small habitat creations to support local wildlife. Rainwater harvesting should be provided to support watering and upkeep of planting. Art from local artists should be displayed in waiting areas. Any new retail space should favour supporting a local business where possible. The approach to the station could be improved to provide a higher quality public realm which will improve the station's standing in the town centre, including green infrastructure and placemaking features.	Greenery and Green Space enhancements (ATT-001) Rainwater harvesting enhancements (ATT-003) Artwork display from local artists (ATT-004) Retail spaces for local businesses (ATT-006) Improvements to the station forecourt environment (ATT-007)
Safe		**Could be enhanced:** Additional CCTV is required in the station car park area. To support the introduction of the proposed Oxfordshire Metro service between Didcot and Moreton-in-Marsh the disused platform on the platform 2 side of the station is likely needed to be reinstated.	CCTV and Lighting improvements (SAF-002) Platform Re-instatement (SAF-005)
Connected		**Improvements required:** A dedicated pick-up and drop-off area should be provided in the car park. Improvements should be made to routes to and from the station, and the public realm in the station forecourt should be enhanced to improve the way in which the station acts as a gateway to the town, particularly considering bus stops, drop off areas, parking and active travel connections and this should also aim to improve cycling links to and from the station. Passenger information screens should be provided in the station forecourt with this including a bus departures board. Improvements to the arrangements for bus connectivity should be considered including signage, waiting infrastructure, bus access and passenger information screens. The existing car park can reach capacity on certain days, and consideration should be given as to whether the car park can be extended as well as improved to provide disabled, EV, car-club parking.	Dedicated drop-off and pick-up location (CON-001) Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002) Cycle parking and access improvements (CON-003) Passenger Information Screen Improvement for rail and bus (NAV-002) Bus stop connectivity improvements (CON-004) Improved car parking facilities including Car-club and EV spaces (CON-005)

4.2.9 Kemble – Station Context

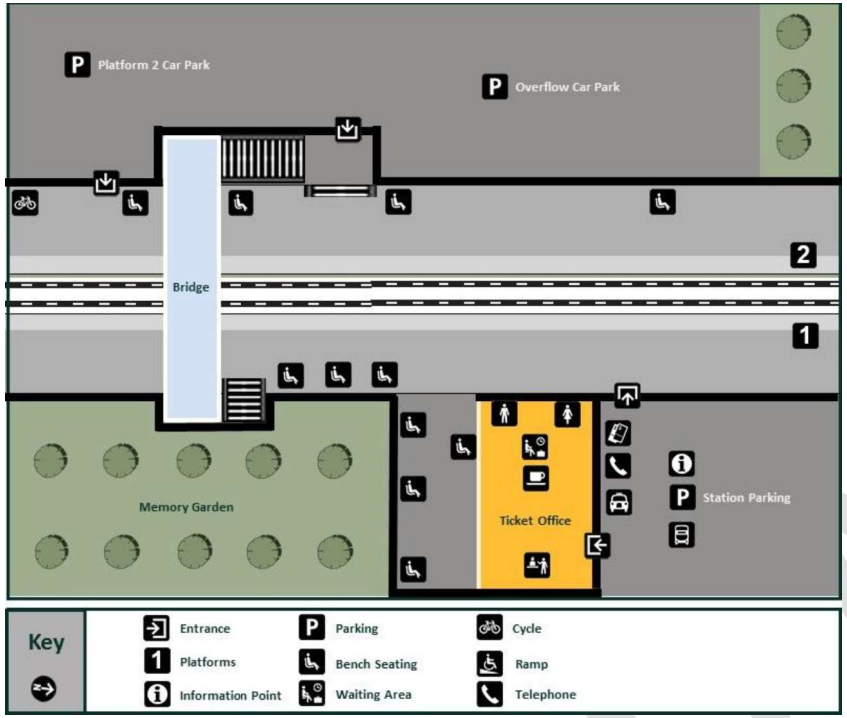
Kemble functions as a parkway station for journeys towards Gloucester/Cheltenham and London Paddington, as well as providing access to the nearby market town of Cirencester. The station currently has one train per hour with our proposed service specification seeing this increase to two trains per hour through the addition of a direct service between Swindon and Birmingham. The station directly serves the village of Kemble, although it has significant parking facilities to serve its wider catchment. The station provides a pleasant environment for passengers and is a key heritage asset, although improvements to first-and-last mile sustainable transport connections remain a priority, particularly to/from Cirencester.

Parameter	Statistic
Station Category	Medium Parkway
Annual Footfall	445,000
Daily Usage Est.	1,220
% Increase Since 2023/24	+11%
Staffed	Yes
No. Car Parking Spaces	220
No. of Cycle Spaces	12
Bus Frequencies	A few limited frequency services to Tetbury and Cirencester

	Travel time from station (walking)		
	10 min	20 min	30 min
Residents	1,000	1,000	1,000
Workers	<1,000	<1,000	<1,000
Destinations - Food and Drink	0	1	2



Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries



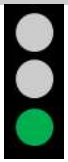
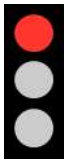
Facility	Provided	Facility	Provided
Toilets	✓ (Platform 1 only)	Vending Machines	✗
Ticket Office	✓ (AM only)	Drop-off/ Pick-up points	✓
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✗	Step Free Access	✗
Sheltered Waiting and Seating	✓ (AM only)	CCTV	✓
Public Wi-Fi	✗	Direct Bus Interchange	✓
Retail Unit	✓	Staffed	✓ (AM Only)



Growth Potential: there could be up to 590 new homes by 2043 southwest of Kemble station, as well as 400 south of Cirencester and 880 near Siddington (proposed local plan sites, true as of April 2026). There is unlikely to be a change in station category. Improving bus connectivity and active travel routes to/from Cirencester remains a key short-medium term opportunity.

4.2.10 Kemble – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Wayfinding around the station could be improved with more high-quality signage particularly platform signage and signage for the ticket machine on platform 1, it is recommended this is updated in line with new GBR branding with a more consistent application throughout the station. Live departures information should be provided on both platforms of the station. The station staffing is limited and we expect a station of this size to be staffed throughout its operational hours to support passengers.	**Station Signage Improvement (NAV-001)** **Passenger Information Screen Improvement for rail and bus (NAV-002)** **Increasing station staffing times (NAV-005)**

Accessible		**Could be enhanced:** Whilst step free access to both platforms is possible through the direct access into the station from both sides there is no step free access between the platforms within the station. This should be addressed by improving the footbridge at the station to provide full step free connectivity between the two platforms. Ticket machines and toilets should be provided on platform 2 to ensure people can access basic facilities without having to cross over to the platform 1 side of the station. All platform waiting areas should be fully climate controlled to provide a comfortable space during weather extremes.	**Step free access enhancement within the station (ACC-001)** **Additional ticket machines (ACC-002)** **Additional toilets (ACC-003)** **Climate Controlled waiting spaces (ACC-006)**
Comfortable		**Could be enhanced:** Covered waiting areas should be provided on both platforms, there is currently only one in the station entrance area which is only open in the mornings and closed on Sundays, these should be open throughout the station operating times. Consideration should be given to providing a parcel locker as this is a key commuting station for Worcester and London. A key requirement should be the provision of Wi-Fi at the station. A vending machine should be provided on Platform 2.	**Passenger waiting shelter improvements (COM-001)** **Provision of vending machines (COM-003)** **Provision of parcel lockers (COM-004)** **Fast and Free Wi-Fi (COM-007)**
Attractive		**Meets expectations:** There are no notable deficiencies which require additional work.	
Safe		**Could be enhanced:** Lighting on the main station and the access roads to and from the station could be improved to improve safety on and around the station at nighttime. Coverage of CCTV could be more extensive, and consideration should be given to upgrading and enhancing provision. Pedestrian routes through the car parks should be improved to provide better segregation between people and vehicles.	**Enhancements to meet Security in Design of Stations guidance (SAF-001)** **CCTV and Lighting improvements (SAF-002)** **Improved pedestrian routes through car parks (SAF-006)**
Connected		**Improvements required:** Connectivity to the surrounding area could be improved with clear, high-quality pedestrian routes beyond the immediate station area. Cycle routes should be improved with better signage and improved cycle storage facilities at the station. Bus connectivity could be improved by better bus waiting infrastructure and customer information screens for bus waiting times. The bus timetable should be improved to align with the rail timetable. A local access map and wayfinding would help people with their onward journeys.	**Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002)** **Cycle parking and access improvements (CON-003)** **Bus stop connectivity improvements (CON-004)** **Station Signage Improvement (NAV-001)**

