Tewkesbury Local Cycling and Walking Infrastructure Plan

(2024 update)

Gloucestershire County Council

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This document has 62 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Draft plan	MH	MH	PS	PS	09/02/2021
Rev 2.0	Final Plan	MH	MH	PS	PS	28/03/2021
Rev 3.0	Final Plan (addressing review comments)	PS	PS	PS	PS	29/03/2022
Rev 3.1	Additional executive summary	SW	SW	SW	SW	15/08/2022
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Rev 5.0	2024 update – Revised	LT	PS	TJ	RM	03/05/2024

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1. Scope

1.1. Purpose of this report

This document is the second iteration of Gloucestershire County Council's (GCC) Local Cycling and Walking Infrastructure Plan (LCWIP)[1] for the town of Tewkesbury.

The creation of an LCWIP is a strategic process for identifying cycling and walking improvements required at a local level. LCWIPs enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist local authorities to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
- Make the case for future funding for walking and cycling infrastructure.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Gloucestershire is serious about increasing the number of trips made by walking and cycling. It is important to move away from a culture where the car is the dominant mode of transport towards one where the car is one transport choice within a range of realistic travel options. It is GCC's view that this as an essential component of creating better places and improving the quality of people's lives.

Getting more people walking and cycling is fundamental to GCC achieving its vision to be a carbon neutral county by 2050[2]. The Government's transport decarbonisation plan policy paper[3] cites cycling and walking as "the ultimate forms of zero GHG emission transport" and references the important role of LCWIPs in developing a package of measures to support walking and cycling to tackle the climate change emergency.

Through the LCWIP process GCC continue to engage with a variety of stakeholders to attempt to fully understand the range of barriers people have to walking and cycling and what changes can be made to improve the quality of environment to enable more people to walk and cycle.

Note: Within this LCWIP, references to walking and cycling include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, and scooters, sometimes called 'Active Travel'.

[1] Technical guidance outlining the process for Local Authorities to produce an LCWIP is available from the Department for Transport: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

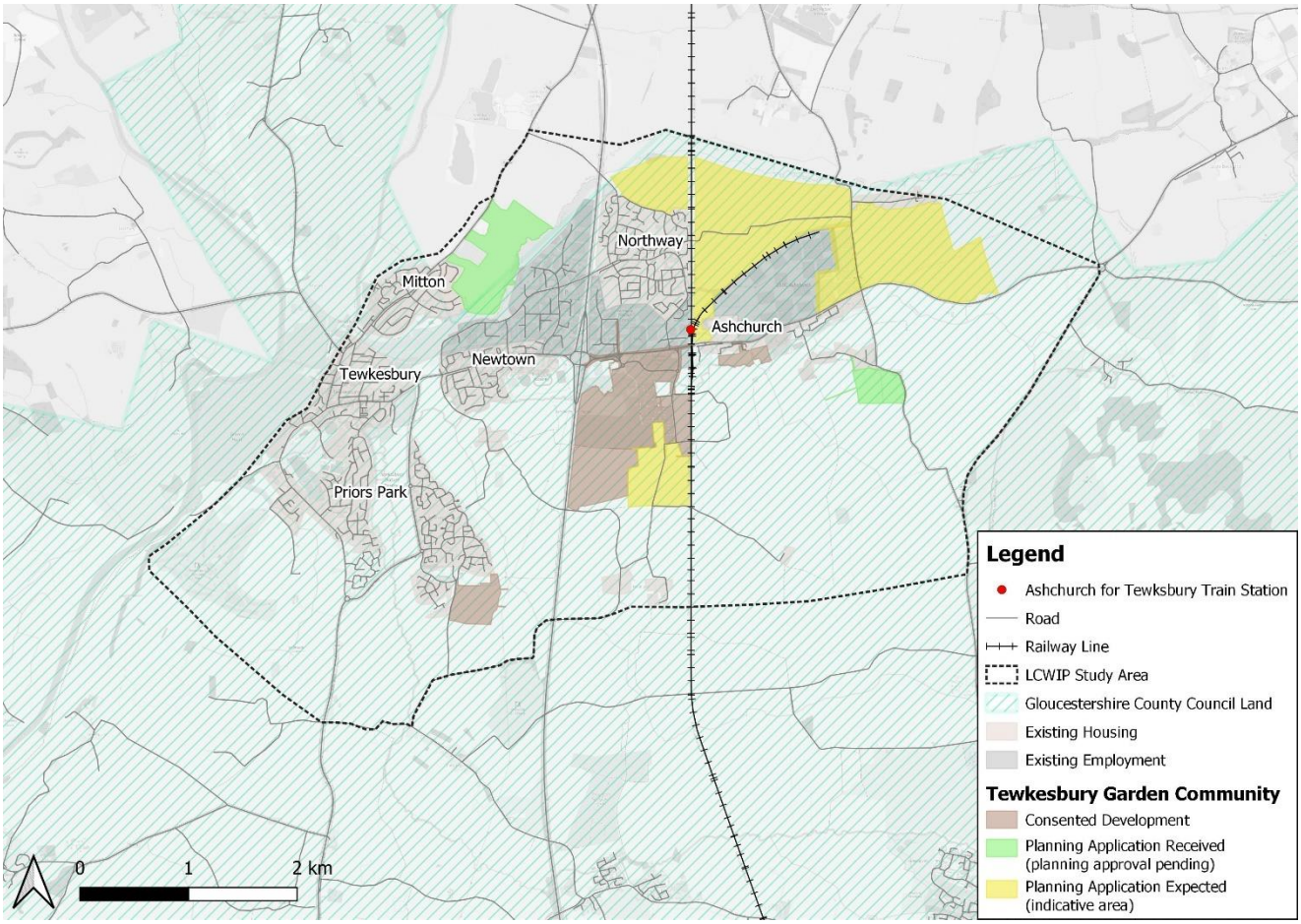
[2] Gloucestershire's Climate Change Strategy, Dec 2019: AGENDA NO: (gloucestershire.gov.uk) and Transport | Gloucestershire County Council

