

Local Transport Plan Summary

Gloucestershire's Local Transport Plan 2020 - 2041

A resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit.



Introduction

Welcome to the [Local Transport Plan \(LTP\)](#) Summary which provides an 'at a glance' view of the transport strategy for Gloucestershire to 2041.

We are living in a time of unprecedented change, in terms of population growth, housing demand and technological advancement. At the same time there are challenges, including reducing transport carbon emissions and the need for a more inclusive transport network.

Gloucestershire County Council has declared a 'climate emergency' and by doing so recognises the urgency of reducing transport carbon emissions. We have made a further commitment by signing up to the UK100 pledge to be net zero carbon emissions by 2045.

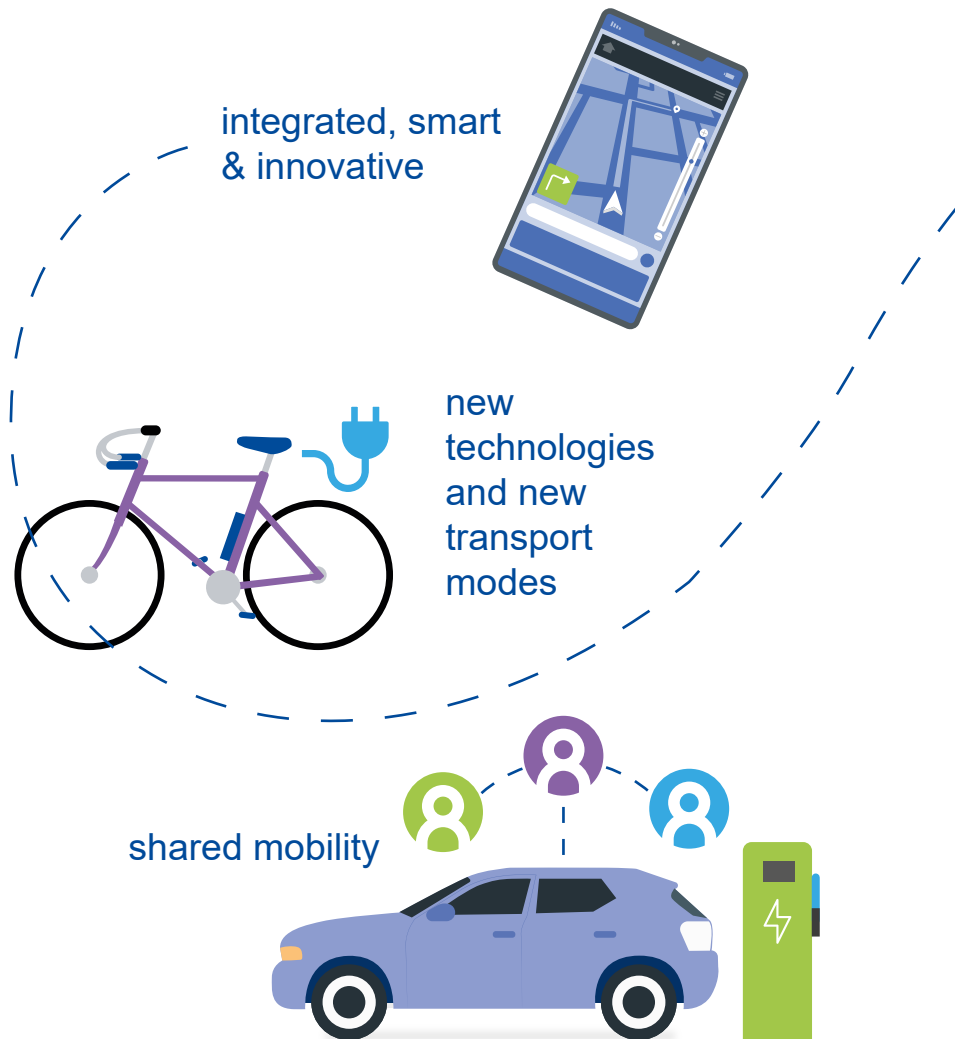
The LTP has developed new policy areas and strengthened the target to reduce transport carbon emissions.