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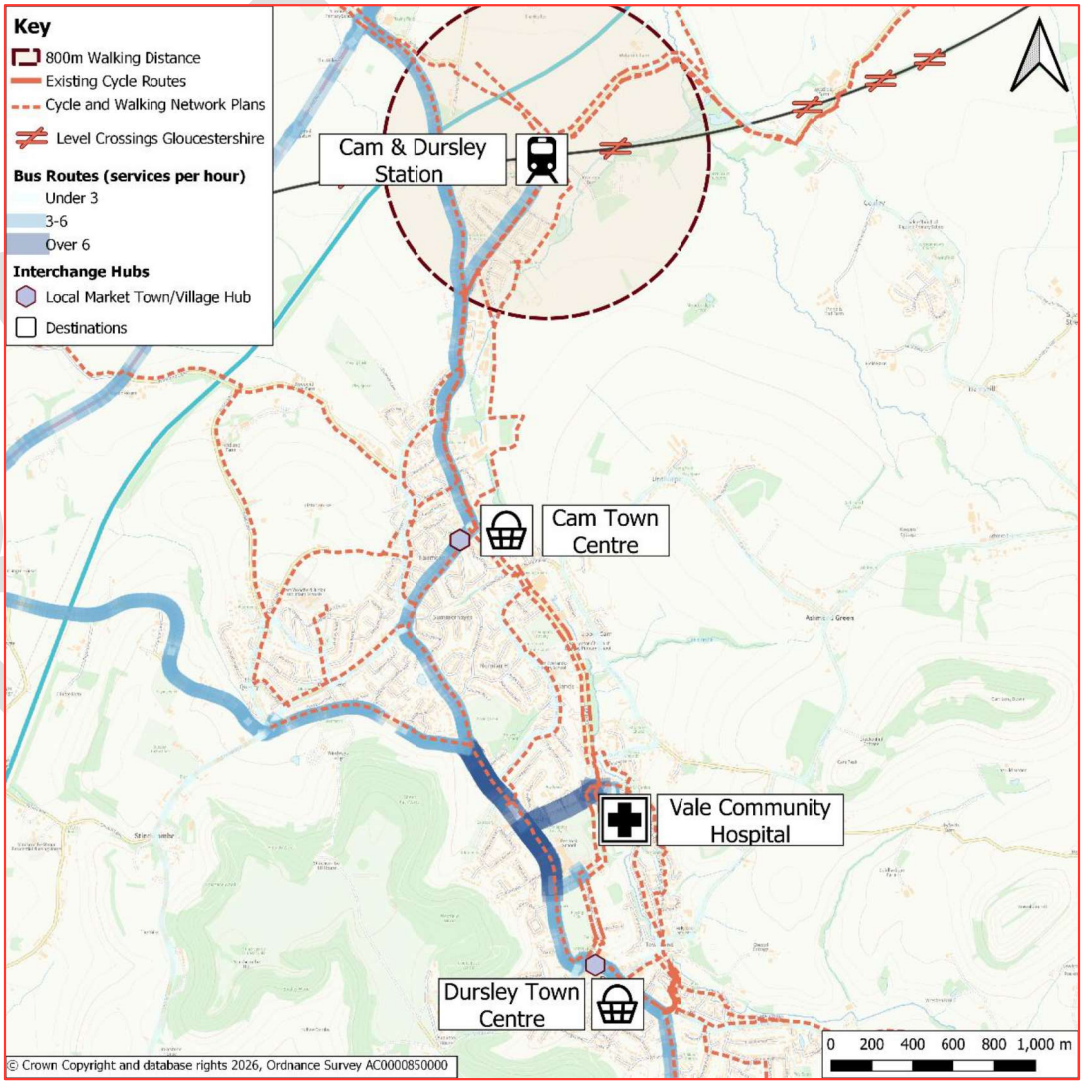
4.2.11 Cam and Dursley – Station Context

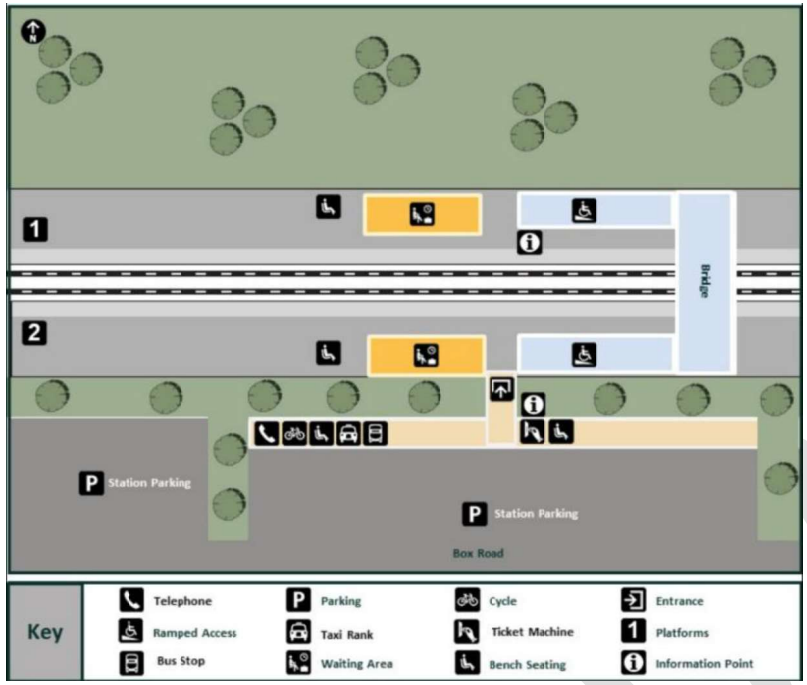
Cam & Dursley is a small parkway station which provides regional connectivity to Gloucester, Worcester and Bristol. Currently the station has one train per hour and our ambition is to increase this to two trains per hour to provide additional connectivity. The station is located relatively far from the town centres of Cam and Dursley and currently lacks frequent and direct onward bus services. The Pedersen Way (formally known as the Greenway) will deliver an 8km cycle route to/from the station and local centres and eventually connect to the National Cycle Route 41 in Slimbridge. Despite being a key railhead for Stroud District, offering direct train services to Bristol, car parking at the station is currently at capacity during peak times, with lack of direct access from the M5 and A38.

Parameter	Statistic
Station Category	Small, Parkway
Annual Footfall	239,000
Daily Usage Est.	660
% Increase Since 2023/24	+15%
Staffed	No
No. Car Parking Spaces	90
No. of Cycle Spaces	30
Bus Frequencies	Hourly connections to Gloucester, Dursley buses every 3 hours, Stroud 1 service per day

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	2,000	4,000	6,000
	Workers	<1,000	2,000	3,000
Destinations	Culture	0	5	5
	Food and Drink	0	1	4
	Healthcare	0	0	1
	Leisure	0	0	1
	Education	0	0	1

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries





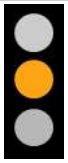
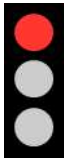
Facility	Provided	Facility	Provided
Toilets	✖	Vending Machines	✖
Ticket Office	✖	Drop-off/ Pick-up points	✓
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✖	Step Free Access	✓ (ramp only)
Sheltered Waiting and Seating	~ (partially sheltered)	CCTV	✖
Public Wi-Fi	✖	Direct Bus Interchange	✓
Retail Unit	✖	Staffed	✖

Growth Potential: with development planned in the surrounding area, the station is likely to move up from a category F station to a category D or E station, or a "Medium" sized station. This reiterates the importance of the capacity enhancing interventions such as more/larger waiting areas, widened footways and improved active travel and public transport integration.