[3] Decarbonising Transport, Setting the Challenge, March 2020 https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan

1.2. Study area

The scope of this LCWIP is the town of Tewkesbury (encompassing the town centre, Priors Park, Mitton and Northway areas), Ashchurch, and the proposed Tewkesbury Garden Community area. The approximate study area is shown in Figure 1-1. At the 2011 Census, Tewkesbury had a population of 20,000 people.

Figure 1-1 – Tewkesbury LCWIP study area



Note: planning information correct as of April 2024. Development sites shown (other than those that are consented) are indicative only and subject to planning approvals. These sites have been included to inform the potential scope of future walking and cycling networks. Inclusion in the LCWIP does not represent GCC endorsement of development proposals.

2. Background Information

2.1. Policy context

This section summarises the key messages within relevant policy documents at national and local levels that relate to walking and cycling.

2.1.1. Cycling and Walking Infrastructure Strategy

The Cycling and Walking Infrastructure Strategy (CWIS)[4] was launched by the Department for Transport in 2017 for the period to 2040. The CWIS outlines the Government's ambition ***"to make cycling and walking a natural choice for shorter journeys, or as part of a longer journey"*** through delivering better safety, better mobility and better streets for walking and cycling.

In addition to the overall ambitions to 2040, the CWIS sets out targets to be met by 2025:

- "We aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- We aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.
- We will increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025."

The guidance on the preparation of LCWIPs was published in partnership with the CWIS, to assist in achieving the CWIS' ambition through supporting local delivery partners to identify and deliver individual and tailored interventions fit for their own local areas.

2.1.2. Gear Change

Gear Change[5] was launched in July 2020 and describes the vision to make England a great walking and cycling nation. It presents the case for a step-change in cycling and walking in coming years.

Gear Change's vision is: "England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030".

In order to deliver this vision, Gear Change intends to ensure active travel is embedded in wider policy making to encourage and empower local authorities to take bold decisions. Four themes have been developed in order to set out the actions required at all levels of Government to make this a reality:

1. Better streets for cycling and people;
2. Putting cycling and walking at the heart of transport, place making and health policy;
3. Empowering and encouraging local authorities; and
4. We will enable people to cycle and protect them when they cycle.

Gear Change includes 22 summary principles to help practitioners deliver high quality infrastructure based on the lessons learned from cycle infrastructure delivered to date. It also highlights the importance of high-quality stakeholder engagement practices, with proposals and maps/drawings needing to be clear, detailed and unambiguous, as well as frank about the disadvantages, to build trust and discourage misrepresentation.

[4] Cycling and walking investment strategy, April 2017 https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy
[5] Gear change: a bold vision for cycling and walking, July 2020 https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

2.1.3. Local Transport Note 1/20 – Cycle Infrastructure Design

Local Transport Note (LTN) 1/20[6] was released concurrent to Gear Change. Gear Change refers to LTN 1/20 in relation to funding, stating that the Department for Transport will not fund schemes that do not meet the new standards and principles set out in LTN 1/20.

LTN 1/20 is a design focussed document that provides guidance and good practice for the design of cycle infrastructure. It builds upon the 22 summary principles set out in Gear Change and is a step change in terms of cycle design guidance, aiming for a *"national default position where high quality cycle infrastructure is provided"*.