This LTP (adopted in March 2021) considers a more sustainable transport model. The plan seeks to optimise the existing transport network, support innovation and low carbon infrastructure.

Our ambition is for transformative new public transport infrastructure that brings different types of transport (e.g. public transport, cycling and cars) together at Transport Interchange Hubs, improving travel connections. We will invest in attractive cycle links for high usage cycling, encourage active travel, and better integrate strategic land use, infrastructure and transport planning.



In the future transport will be...



To achieve this we need:



Strategic Context & Overarching Strategy

The LTP vision highlights the importance of supporting sustainable transport connections as the economy grows.



The LTP objectives were developed by identifying the key challenges which Gloucestershire County Council and its partners will need to overcome.

The LTP vision and objectives will be delivered through policies and their expected outcomes.

The integration of different ways to travel is essential to reduce transport carbon emissions and to manage congestion in our urban areas.

The resulting shift towards public transport and active travel, such as cycling or walking, combined with cleaner vehicle technology will allow Gloucestershire to achieve its CO₂ reduction targets and conserve the environment.

Overarching policy supports the transport strategy for the county and aims to protect the environment and increase journeys on foot, by bike, bus and rail.

LTP PD0.1 - Reducing Transport Carbon Emissions and Adapting to Climate Change

LTP PD0.2 - Local Environmental Protection

LTP PD0.3 - Maximising Investment in a Sustainable Transport Network

LTP PD0.4 - Integration with Land Use Planning and New Development

LTP PD0.5 - Community Health & Wellbeing

LTP PD0.6 - Thinktravel - Influencing Travel Behaviour Change



Walking and Cycling

Increases in walking and cycling have the potential to provide ‘triple wins’ for the economy, health, and the environment, by reducing congestion and air pollution and increasing physical activity.

Walking and cycling routes should be safe and form a continuous accessible network. This is supported by the Department for Transport’s vision for walking and cycling, outlined in new national guidance “[Gear Change](#)”, and associated cycle infrastructure design guidance ([LTN1/20](#)) which will influence how Gloucestershire will design cycle infrastructure in the future.

Gloucestershire is developing [Local Cycling and Walking Infrastructure Plans](#) (LCWIP) for the county.

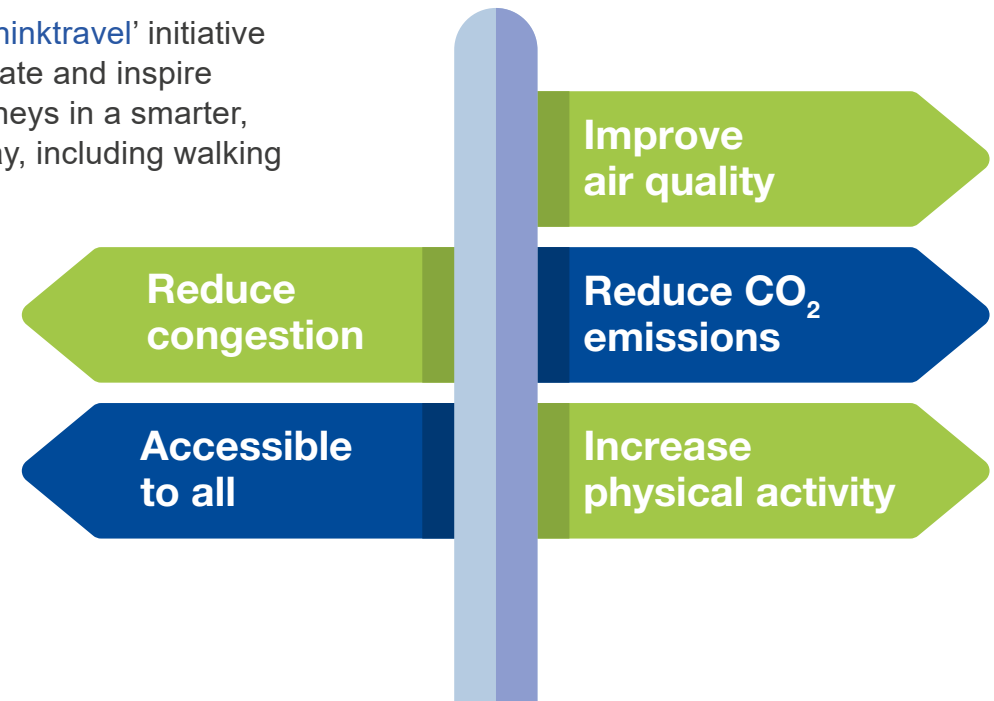
These LCWIPs will supplement the LTP and consider strategic, primary and secondary routes and identify investment priorities for improvements to encourage more walking and cycling. Investment will cater for people of all ages and abilities, including people who do not currently cycle or pedestrians who have mobility impairments.