4.2.12 Cam & Dursley – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Passenger information screens should be provided on both platforms. Consideration should be given as to whether the station could be staffed on a part-time basis.	**Passenger Information Screen Improvement for rail and bus (NAV-002)** **Increasing station staffing times (NAV-005)**

Accessible		**Could be enhanced:** An additional ticket machine should be provided on the platform 1 side of the station. An additional help point should be provided on the platform 1 side of the station. If practical, we would like to have toilets in the station, particularly given the expected development in the area and likely demand increase at the station. Ensure the station's footbridge is compliant – it is currently degrading quite badly.	**Additional ticket machines (ACC-002)** **Help Points on all platforms (ACC-004)** **Additional toilets (ACC-003)** **Step free access enhancement within the station (ACC-001)**
Comfortable		**Could be enhanced:** Consideration should be given to the provision of a vending machine and/or a vendor in the car park area. More/larger waiting areas with climate control should be introduced to meet the level of demand.	**Provision of vending machines (£) (COM-003)** **Passenger waiting shelter improvements (COM-001)**
Attractive		**Could be enhanced:** There are some areas around the station which could be used to provide community gardening facilities and this should be considered. The public realm in the station forecourt area should be improved with some planters/seating. Enhanced placemaking, either through a café/part time staffing to increase activity in and around the station.	**Community garden facilities (ATT-002)** **Greenery and Green Space enhancements (ATT-001)**
Safe		**Could be enhanced:** CCTV should be expanded to cover platform 2.	**CCTV and Lighting improvements (SAF-002)**
Connected		**Improvements required:** Whilst there are pedestrian routes to/from the station, some footways are narrow and should be widened. Cycle routes to/from the station from the surrounding highway network should be introduced as there is already strong cycling provision at the station. Consideration should be given to car park size given parking is limited and frequently full, with EV and car club spaces. The bus timetable needs to be more frequent and aligned with the rail service. A second entrance should be added as a long-term solution.	**Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002)** **Cycle parking and access improvements (CON-003)** **Improved car parking facilities including Car-club and EV spaces (CON-005)** **Bus stop connectivity improvements (CON-004)** **Additional station entrance (CON-006)**

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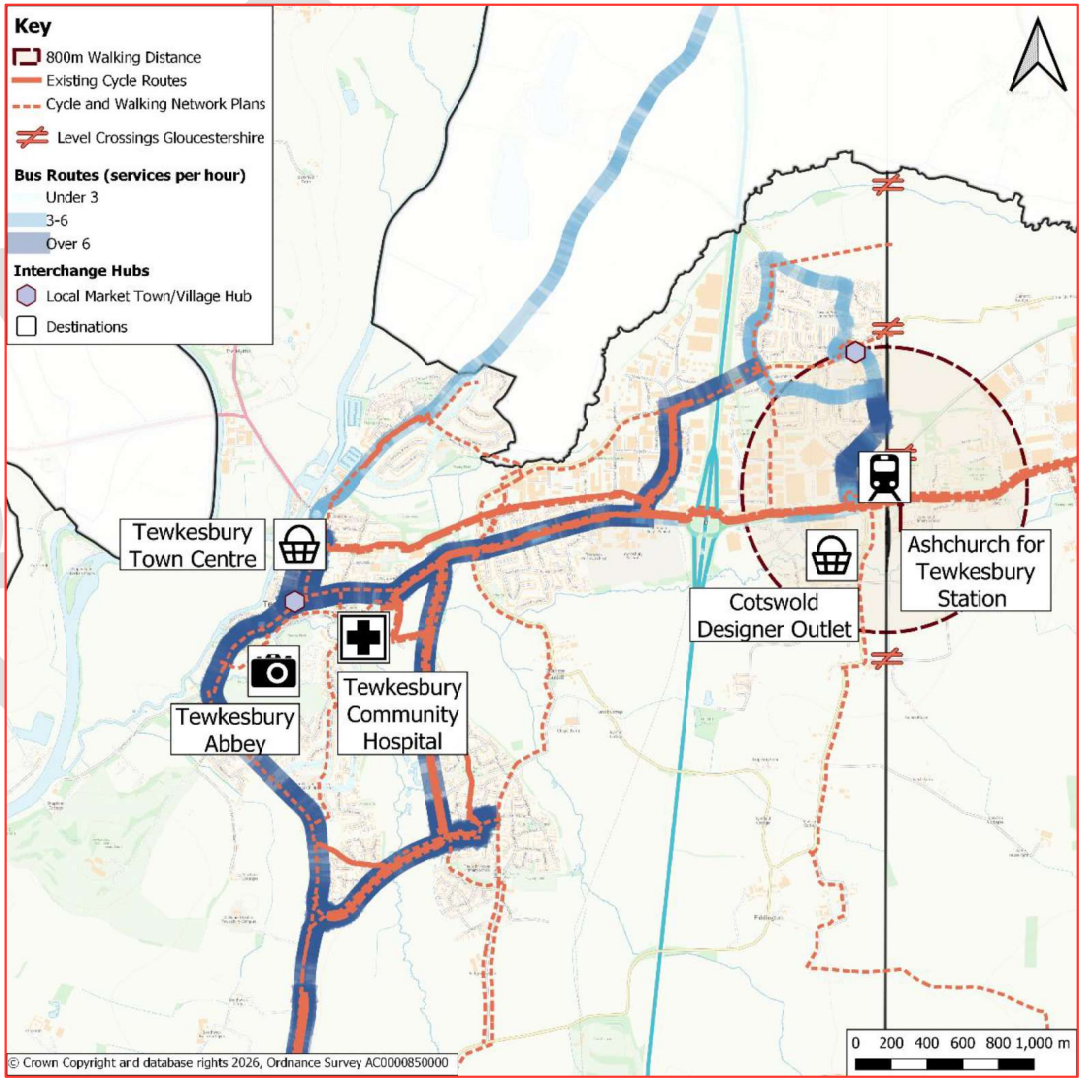
4.2.13 Ashchurch for Tewksbury – Station Context

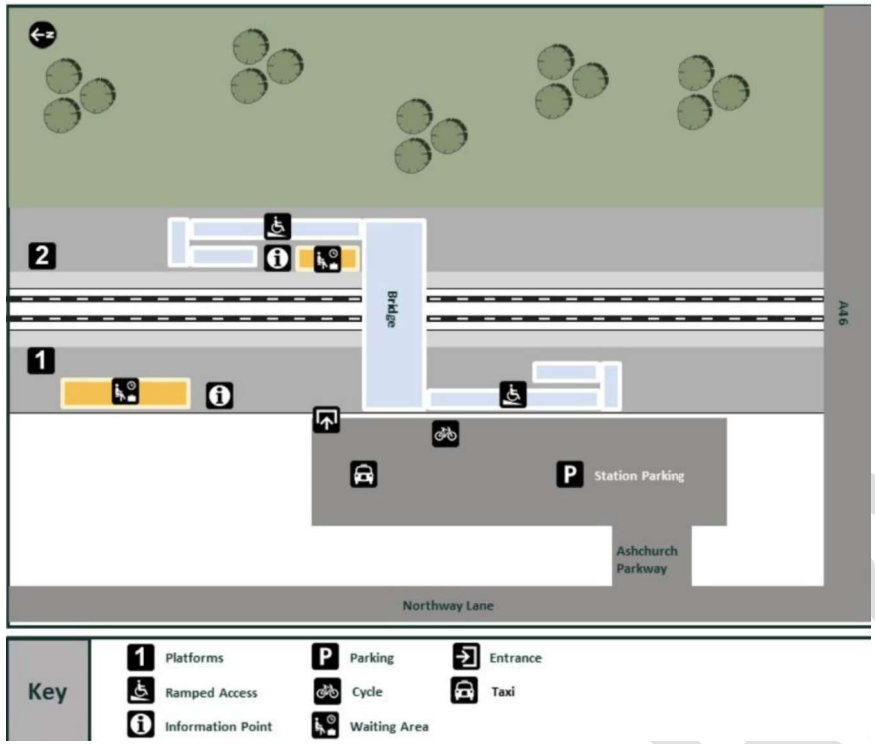
Ashchurch-for-Tewkesbury Station is our lowest patronage station; it functions as a parkway station in close proximity to the M5 J9 and the A46 and a local gateway to Tewkesbury. The station is currently served by one train an hour with local links to Gloucester and Worcester, with peak-time intercity service calls. We expect this to increase to three trains an hour as part of our proposed timetable ambitions, which would see the level of service at the station increase significantly. The station is located some distance from Tewkesbury town centre but in close proximity to the Cotswold Designer Outlet. Connections to the east of the station are very limited, although there are proposals for significant housing growth in and around Ashchurch.

Parameter	Statistic
Station Category	Small, Parkway
Annual Footfall	108,000
Daily Usage Est.	300
% Increase Since 2023/24	+16%
Staffed	No
No. Car Parking Spaces	73
No. of Cycle Spaces	36
Bus Frequencies	4 buses per hour between Tewksbury town centre and the station

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	2,000	6,000	6,000
	Workers	2,000	6,000	6,000
Destinations	Food and Drink	0	2	3
Destinations	Education	0	2	4

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries



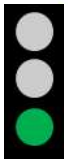
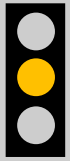
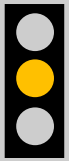
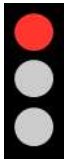


Facility	Provided	Facility	Provided
Toilets	✗	Vending Machines	✗
Ticket Office	✗	Drop-off/ Pick-up points	✗
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✗	Step Free Access	✓ (ramp only)
Sheltered Waiting and Seating	~ (partially sheltered)	CCTV	✓
Public Wi-Fi	✗	Direct Bus Interchange	✓
Retail Unit	✗	Staffed	✗

Growth Potential: with over 10,000 homes and up to 10,000 new jobs planned in the Tewkesbury area, demand for rail is expected to increase significantly; demand analysis undertaken shows that it could become a "Medium" sized station in the long-term, with implications in terms of passenger amenities. The largest demand increases are linked to the developments closest to the station, particularly the North Ashchurch Consortium site. This reiterates the importance of the proposed station improvements, particularly the provision of the eastern access, the lengthening and widening of platforms to facilitate at least 5-car trains, and interchange improvements to support multi-modal integration.