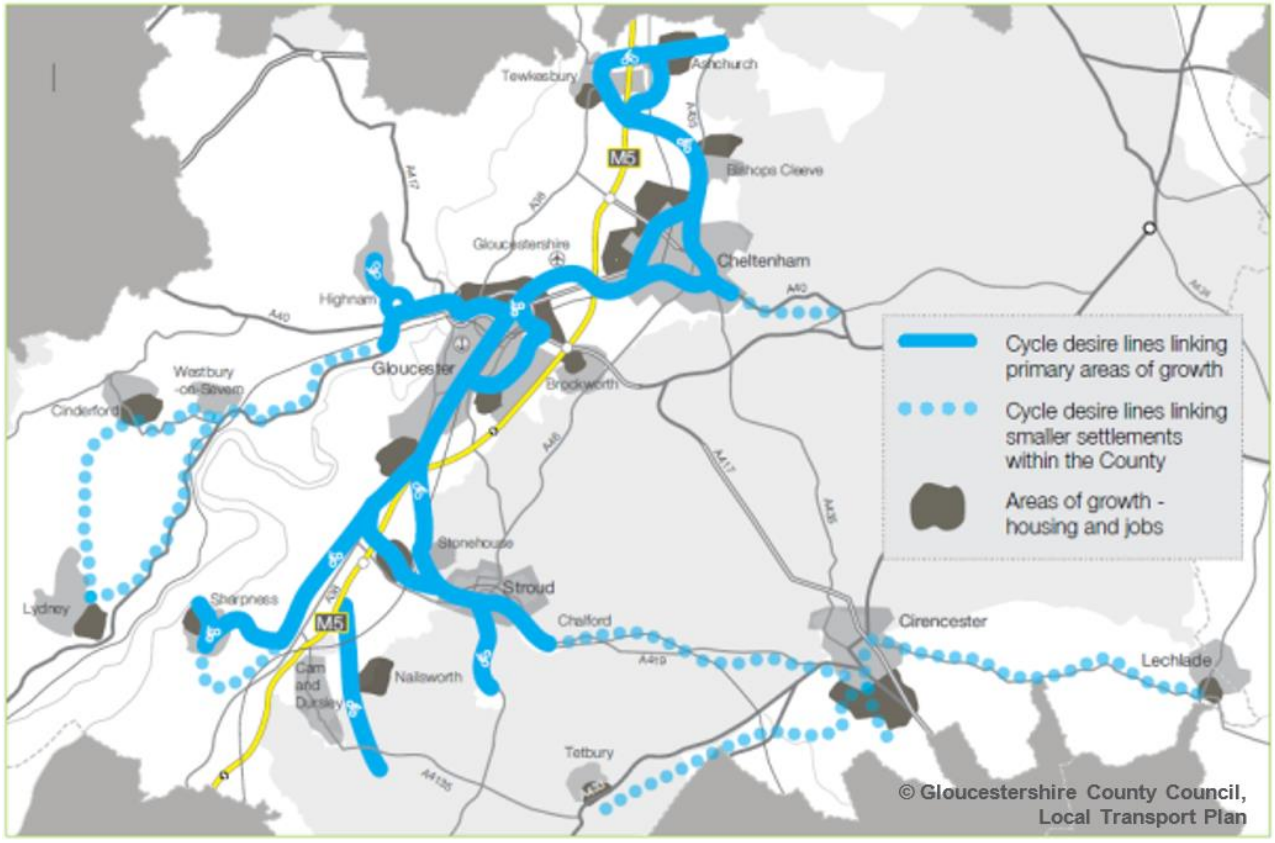
LTN 1/20 outlines five core design principles – essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. It states that **networks and routes should be coherent, direct, safe, comfortable and attractive**. Designers should always aim to provide infrastructure which meets these principles and therefore caters for the broadest range of people. **Inclusive design and accessible infrastructure are also key priorities** which run throughout LTN 1/20.

2.1.4. Gloucestershire Local Transport Plan

The Gloucestershire LTP outlines the County's priorities for transport delivery to 2041. It sets out the long-term policy structure for local transport delivery including a set of scheme priorities. The LTP outlines cycle desire lines in the county linking the major towns and growth areas in the county, as shown in Figure 2-1.

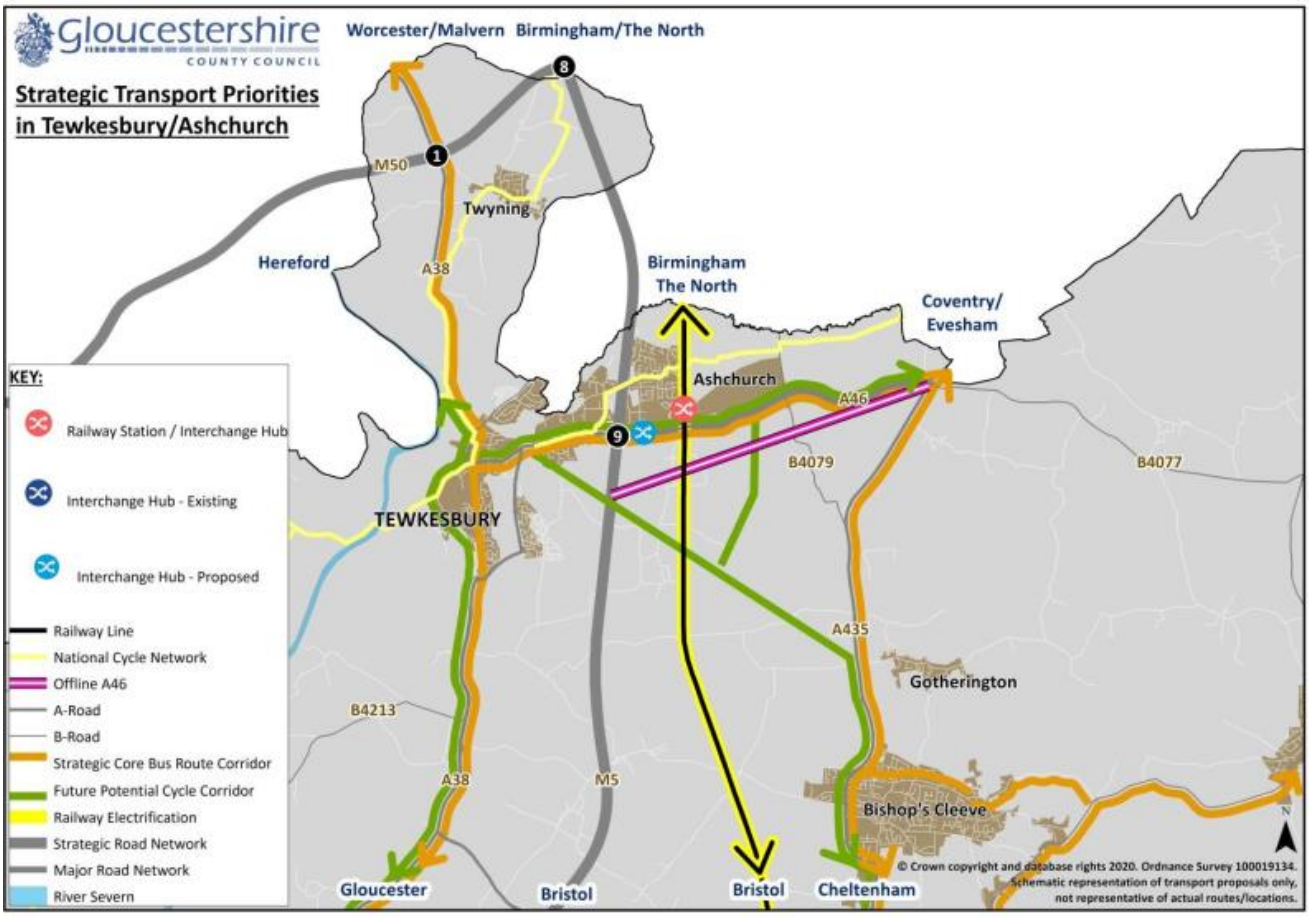
The cycling (PD2) and walking (PD6) policy documents in the LTP outline the cycling and walking policy in the County, to encourage sustainable travel and promote health and wellbeing. These policy documents refer to an expanded local and strategic cycle network, into Tewkesbury town centre and into Ashchurch, and the importance of supporting new cycle and walking infrastructure to overcome barriers between new and existing sites, amenities, facilities and developments.