To support pedestrian movement LTP policy sets out the hierarchy of road users, as specified in the Manual for Streets, requiring pedestrian needs to be considered first.

Gloucestershire’s ‘[Thinktravel](#)’ initiative aims to inform, educate and inspire people to make journeys in a smarter, more sustainable way, including walking and cycling.

It is estimated that by 2050, 70% of children nationally will be affected by obesity.

Encouraging active travel by walking and cycling to school can contribute to helping children maintain a healthier weight and develop life long travel behaviour habits.



Cycling policy supports the cycling strategy and encourages safer cycling for more journeys by bike.

LTP PD 2.1 - Gloucestershire's Cycle Network

LTP PD 2.2 - Cycle Asset Management

LTP PD 2.3 - Active Travel: Safety,
Awareness & Confidence

Pedestrian policy supports the walking strategy and encourages more walking and mobility user friendly places.

LTP PD 6.1 - Gloucestershire's Pedestrian Network

LTP PD 6.2 - Rights of Way

LTP PD 6.3 - Pedestrian Asset Management

LTP PD 6.4 - Pedestrian Safety



Rail and Public Transport

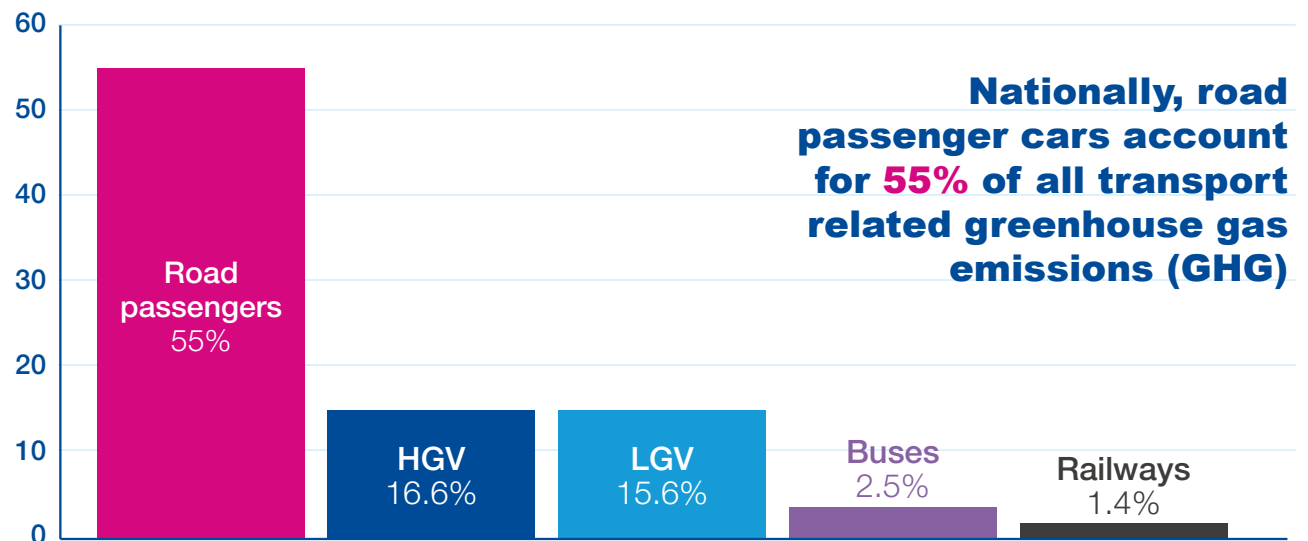
Public transport combined accounts for under 4% of transport related greenhouse gas emissions, compared to passenger cars which account for over thirteen times more emissions.