4.2.14 Ashchurch for Tewkesbury - Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Wayfinding around the station could be improved with more high-quality signage on the approach to the station entrance, it is recommended this is updated in line with new GBR branding with a more consistent application throughout the station. Live departures information should be provided in the station forecourt. Consideration should be given as to whether the station could be staffed on a part-time basis.	**Station Signage Improvement (NAV-001)** **Passenger Information Screen Improvement for rail and bus (NAV-002)** **Increasing station staffing times (NAV-005)**

Accessible		**Meets expectations:** There is a ticket machine on platform 1, but an additional one could be provided on platform 2. If practical, we would like to have toilets in the station, particularly given the significant development planned in the area and the associated increased demand, which sees the station move up in the Network Rail station categories to a Category D or E station. The existing footbridge should be replaced with a new accessible bridge with lifts.	**Additional ticket machines (ACC-002)** **Additional toilets (ACC-003)** **Step free access enhancement within the station (ACC-001)**
Comfortable		**Could be enhanced:** Consideration should be given as to whether the station could have a vending machine and retail or a vendor in the station forecourt. The waiting areas should be climate controlled. The platforms should be widened and lengthened to accommodate 5-car trains as demand increases.	**Retail improvements (COM-002)** **Provision of vending machines (COM-003)** **Passenger waiting shelter improvements (COM-001)** **Platform widening and/or lengthening (CON-007)**
Attractive		**Could be enhanced:** Whilst there is a community garden on Platform 1, there are more areas around the station which could be used to provide green infrastructure. The public realm could be improved around the station to provide a more welcoming environment, including planters, seating and potential vendor opportunities to encourage activity in and around the station.	**Community garden facilities (ATT-002)** **Improvements to the station forecourt environment (ATT-007)**
Safe		**Could be enhanced:** Some additional lighting could be provided in the car park to improve visibility at nighttime. CCTV should be reviewed to ensure full coverage. The station itself is quite isolated so measures should be put in place to promote greater activity around the station.	**CCTV and Lighting improvements (SAF-002)**
Connected		**Improvements required:** Access to the station could be improved from the east side of the station through the provision of a new eastern entrance and improved walkways and signage to support access to the station. Cycle access to the station from both sides should be improved, including cycle parking. Ashchurch station could also be more prominent from the A46 through improved signage and the walkway to and from the station car park improved where possible. Wayfinding to and from the Cotswold Designer Outlet should be improved and RTPI should be introduced at the bus stop. Consideration should be given to the car park in terms of public realm improvements, positioning/lining of spaces to ensure this meets required standards, and additional spaces should be provided to for EVs and car clubs, to cater to the forecasted demand increases.	**Additional station entrance (CON-006)** **Improvements to pavements, signage, and lighting for access to and from stations (CON-002)** **Improved car parking facilities including Car-club and EV spaces (CON-005)** **Cycle parking and access improvements (CON-003)**

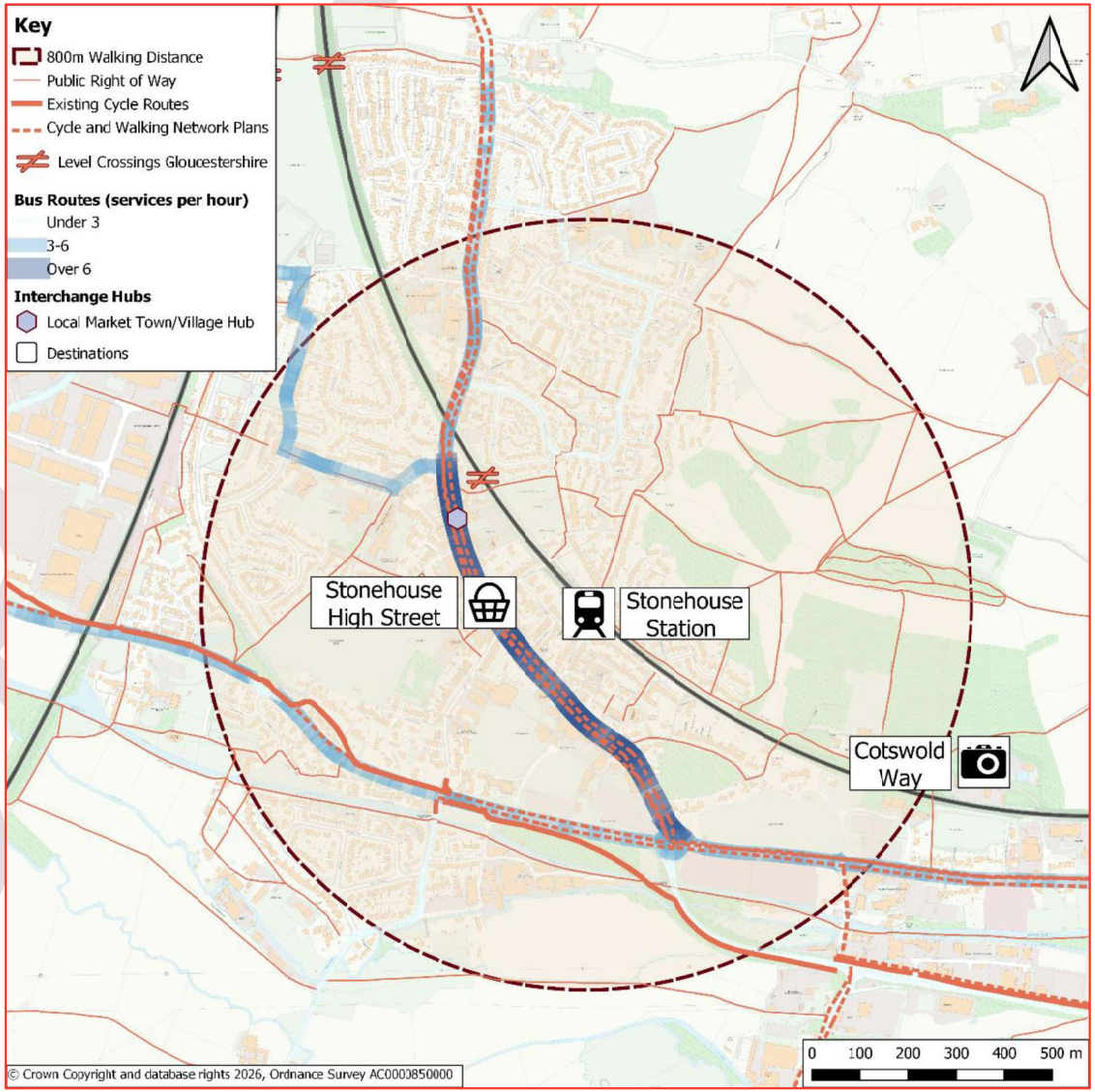
4.2.15 Stonehouse – Station Context

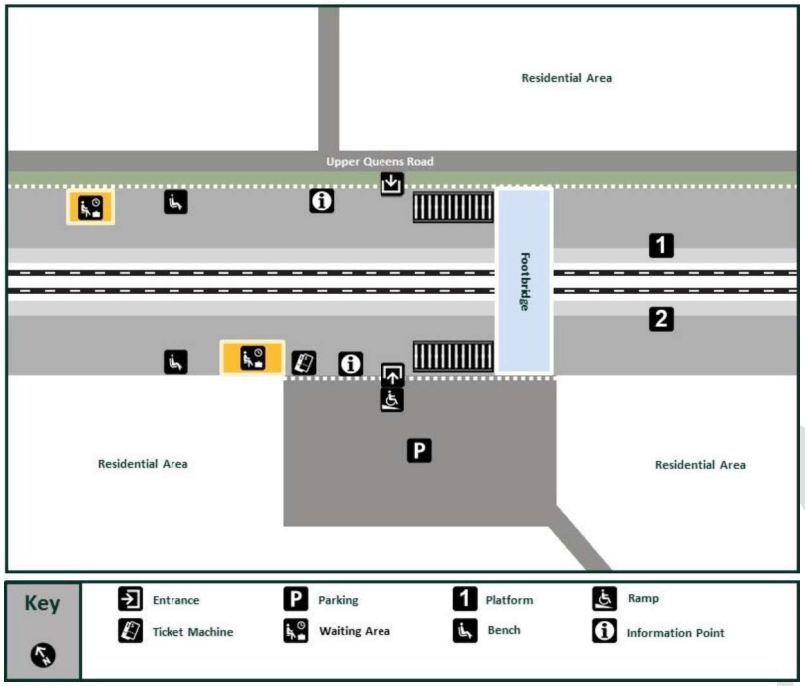
Stonehouse is a small local access station with links to Gloucester, Cheltenham Spa and London Paddington. Currently the station has a one train per hour service, but it is expected that this will increase to two trains per hour with a direct link to Birmingham and Swindon added as part of our proposed service specification. Key statistics, departure board, and station facilities are summarised below.