Figure 2-1 – Countywide strategy cycleway



[6] LTN 1/20: Cycle Infrastructure Design, July 2020 https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Figure 2-2 – Strategic transport priorities: Tewkesbury/Ashchurch



2.1.5. Gloucester, Cheltenham and Tewkesbury Joint Core Strategy

The Joint Core Strategy (JCS)[7], adopted in 2017, is a partnership between Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council. The JCS is a co-ordinated strategic development plan that sets out how this area will develop during the period up to 2031. The JCS is steered by officers and elected members from each of the three local authorities.

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

Tewkesbury town and its wider area is identified in the JCS as a key location for significant housing and economic growth. The JCS identifies the provision of 9,899 new dwellings and around 40 hectares of Class B employment land within the Tewkesbury area in the plan period. The JCS outlines strategic level allocations for meeting this provision, with non-strategic development identified in the document which sits beneath the JCS – the Tewkesbury Borough Plan (see Section 2.1.6).

2.1.6. Tewkesbury Borough Local Plan

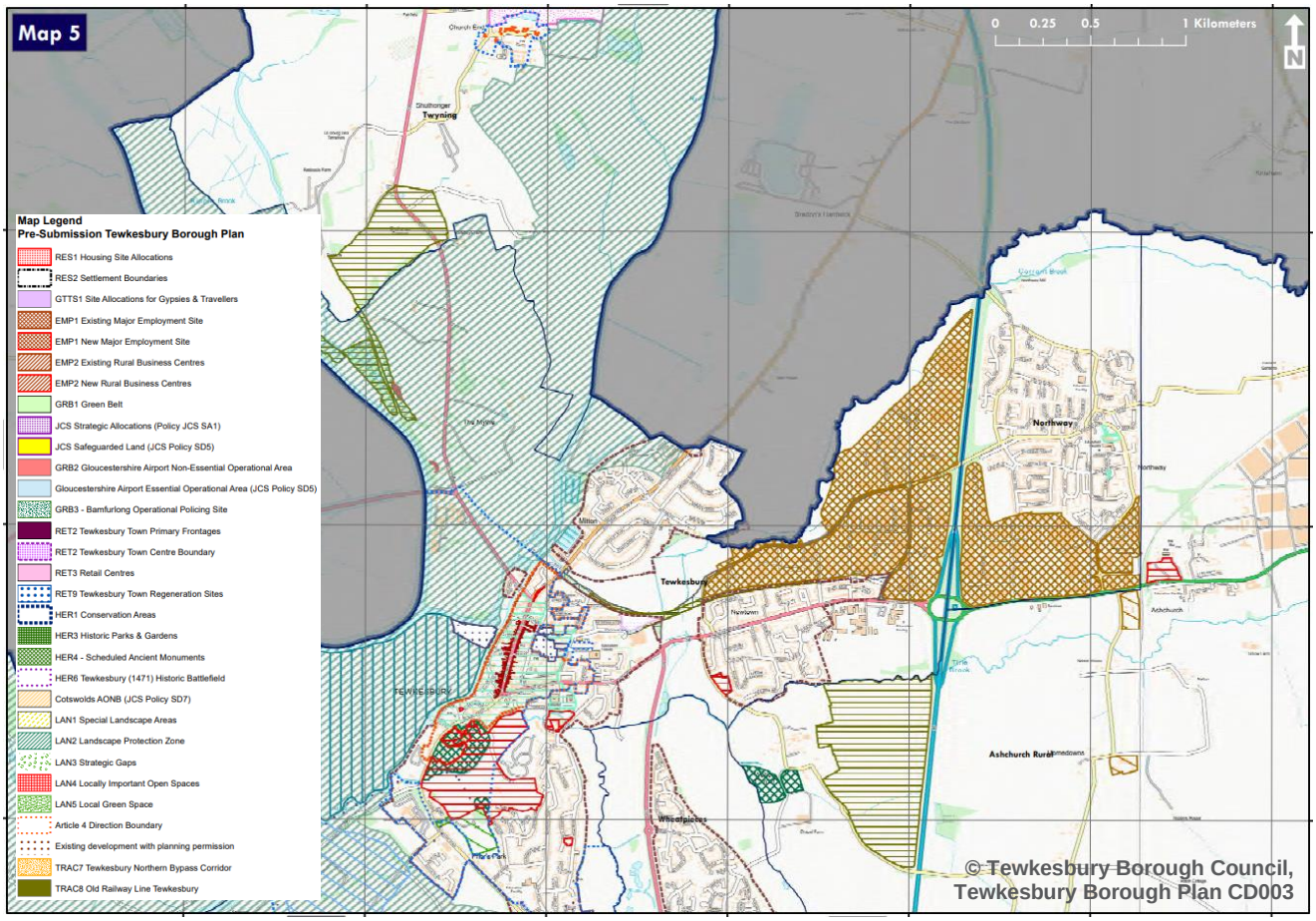
The Tewkesbury Borough Plan[8] sits beneath the JCS and forms part of the statutory local development plan. The Borough Plan covers the period 2015-2031 and was adopted in June 2022.