Buses are the most versatile form of travel; they can provide mass transit corridors that can reach further into rural areas than rail. Buses are vital to the 20% of Gloucestershire households that don't have access to a car.

The use of smart phone apps and **Real Time Passenger Information (RTPI)** increases awareness and confidence in the reliability of services. SMART ticketing can reduce the barriers for existing passengers and attract new ones. In Gloucestershire over 90% of public transport has contactless payment methods available, benefiting bus and rail passengers.

Gloucestershire's rail passenger numbers are relatively low and we want them to grow along with bus passengers. Increasing the journeys made by train and bus is a key ambition of the LTP and the plan identifies a number of interventions needed to fulfil this. There is potential for rail to provide sustainable, high quality, high speed transport connections, and take the pressure away from the road network, including the M5 corridor.

The objective of the LTP policies for rail, public transport and community transport are to provide an attractive, reliable alternative choice to the car. In the future, we will bring different types of transport together at Transport Interchange Hubs, including demand responsive transport, bus services, bike hub facilities and cars.



National Greenhouse Gas Emissions (2018)

Bus policy supports the public transport strategy and encourages interchange between bus, rail, community transport and demand responsive transport.

LTP PD 1.1 - Gloucestershire's Bus Network

LTP PD 1.2 - Improving the Quality of Road Based Public Transport

LTP PD 1.3 - Bus Priority

LTP PD 1.4 - Coach Travel

LTP PD 1.5 - Community Transport including Voluntary Car Schemes

LTP PD 1.6 - Transport Interchange Hubs

LTP PD 1.7 - Communicating Travel Information

Rail policy supports the rail strategy and aims to increase the potential of stations in Gloucestershire to encourage more rail journeys.