Parameter	Statistic
Station Category	Small, Local Access
Annual Footfall	193,000
Daily Usage Est.	529
% Increase Since 2023/24	+12%
Staffed	Yes
No. Car Parking Spaces	22
No. of Cycle Spaces	6
Bus Frequencies	Short walk to bus stop, multiple routes towards Gloucester - 5 trains per hour; 30 mins frequency service to Stroud; hourly to Dursley

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	6,000	9,000	13,000
	Workers	5,000	7,000	9,000
Destinations	Culture	1	1	1
	Food and Drink	6	7	9
	Healthcare	3	3	3
	Leisure	0	1	1
	Education	1	4	6

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries





Facility	Provided	Facility	Provided
Toilets	✗	Vending Machines	✗
Ticket Office	✓ (AM only)	Drop-off/ Pick-up points	✓
Ticket Machines	✓	Bicycle Storage	✓ (only 6 spaces)
Ticket Barriers	✗	Step Free Access	✗
Sheltered Waiting and Seating	~ (partially sheltered)	CCTV	✓
Public Wi-Fi	✗	Direct Bus Interchange	✗
Retail Unit	✗	Staffed	✓ (AM Only)

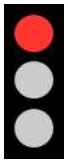
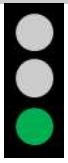
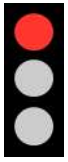
Growth Potential: local development is unlikely to change the station category or the interventions required at the station, although the relationship with the station and the town centre could be strengthened, as well as access to key employment sites to the west.





4.2.16 Stonehouse – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	 **Meets expectations:** There are no notable deficiencies which require additional work.	

Accessible		**Improvements required:** Step free access between platforms is via a 700m walk using public paths, the footbridge is not step free – consideration should be given to providing step free access within the station. There is a ticket machine on platform 2 side, but an additional one could be provided on platform 1.	**Step free access enhancement within the station (ACC-001)** **Additional ticket machines (ACC-002)**
Comfortable		**Meets expectations:** Consideration should be given to the provision of a vending machine, or a vendor in the station forecourt.	**Provision of vending machines (COM-003)**
Attractive		**Meets expectations:** There are no notable deficiencies which require additional work.	
Safe		**Meets expectations:** Some walkways are a little isolated, so routes which are lit or overlooked could be signposted accordingly.	**Station Signage Improvement (£) (NAV-001)**
Connected		**Improvements required:** Maps should be displayed to help situate the station within the town centre. The walking route on Burdett Road has a narrow footpath with a lack of crossing facilities and access through the car park. Crossing facilities should be improved on Queens Road as it is currently uncontrolled with no tactile paving. Cycling routes and secure parking should be provided within the vicinity of the station, particularly to better link the station with the proposed cycle corridor on the High Street. The nearest bus stop is situated on the High Street, a 5-minute walk away. Improved bus access should be investigated to identify opportunities to directly serve the station. The existing car park can reach capacity on certain days, and consideration should be given as to whether the car park can be extended as well as improved to provide EV charging and car-club parking. Links to the Cotswold Way via the local Public Right of Way network could also be signposted.	**Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002)** **Cycle parking and access improvements (CON-003)** **Bus stop connectivity improvements (CON-004)** **Improved car parking facilities including Car-club and EV spaces (CON-005)**

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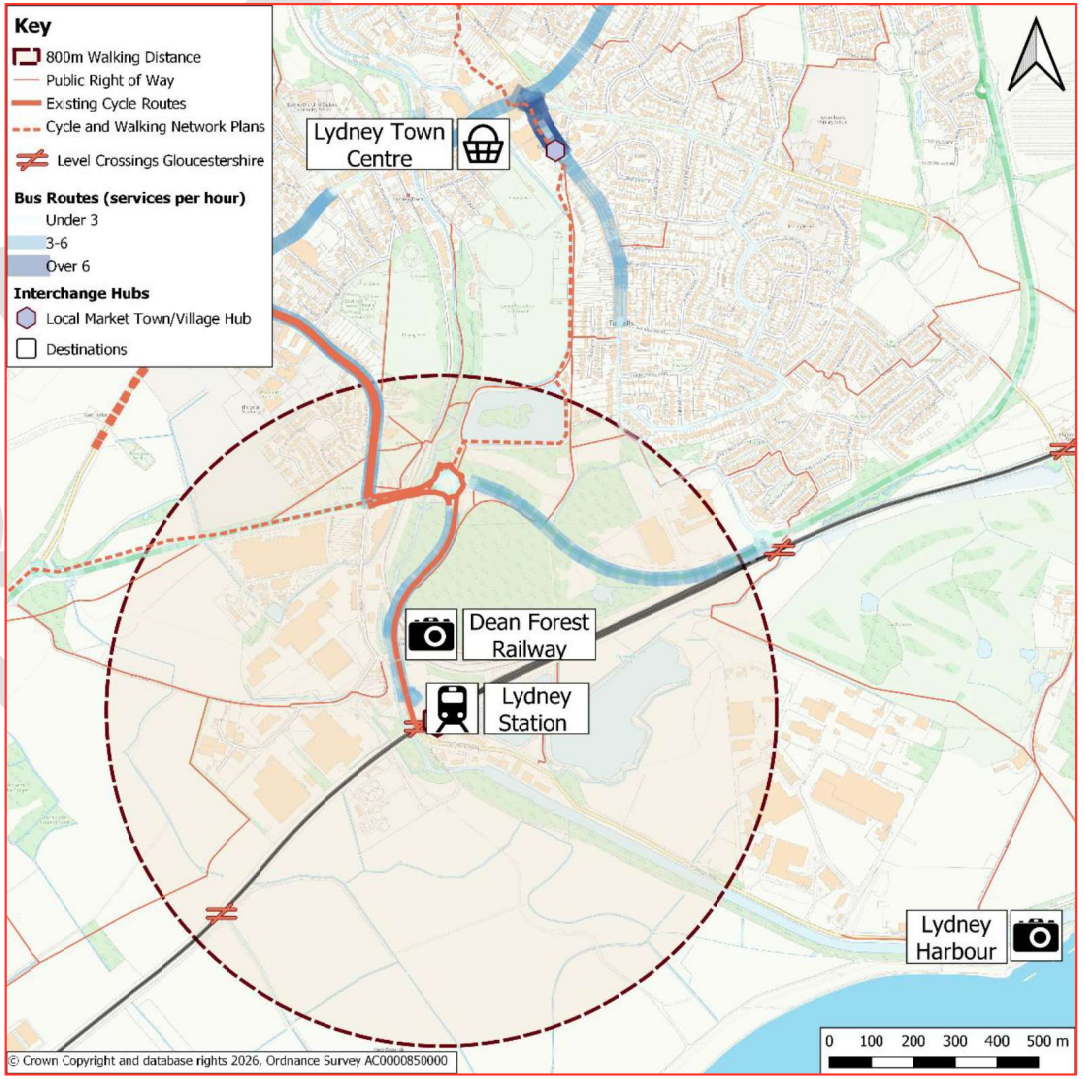
4.2.17 Lydney – Station Context

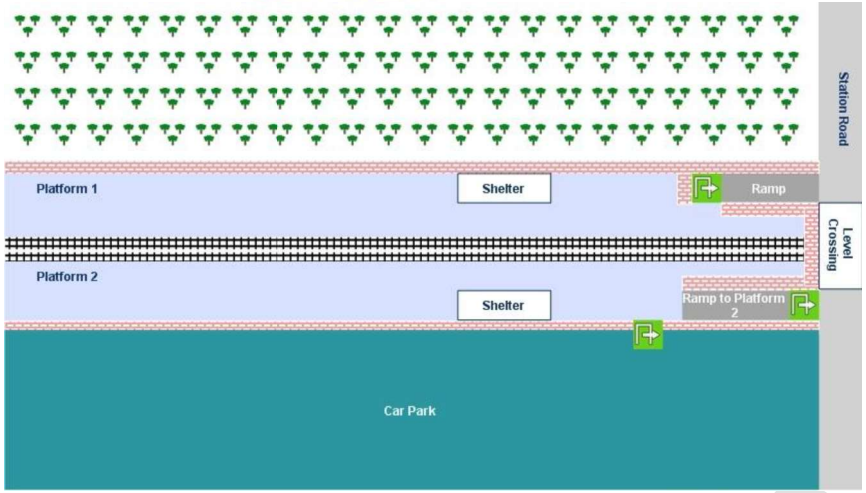
Lydney is one of our smallest stations and the only station in the Forest of Dean, providing local access to South Wales, Cheltenham and Gloucester. The station currently has one train per hour as part of the Cardiff Central – Cheltenham Spa service, with less frequent Cross Country service calls. Our future service provision would see this increase to two trains every hour with direct connectivity to Birmingham. The station is located some distance from the town centre, although there are walking and cycle routes provided and infrequent bus connections to the town centre. Each side of the station is currently accessed via a level crossing on Harbour Road.