[7] Joint Core Strategy, 2017: https://www.jointcorestrategy.org/
[8] Tewkesbury Borough Plan, 2020: https://www.tewkesbury.gov.uk/tewkesbury-borough-plan-examination-library

The Borough Plan identities several key housing development sites, and Tewkesbury Business Park and Ashchurch Business Park are also allocated as major employment sites. A map of these proposals is provided in Figure 2-3. The Borough Plan also refers to the Garden Town status (now known as Garden Communities) which has been awarded to Ashchurch by the Government and will help to unlock and deliver growth in this location. As this work is ongoing the Tewkesbury Borough Plan does not identify any allocations in the Ashchurch area so as to not prejudice the outcome of the Garden Communities master planning work.

Policy TRAC2 in the Borough Plan recognises that cycle infrastructure should be a fundamental consideration in a design-led process for new major developments. It commits to the protection and enhancement of the cycle network, infrastructure and facilities through the safeguarding, development and protection of a safe and convenient borough-wide cycle network, promotion of safe and well-lit cycle parking, storage and changing facilities, and requiring the needs of cyclists to be met in the design of new highway and traffic management schemes.

Figure 2-3 – Tewkesbury Borough Plan development proposals map



2.2. Planned and proposed changes

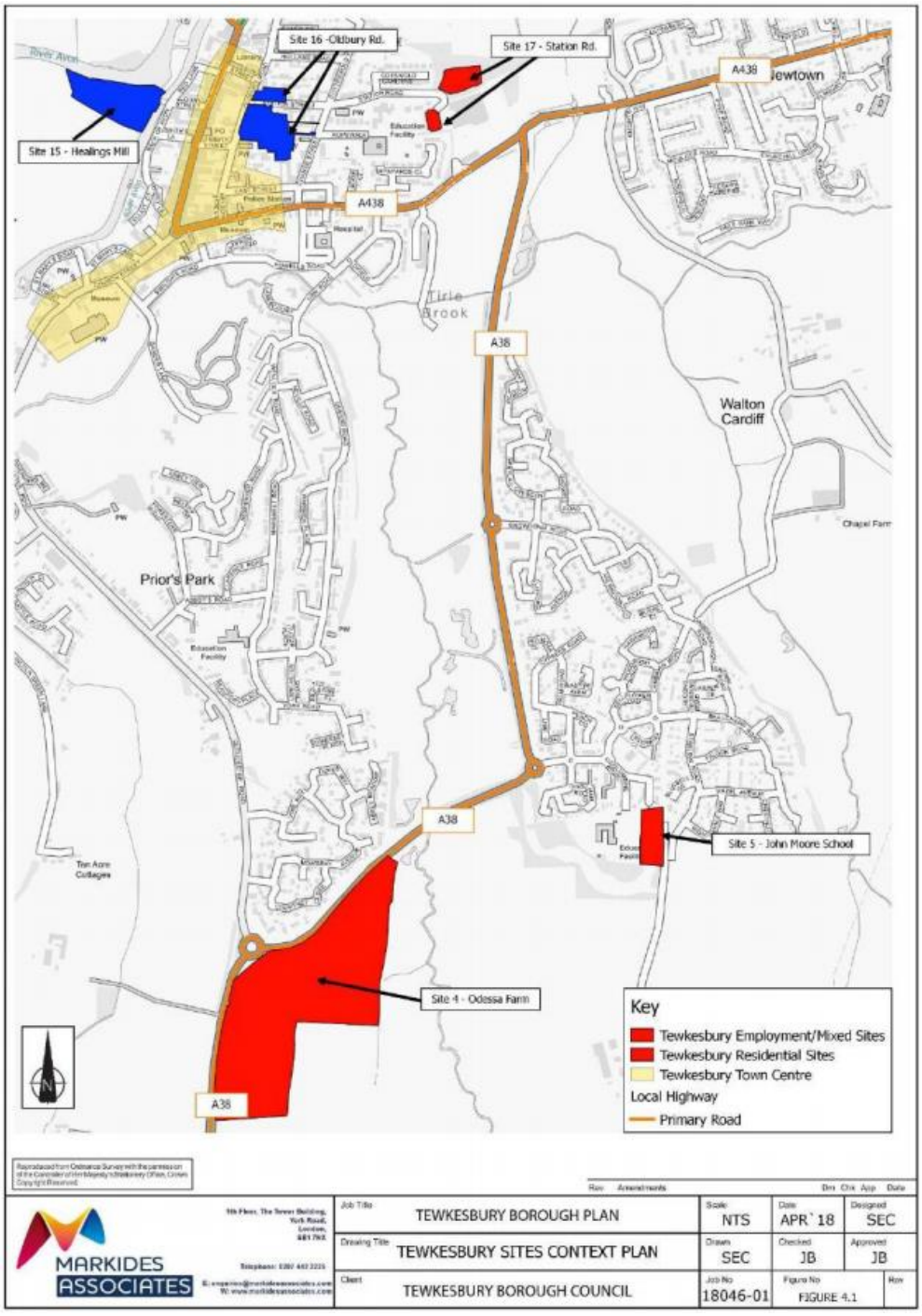
2.2.1. Developments included in Tewkesbury Borough Plan

The Tewkesbury Borough Plan outlines the following sites for residential and commercial development in Tewkesbury, as presented in Figure 2-4[9]. Within the Local Plan, these are uncommitted developments subject to planning permission, although some have since been constructed.