LTP PD 5.1 - Rail Infrastructure Improvements

LTP PD 5.2 - Rail Service Capacity Improvements

LTP PD 5.3 - Rail Station Improvements

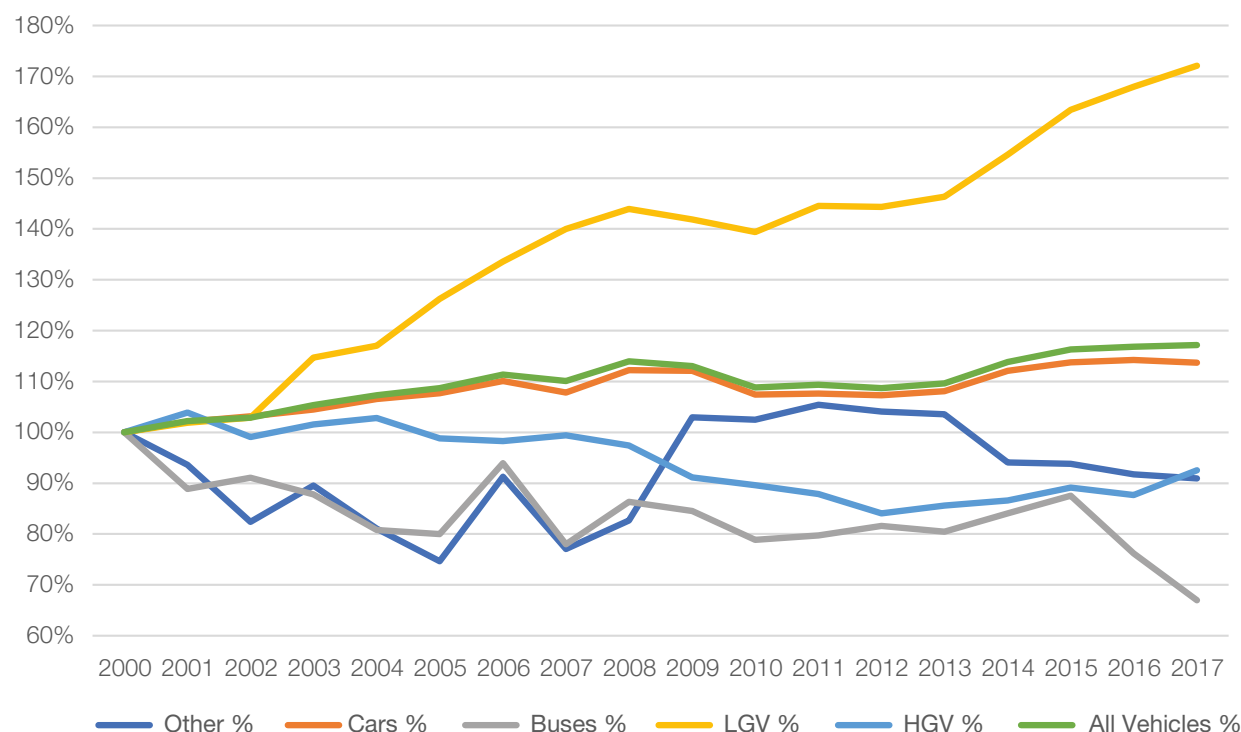


Highways and Freight

Gloucestershire has about 80 miles of motorway and trunk roads and approximately 3,300 miles of local authority managed highway.

Gloucestershire's vehicular traffic shows that light goods vehicle miles have been increasing more rapidly than either heavy goods vehicle miles, or all vehicle mileage. Localised delivery solutions will become more important to contain the growth in delivery vehicles and reduce transport carbon emissions.

Gloucestershire Vehicular Traffic
(vehicle miles travelled by vehicle type)



The Strategic Road Network (SRN) of motorways and other major routes is managed by Highways England. Gloucestershire's Highway Network policy is to maintain this network in partnership with Highways England to ensure the safe, accessible and expeditious movement of people and goods.

Maintaining a functioning highway network, including the management of parking, is the foundation for an integrated transport system.

Well designed transport infrastructure can improve safety for all types of transport, reducing the number of traffic collisions.

In the face of challenges such as extreme weather events and highway capacity, we work with our partners and communities to manage a resilient highway network which is vital to the movement of people and goods.

The [Advisory Freight Route Map](#) for the county, sets out the primary route corridors for heavy goods vehicles.

Gloucestershire will prepare for the decarbonisation of freight by 2045.

Freight policy supports the freight strategy and sets the primary route corridors for the Advisory Freight Route Map.

LTP PD 3.1 - Gloucestershire's Freight Network

LTP PD 3.2 - Freight Journey Routing Information

LTP PD 3.3 - Driver Facilities

LTP PD 3.4 - Driving Better Practice

LTP PD 3.5 - Managing Domestic Deliveries in Urban or other Sensitive Locations

LTP PD 3.6 - Rail and Water Freight

Highway policy supports maintaining a functioning highway network, including the management of parking as the foundation for an integrated transport system.