Parameter	Statistic
Station Category	Small, Local Access
Annual Footfall	194,000
Daily Usage Est.	530
% Increase Since 2023/24	+14%
Staffed	No
No. Car Parking Spaces	85
No. of Cycle Spaces	14
Bus Frequencies	Hourly to Gloucester; hourly to Coleford; to Chepstow every 2-4 hours; other routes very limited service levels

		Travel time from station (walking)		
		10 min	20 min	30 min
	Residents	2,000	4,000	9,000
	Workers	2,000	3,000	4,000
Destinations	Culture	0	1	1
	Food and Drink	0	4	6
	Healthcare	0	0	3
	Leisure	0	1	2
	Education	0	3	5

Sources: Gloucestershire Local Transport Plan, Network Rail's Spatial IQ insight platform, National Rail Enquiries





Facility	Provided	Facility	Provided
Toilets	✗	Vending Machines	✗
Ticket Office	✗	Drop-off/ Pick-up points	✓
Ticket Machines	✓	Bicycle Storage	✓
Ticket Barriers	✗	Step Free Access	✓ (note – access between platforms is via the level crossing)
Sheltered Waiting and Seating	✗	CCTV	✗
Public Wi-Fi	✗	Direct Bus Interchange	✓
Retail Unit	✗	Staffed	✗

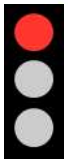
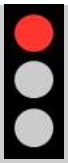
Growth Potential

Proposed development is likely to increase demand, but this will not change the station category or the interventions required at the station.



4.2.18 Lydney – Station Audit Summary

Focus Area	Rating	Improvement(s) identified
Navigable	**Could be enhanced:** Consideration should be given as to whether the station could be staffed on a part-time basis. Signage should be improved to better signify which platform to use for Wales/Gloucester bound services.	**Increasing station staffing times (NAV-005)** **Station Signage Improvement (£) (NAV-001)**

Accessible		**Improvements required:** Despite step-free access, passengers are required to traverse a level crossing to access the Cardiff bound platform. Grade separated access over the railway should be explored, this could be a long-term ambition given the current patronage. No help points are present at the station; these should be introduced. There should be more seating provision around the station.	**Step free access enhancement within the station (ACC-001)** **Help Points on all platforms (ACC-004)** **Accessible seating (ACC-007)**
Comfortable		**Meets expectations:** Consideration should be given to the provision of a vending machine and a part time vendor in the car park.	**Provision of vending machines (COM-003)** **Retail improvements (COM-002)** **Passenger waiting shelter improvements (COM-001)**
Attractive		**Could be enhanced:** The forecourt needs a general uplift as the surfaces are very worn and the station could provide a more welcoming environment. Habitat creation and community/retail activity would help to encourage people to dwell and improve the quality of the waiting environment.	**Greenery and Green Space enhancements (ATT-001)** **Improvements to the station forecourt environment (ATT-007)**
Safe		**Improvements required:** CCTV should be provided to cover the station and cycle parking area. A crossing facility should be provided or the junction improved at the car park entrance to improve pedestrian/cycle access.	**CCTV and Lighting improvements (SAF-002)** **Improved pedestrian routes through car parks (£) (SAF-006)**
Connected		**Could be enhanced:** Access to the station could be improved through the provision of improved walkways and signage to support access to the station particularly through the car park. The bus timetable should be improved, including waiting facilities and RTPI information. The car park should also have provision for EV and car club. Local information should be made available. Improved bus-rail links should be explored to improved public transport connectivity to the Forest of Dean, in addition to enhanced rail service calls.	**Improvements to pavements, public realm, signage, and lighting for access to and from stations (CON-002)** **Bus stop connectivity improvements (CON-004)** **Improved car parking facilities including Car-club and EV spaces (CON-005)**

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4.3 Enhancements to our Stations

4.3.1 Overview of Enhancements

It is clear from the previous section that there is a significant amount of work which can be undertaken to upgrade and enhance the stations across our region to meet the standards we expect from them. The required enhancements are summarised in the table below where interventions have been grouped by theme and indication given as to which enhancements are required at each station to meet the requirements we have specified. An indication of the cost implications of each item is provided where (£) is up to £100k, (££) is £100k to £500k and (£££) is £500k+.

Enhancement Required		Cheltenham Spa	Gloucester	Stroud	Moreton-in-Marsh	Kemble	Cam & Dursley	Ashchurch for Tewkesbury	Stonehouse	Lydney
Navigable	Station Signage Improvement (£) (NAV-001)	✓	✓	✓	✓	✓		✓	✓	✓
	Passenger Information Screen Improvement for rail and bus (£) (NAV-002)		✓	✓	✓	✓	✓	✓		
	Audible Announcements Enhancement (£) (NAV-003)		✓	✓						
	Augmented Reality Assistant application (£) (NAV-004)	✓	✓							
	Increasing station staffing times (££) (NAV-005)			✓	✓	✓	✓	✓		✓
Accessible	Step free access enhancement within the station (£££) (ACC-001)	✓		✓	✓	✓	✓	✓	✓	✓
	Additional ticket machines (£) (ACC-002)	✓		✓	✓	✓	✓	✓	✓	
	Additional toilets (££) (ACC-003)	✓	✓	✓	✓	✓	✓	✓		
	Help Points on all platforms (£) (ACC-004)						✓			✓
	Calm Spaces (££) (ACC-005)	✓	✓							
	Climate Controlled waiting spaces (££) (ACC-006)		✓	✓	✓	✓				
	Accessible seating (£) (ACC-007)		✓							✓
Comfortable	Passenger waiting shelter improvements (££) (COM-001)				✓	✓	✓	✓		
	Retail improvements (££) (COM-002)	✓	✓		✓			✓		✓
	Provision of vending machines (£) (COM-003)				✓	✓	✓	✓	✓	✓
	Provision of parcel lockers (£) (COM-004)	✓	✓	✓		✓				

Enhancement Required		Cheltenham Spa	Gloucester	Stroud	Moreton-in-Marsh	Kemble	Cam & Dursley	Ashchurch for Tewkesbury	Stonehouse	Lydney
	Toilet improvements (££) (COM-005)	✓	✓	✓	✓					
	Changing places toilets (££) (COM-006)	✓	✓							
	Fast and Free Wi-Fi (£) (COM-007)			✓	✓	✓				
Attractive	Greenery and Green Space enhancements (£) (ATT-001)	✓	✓		✓		✓			✓
	Community garden facilities (£) (ATT-002)						✓	✓		
	Rainwater harvesting enhancements (£) (ATT-003)	✓	✓		✓					
	Artwork display from local artists (£) (ATT-004)	✓	✓	✓	✓					
	Community spaces for local activities and learning (£) (ATT-005)	✓	✓							
	Retail spaces for local businesses (££) (ATT-006)	✓	✓		✓					
	Improvements to the station forecourt environment (ATT-007)			✓	✓			✓		✓
Safe	Enhancements to meet Security in Design of Stations guidance (££) (SAF-001)					✓				
	CCTV and Lighting improvements (££) (SAF-002)	✓	✓		✓	✓	✓	✓		✓
	Remote help point improvements (£) (SAF-003)									
	Revenue protection barrier enhancements (££) (SAF-004)									
	Platform Re-instatement (£££) (SAF-005)				✓					
	Improved pedestrian routes through car parks (£) (SAF-006)					✓				✓
Connected	Dedicated drop-off and pick-up location (££) (CON-001)	✓		✓	✓					
	Improvements to pavements, public realm, signage, and lighting for access to and from stations (££) (CON-002)	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Cycle parking and access improvements (££) (CON-003)	✓		✓	✓	✓	✓	✓	✓	
	Bus stop connectivity improvements (£) (CON-004)		✓	✓	✓	✓	✓		✓	✓