[9] Taken from: 'Preferred Options Tewkesbury Borough Plan Transport Assessment' – available at: https://www.tewkesbury.gov.uk/tewkesbury-borough-plan-examination-library (EB022)

- Site 4 – Land at Odessa Farm, Tewkesbury (10ha site, 100 dwellings);
- Site 5 – Land adjacent to John Moore Primary School, Wheatpieces, Tewkesbury (0.9ha site, 30 dwellings) (constructed);
- Site 15 – Healings Mill, Tewkesbury (1.5ha site, 100 dwellings or mixed-use development (retail and leisure, cafes, restaurants, employment uses, tourist related development, community and recreational uses));
- Site 16 – Spring Gardens, Tewkesbury (1.3ha site, 30-100 dwellings as part of mixed-use development);
- Site 17 – Station Road Car Park and Former MAAF (Ministry of Agriculture, Food & Fisheries) site (0.5ha, 40 dwellings or mixed-use development).

Figure 2-4 – Developments included in Tewkesbury Borough Plan



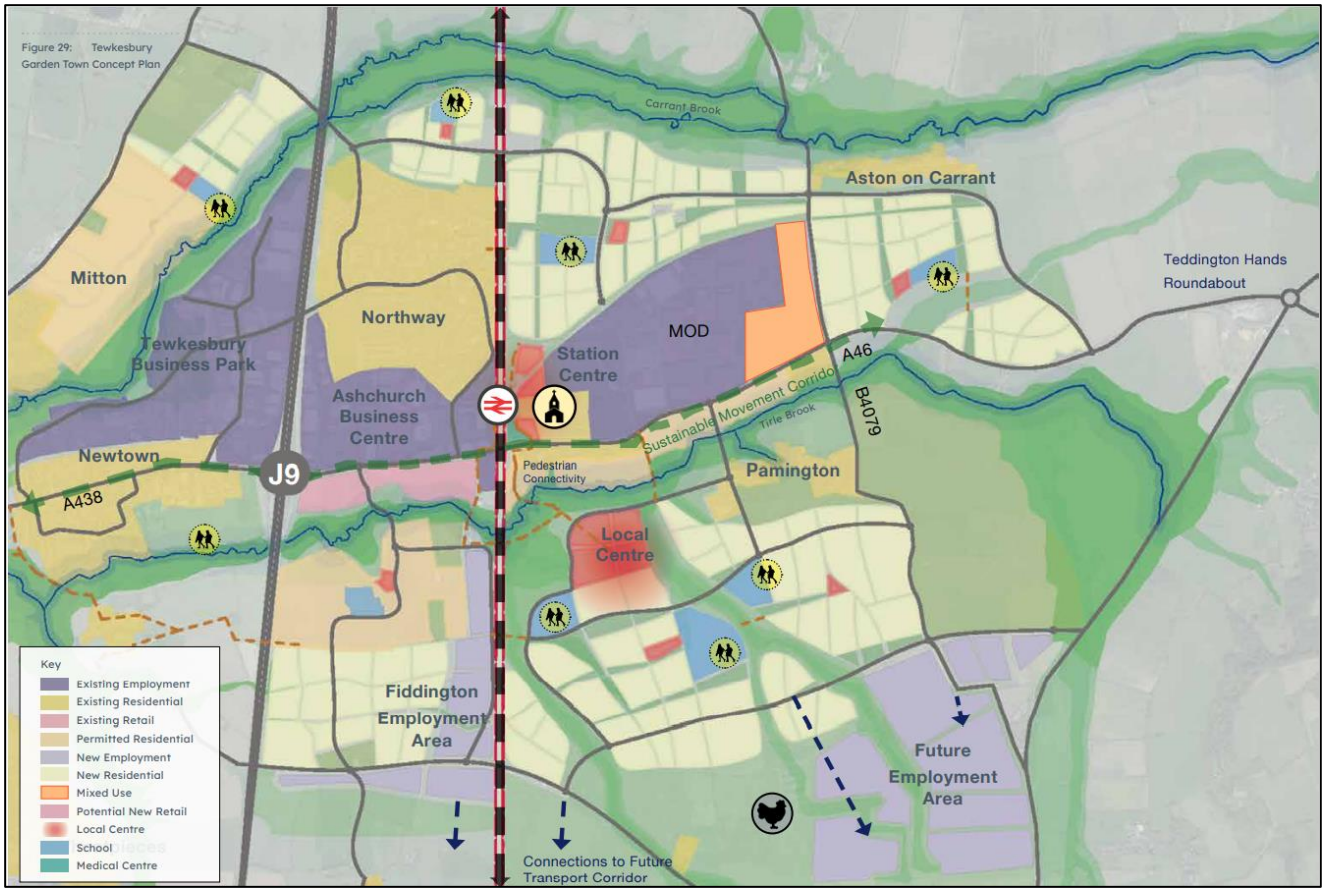
2.2.2. Tewkesbury Garden Communities (TGC)

In March 2019, Tewkesbury Borough Council successfully bid for Garden Town status from the Government and were awarded funding to help develop the plans for a vibrant, thriving settlement in the Ashchurch area. The development is in the early stages of planning, with the full programme expected to be delivered over the next 30 years. Note the Garden Town status does not confer planning approval, with allocation of land for development subject to the forthcoming Cheltenham, Gloucester and Tewkesbury Strategic and Local Plan (CGTSLP)[10] as well as the individual site planning application and approval process.