LTP PD 4.1 - Gloucestershire's Highway Network

LTP PD 4.2 - Highway Network Resilience

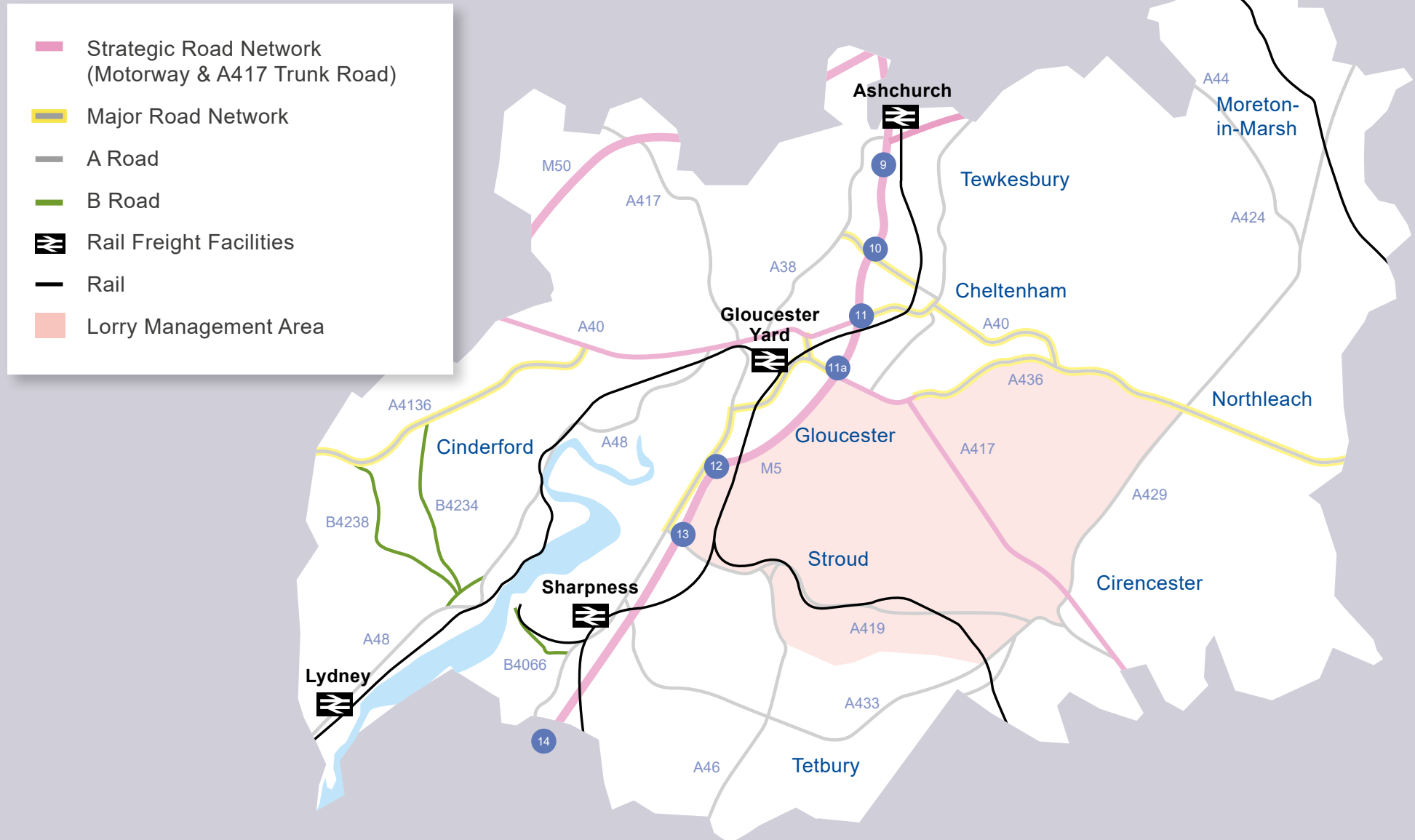
LTP PD 4.3 - Highway Maintenance

LTP PD 4.4 - Road Safety