Enhancement Required		Cheltenham Spa	Gloucester	Stroud	Moreton-in-Marsh	Kemble	Cam & Dursley	Ashchurch for Tewkesbury	Stonehouse	Lydney
	Improved car parking facilities including Car-club and EV spaces (£) (CON-005)			✓	✓		✓	✓	✓	✓
	Additional station entrance (CON-006)						✓	✓		
	Platform widening and/or lengthening (CON-007)							✓		

4.3.2 Programme and Priorities

With a significant amount of enhancements work required across the station portfolio in Gloucestershire, we have proposed that this is done in phases which are broadly defined as short-term (by 2030), medium-term (2030-2040) and longer-term (2040+). We expect that upgrade work at stations will be completed in packages with multiple enhancements undertaken as part of a station upgrade. This approach will minimise impacts the passengers and mean that step changes in station quality will be provided. A summary of the interventions by station are summarised in the table below:

	Short-Term (by 2030)		Medium-Term (2030-2040)		Longer-term (2040+)
	Facilities	Access & Interchange	Facilities	Access & Interchange	All Measures
Cheltenham Spa	▪ Station Signage ▪ Additional ticket Machines ▪ Parcel Locker ▪ Green Spaces and Garden ▪ Rainwater harvesting ▪ Artwork ▪ Augmented reality app ▪ CCTV and lighting improvements	▪ Improved access to and from station including cycle parking and a dedicated drop-off and pick-up location	▪ Additional toilets and toilet refurbishment ▪ Calm space and changing places toilet ▪ New community space ▪ New retail space	▪ Step free access across the station with lifts provided on footbridge	

	Short-Term (by 2030)		Medium-Term (2030-2040)		Longer-term (2040+)
	Facilities	Access & Interchange	Facilities	Access & Interchange	All Measures
Gloucester	▪ Station Signage ▪ Passenger Information Screens and audio announcements ▪ Parcel locker ▪ Green Spaces and Garden ▪ Rainwater harvesting ▪ Artwork ▪ Augmented reality app ▪ CCTV and lighting improvements ▪ Accessible seating	▪ Bus Stop connectivity improvements	▪ Additional toilets and toilet refurbishment ▪ Calm space and changing places toilet ▪ Climate control in all waiting rooms ▪ New community space ▪ New retail space	▪ Improved access to and from station	
Stroud	▪ Station Signage ▪ Passenger Information Screens and audio announcements ▪ Increased staffing times ▪ Additional ticket machines ▪ Parcel Locker ▪ Wi-Fi ▪ Artwork	▪ Bus Stop connectivity improvements ▪ Improved access to and from station including cycle parking and a dedicated drop-off and pick-up location	▪ Additional toilets and toilet refurbishment ▪ Climate control in all waiting spaces ▪ Improvements to the station forecourt environment	▪ Improved car parking facilities including disabled, EV, Car-club, and pick-up/drop-off facilities	▪ Step Free Access enhancements in the station

	Short-Term (by 2030)		Medium-Term (2030-2040)		Longer-term (2040+)
	Facilities	Access & Interchange	Facilities	Access & Interchange	All Measures
Moreton-in-Marsh	▪ Station signage ▪ Passenger Information Screens ▪ Increased staffing times ▪ Additional ticket machines ▪ Disabled parking spaces ▪ Vending machine ▪ Wi-Fi ▪ Green spaces and garden ▪ Rainwater harvesting ▪ Artwork ▪ CCTV and lighting improvements		▪ Additional toilets and toilet refurbishment ▪ Climate control in all waiting spaces ▪ Passenger waiting shelter improvements ▪ Retail provision for local business	▪ Improved access to and from station ▪ Cycle parking and access improvements ▪ Bus Stop Connectivity Improvements ▪ Improved car parking facilities including disabled, EV, Car-club, and pick-up/drop-off facilities	▪ Platform reinstatement ▪ Step Free Access enhancements in the station
Kemble	▪ Station signage ▪ Passenger Information Screens and audio announcements ▪ Increased staffing times ▪ Additional ticket machines ▪ Parcel lockers ▪ Wi-Fi ▪ CCTV and lighting improvements ▪ Vending machine	▪ Improved pedestrian routes through car park	▪ Additional toilets and toilet refurbishment ▪ Climate control in all waiting spaces ▪ Passenger waiting shelter improvements ▪ Security enhancements	▪ Cycle parking and access improvements ▪ Bus Stop Connectivity Improvements ▪ Improved car parking facilities including disabled, EV, Car-club, and pick-up/drop-off facilities	▪ Step free access within the station

	Short-Term (by 2030)		Medium-Term (2030-2040)		Longer-term (2040+)
	Facilities	Access & Interchange	Facilities	Access & Interchange	All Measures
Cam & Dursley	▪ Passenger Information Screens ▪ Increased staffing times ▪ CCTV and lighting improvements ▪ Additional ticket machines ▪ Help points on all platforms ▪ Vending machine ▪ Green spaces and garden	▪ Improved access to and from station ▪ Cycle parking and access improvements ▪ Bus Stop connectivity improvements	▪ Toilet provision ▪ Improved car parking facilities including disabled, EV, Car-club, and pick-up/drop-off facilities ▪ Passenger waiting shelter improvements	▪ Improved car parking facilities including disabled, EV and Car-club	▪ Step Free Access enhancements in the station ▪ Additional station entrance
Ashchurch for Tewksbury	▪ Station signage ▪ Passenger Information Screens ▪ CCTV and lighting improvements ▪ Increased staffing times ▪ Additional ticket machines ▪ Vending machine ▪ Green spaces and garden	▪ Improved access to and from station ▪ Cycle parking and access improvements	▪ Passenger waiting shelter improvements ▪ New retail space ▪ Toilet provision ▪ Improvements to the station forecourt environment	▪ Improved car parking facilities including disabled, EV, Car-club, and pick-up/drop-off facilities	▪ Step Free Access enhancements in the station ▪ Additional station entrance ▪ Platform widening and/or lengthening
Stonehouse	▪ Station Signage ▪ Additional ticket machines ▪ Vending Machine ▪ Wi-Fi	▪ Improved access to and from station ▪ Cycle parking and access improvements ▪ Bus stop connectivity improvements		▪ Improved car parking facilities including disabled, EV, Car-club, and pick-up/drop-off facilities	▪ Step free access within the station

	Short-Term (by 2030)		Medium-Term (2030-2040)		Longer-term (2040+)
	Facilities	Access & Interchange	Facilities	Access & Interchange	All Measures
Lydney	▪ CCTV and lighting improvements ▪ Station Signage ▪ Increased staffing times ▪ Help points on all platforms ▪ Vending Machine ▪ Wi-Fi ▪ Artwork ▪ Greenery enhancements ▪ Accessible seating	▪ Improved access to and from station ▪ Bus Stop connectivity improvements	▪ Passenger waiting shelter improvements ▪ New retail space ▪ Improvements to the station forecourt environment	▪ Improved car parking facilities including disabled, EV and Car-club	▪ Step Free Access enhancements in the station

4.3.3 Funding and Delivery

With a range of different interventions outlined within this section, it is important to consider how these could be funded. There are a range of costs for the interventions identified which means that some should be relatively easily enacted while other larger infrastructure interventions will most likely need central government support. The potential funding approaches outlined within this section are:

- **Central Government funding** – this uses traditional funding to provide enhancements to the railway.
- **GBR centralised funding** – this would make use of money within GBR operating authority to make small scale improvements to stations as part of maintenance and renewal work.
- **Local Government funding** – this would make use of money provided by local Government or a Mayoral Combined Authority to make a specific improvement to a station or approach to a station.
- **Private sector funding** – this would see private sector developers or companies providing funding to complete work or enhancements for their own financial gain, to support increased land values or as part of planning permissions (i.e. Section 106 or CIL funding).
- **Charitable or community funding** – this sees members of the public providing small amounts of investment in either time or money to undertake an improvement to the station or station area.

<u>Central Government Funding</u>

Most railway enhancements are directly funded by money provided from the Department for Transport to improve rail services or capacity on the network. This process is outside the standard "Control Period" funding process which provides money to Network Rail (in the future GBR) for operations and maintenance of the railway. Infrastructure enhancements are managed by a separate allocation called the **Railway Network Enhancement Pipeline**; this is a centrally managed pipeline with all national rail infrastructure enhancements included with a process to prioritise and allocate funding to projects deemed most needed. To obtain money to undertake any infrastructure enhancement, the infrastructure manager (currently Network Rail but in the future GBR) will provide a business case outlining why a change

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is needed, the amount of funding needed and the economic return on investment. This is submitted into the RNEP process to be compared and prioritised with other national schemes to determine whether funding will be provided.