A Concept Plan for the complete Garden Town has been created by Tewkesbury Borough Council, which is presented in Figure 2-5. The Garden Town has a potential development quantum of up to 10,195 homes and 100 hectares of employment land. The size of the development will help to meet the housing and employment needs in the Borough for the longer term, deliver infrastructure to support the development and also presents the opportunity to solve some of the transport issues experienced today.

Tewkesbury Borough Council re-confirmed its support to TGC development in September 2023 and subsequently have produced and consulted on a 'Garden Communities Charter'[11] which sets out principles for development. The vision encompasses areas to the east of the M5 and both north and south of the A46 (in addition to that which is already consented). The Charter indicates that there should be a focus on walking, cycling and improved access to public transport, including making the A46 a more attractive route for walking and cycling and improved links to Tewkesbury for Ashchurch rail station. Transport infrastructure improvements required to enable the Garden Communities will be determined through the planning process.

Figure 2-5 – Tewkesbury Garden Town Concept Plan, October 2021[12]



[10] https://strategiclocalplan.org/
[11] https://tewkesbury.gov.uk/wp-content/uploads/2024/03/Tewkesbury-Garden-Communities-Charter.pdf
[12] https://tewkesbury.gov.uk/wp-content/uploads/2023/09/210924_-TGT-Evo-ConceptPlan.pdf

2.2.3. Speculative planning applications

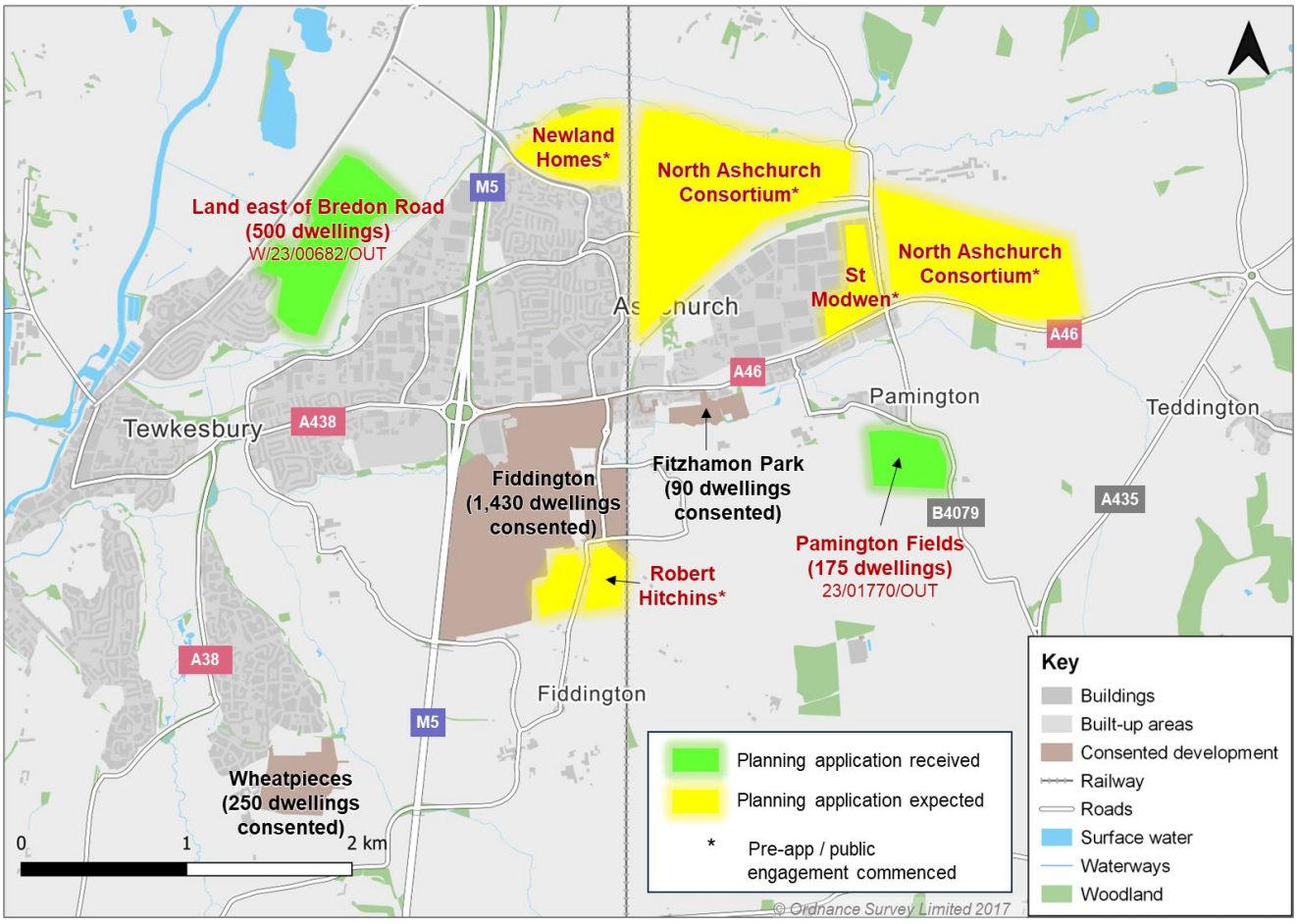
Since the adoption of the JCS in 2017, there have been a number of speculative development proposals that have been consented and have either been constructed or are under construction. They include plans for:

- 1,430 new homes at the Fiddington Fields site, south of the A46 and the new Dobbies Garden Centre and Cotswold Designer Outlet
- A further 90 new homes at Fitzhamon Park, south of the A46
- 250 new homes at Wheatpieces.