LTP PD 4.5 - On-Street Car Parking



Advisory Freight Route Map



Connecting Places Strategy Areas to 2031



LTP Scheme Ambitions to 2031

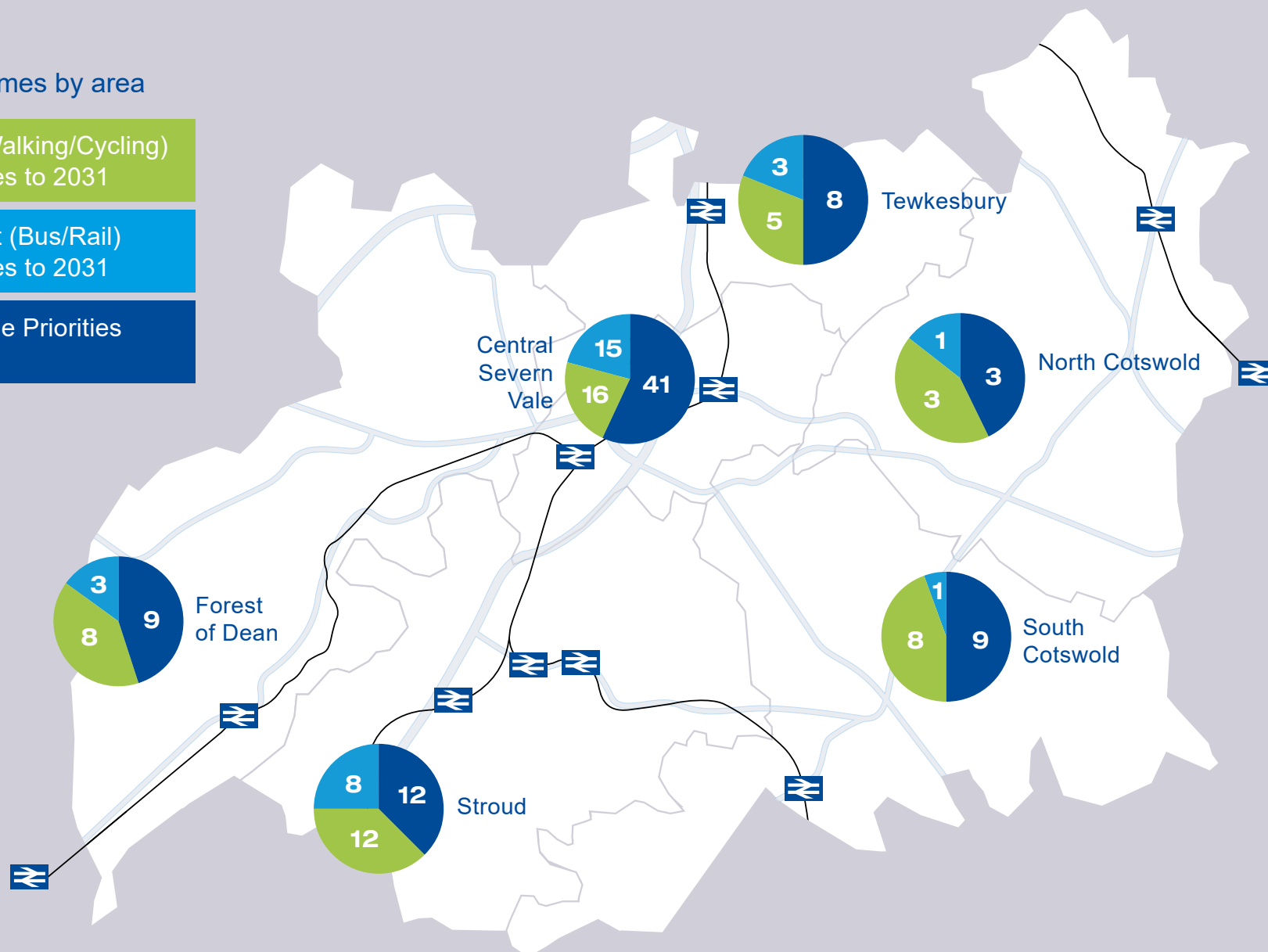
Scheme types:

Number of schemes by area

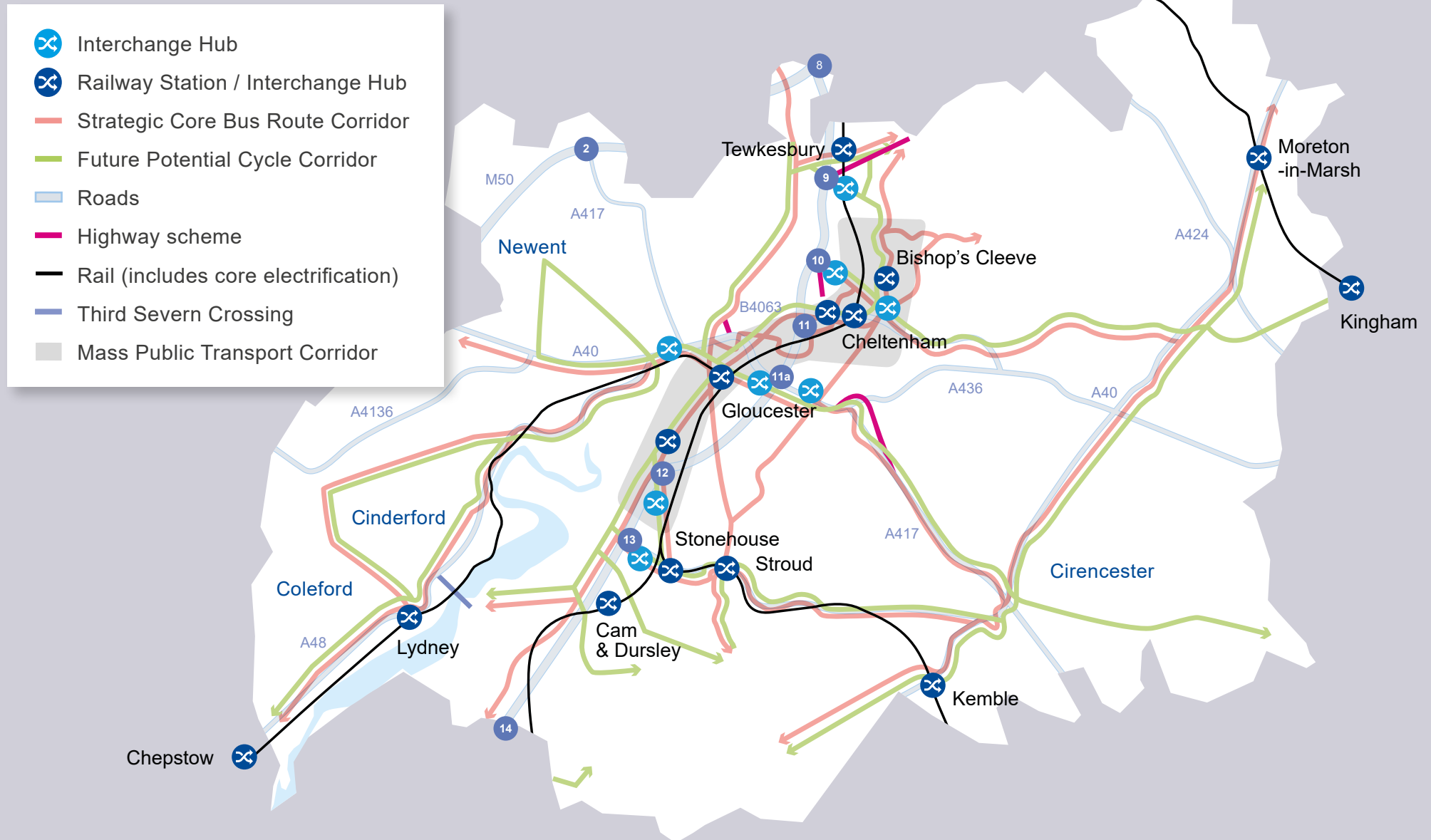
Active Travel (Walking/Cycling)
Scheme Priorities to 2031

Public Transport (Bus/Rail)
Scheme Priorities to 2031

Highway Scheme Priorities
to 2031



Transport Scenarios, looking to 2041





Gloucestershire Local Transport Plan

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