This funding mechanism is typically reserved for larger scale infrastructure interventions and is most likely to be applicable to investments in the longer-term time frame from section 5.3.2. In particular, key infrastructure interventions such as reinstating the third platform at Moreton-in-Marsh and providing step free access at several stations could require money to be provided this way. Given the larger sums of money and timescales associated with development and approvals any projects which seek funding this way, typically take several years to implement.

It is important to note that the RNEP process is heavily oversubscribed currently with many more projects in the pipeline than can actually be funded. Competition for funds is hard and major infrastructure projects such as HS2, EWR, Transpennine Route Upgrade and Midlands Rail Hub are consuming significant proportions of available funding for rail enhancements. Whilst there still remains a lack of clarity on how infrastructure enhancements funding will be provided following rail reform, it is expected a similar process to RNEP will remain in place if RNEP is not carried forward.

GBR Centralised Funding

Currently train operating companies are responsible for their expenditure for operational items. This includes key aspects such as staffing hours, ticket machines and safety critical infrastructure work required at the stations they manage. Whilst this money ultimately comes from Government (as the current farebox collector), the operators have some control over this. As the industry transitions towards the GBR operating model (where GBR will be the farebox collector) the ability to access funding for local change will likely be enhanced. Whilst any spend of centralised funding is likely to be minimal, it could be used to support small scale station changes such as additional ticket machines, Wi-Fi, improved signage or longer staffing hours.

The level of expenditure required and level of enhancement being provided to the station will likely dictate whether spend could be allocated this way, or whether access to centralised or local Government funding would be needed. For any enhancement aspects which will require the provision of new buildings or build refurbishment (i.e. new toilets or waiting areas), there is a strong likelihood this would need to come from Central Government Funding.

Local Government Funding

Whilst the railway industry is in direct control of railway assets, the highways, footpaths and cycleways which connect into stations are usually the responsibility of the Local Highway Authority. Devolved funding from Central Government for local bus service improvements, currently administered through the Local Authority Bus Grant (LABG), provides additional sources of funding for first and last mile connectivity improvements. Therefore, any improvements to areas around stations will most likely need support from Local Government funds.

Additionally Local Government could provide match funding or partial funding to a scheme which is within their interest to complete. This would be through partly paying for the infrastructure manager to do something where the full cost will not be paid by Government. An example of this might be if Central Government Funding were to be used to refurbish or build new toilets, or a waiting area match funding from Local Government could be used to provide additional facilities such as community spaces which can be completed at the same time as the rail infrastructure enhancements.

Whilst Local Government finances remain extremely stretched with many competing demands for public investment, funding could be identified through devolved Department for Transport capital allocations, i.e. the Local Transport Grant (LTG), subject to business case and cabinet support. Officers can provide resource to develop funding proposals, seek match funding, and undertake feasibility work/business case development, where there is a specific desire or need for the intervention as part of the transport strategy.

Government has allocated additional funding has been allocated to city regions, with the introduction of the £15.6 billion Transport for City Regions (TCR) investment fund, which will be devolved to Mayoral Combined Authorities for investment in transport within their regions. Whilst there is expected to be a "retained scheme" limit within TCR, as there was with City Region Sustainable Transport Settlements (CRSTS), this would provide powers for Mayoral Combined Authorities with TCR funding to fully or partly fund transport schemes. Whilst this is not currently likely to be an option for Gloucestershire, becoming part of an MCA in the future could enable funding for enhancement schemes to be secured in this way.

Private Sector Funding

Private sector can provide funding and finance for items where they will either receive a direct return on investment or see some wider benefit such as land

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value increases. This could include private financing a new station to support a commercial or housing development, whereby the new station makes the site being constructed more desirable. Additionally, funding can be secured from private investors as part of the planning process by leveraging mechanisms such as Section 106 (S106) or Construction Infrastructure Levees (CIL) which can place a requirement on a private developer to provide funding to improve or enhance some local infrastructure. This could include funding or part funding for rail infrastructure improvements, particularly around stations.

Private sector companies are more likely to invest money in smaller interventions, for example to fit out retail units or provide mobile retail units, make improvements to car parks (if the car park is owned or operated by a third party) or providing things like vending machines or parcel lockers.

Charitable or Community Funding

In rural environments in particular, the work of volunteers and the Community Rail Partnership is critical to rail stations. Many people provide their time and effort as well as small scale items such as plants and flowers free of charge which help to make stations look and feel special to users. It is important to recognise this as a funding approach, and whilst community rail partnerships typically receive some funding from Local Government the effort which is put in by volunteers is invaluable. Whilst this is only ever likely to be relatively small levels of investment, such as plants and other small items, this is an excellent way to make a difference to our stations and deliver value for money improvements.

It is possible that through collaborative working with local artists and charities that key aspects such as artwork in stations could be provided at low cost, with opportunities arising from work being showcased enabling charitable donations to be made or to offer “free” advertising to artists for those using the stations.

Overall Recommendations

Any infrastructure enhancements to our railway will be delivered using a blended approach of all the mechanisms outlined within this section. Following the development of a clear and credible infrastructure enhancement plan we will outline a funding and financing strategy which will outline our approach to delivery of proposals. We will continue to work closely with the Department for Transport, Local Government bodies, the private sector and charities to ensure that a robust, clear and transparent approach can be adopted for the funding and financing of our proposals.

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5. Monitoring and Evaluation

This strategy acts as a daughter document to our Local Transport Plan and as a result the information presented here forms the basis of our ambition for the railway within our region. We acknowledge that much of the significant infrastructure enhancement to realise changes to our stations is outside of our immediate control, but the opportunities presented by regional devolution and changes being brough about by the Railway Bill will mean that we will be able to have greater leverage on service specification and enhancements to the railway.

As such, we expect that we will be able to use this strategy to track progress towards our ambitions whilst acknowledging that in the future the strategy may need to adjust to meet a changing industry context. The strategy will be used as a baseline reference for our expectations from the rail industry when changes are being proposed which will make an impact to rail services in our region. We expect this document to be used to support development of business cases for interventions and form a key part of the strategic rationale for any improvements.

We have purposely outlined a set of key actionable interventions we believe are needed to achieve our ambitions so that we can track progress as time goes by. We expect that interventions outlined within this strategy will take time to come to fruition and as a result we expect that an update to the strategy outlining progress made and any changes to expectations will be provided by 2029. This should allow progress for the items outlined as "short-term" within our stations proposals to have been largely completed and established plans for work in the medium- and longer-term. We would also expect that within three years work will be progressing on Midlands Rail Hub which will be a critical infrastructure enhancement if our proposed future service pattern is to be delivered.

Following completion of this strategy, we will establish a set of Key Performance Indicators which will be used to track and monitor the use and performance of the railways within Gloucestershire and support attributing any changes to enhancements which take place. We will monitor progress against our rail polices in the annual LTP monitoring report through an established set of credible KPIs. We expect the KPIs to align with industry best practice and as such expect these will include:

Rail passenger numbers – measured using industry recognised entry and exit data provided by ORR supplemented by car park and cycle parking data. **To be monitored annually**

Service reliability – measured on an annual basis using industry recognised reliability data (time to 3) by operator and by line of route. **To be monitored as and when data is made available**

Customer satisfaction – measured by annual rail passenger surveys undertaken by Transport Focus, an impartial 3rd party for railway operations. **To be monitored annually, where data can be disaggregated**

Access to Rail – Assessments of population within a defined distance/time from a station by sustainable modes of transport assessed using recognised industry models such as Podaris. **To be monitoring and when improvements are delivered**

Accessibility – The number of stations and train services which are accessible by everyone, assessed every 5 years. Passenger assist requests could also be considered via an agreement with operators to provide this information on an annual basis. **To be monitored as and when data becomes available**

Transport integration – Active travel links delivered, bus and rail integration schemes delivered, cycle parking provision at stations, delivery of bus shelter, real time information and wayfinding improvements, entry and exit data for bus-rail link destinations, bus passenger data (including Robin DRT) alighting and departing at stations. **To be monitored periodically through the Local Transport Delivery Plan**

Emissions reduction – The amount by which CO_2e and other emissions reduce due to modal shift, calculated using recognised emissions monitoring and accounting processes – this is reported by mode by the DfT. **To be monitored as and when data becomes available.**

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