These sites are shown in brown in Figure 2-6 below. There are also a number of live or prospective planning applications relating to the TGC and Mitton / Bredon Road corridor, also shown in Figure 2-6 (in green / yellow).

This revision of the LCWIP has been produced to ensure both consented developments and the prospective sites are considered by the LCWIP network.

Figure 2-6 – Current development proposals at Tewkesbury and Ashchurch (April 2024)



Note: planning information correct as of April 2024. Development sites shown (other than those that are consented) are indicative only and subject to planning approvals. These sites have been included to inform the potential scope of future walking and cycling networks. Inclusion in the LCWIP does not represent GCC endorsement of development proposals.

2.2.4. M5 Junction 9 and A46 (Ashchurch) Transport Scheme

The M5 Junction 9 and A46 (Ashchurch) transport scheme is a proposal to develop a new or reconfigured M5 junction near Tewkesbury and re-route the section of the A46 which currently passes through Ashchurch to the east of the M5 (between M5 junction 9 and Teddington Hands roundabout). Information about the proposal can be found on the Gloucestershire County Council website[13].

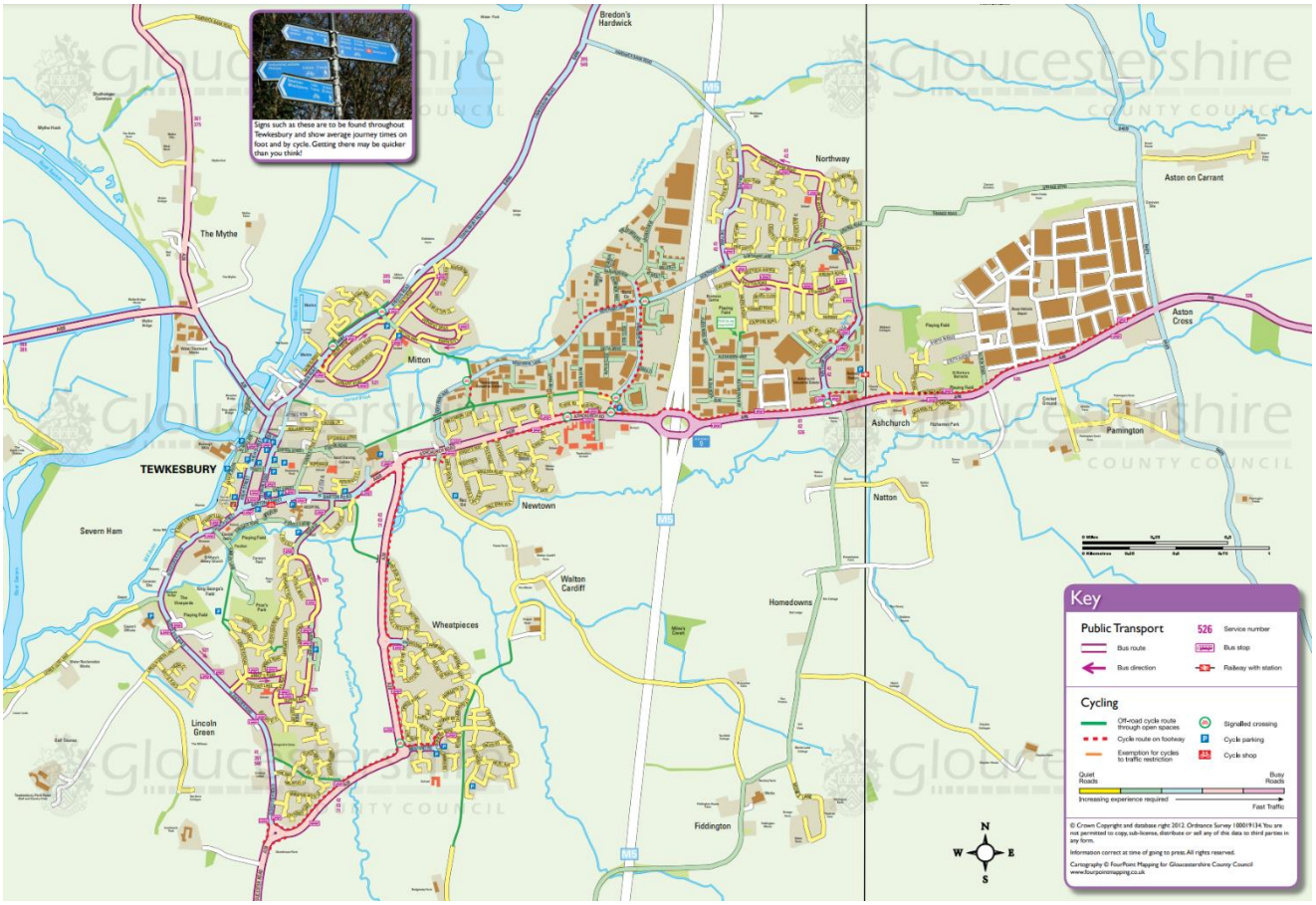
Options are currently being developed and alongside new highway infrastructure will include provision for walking and cycling infrastructure on the affected network.

[13] Gloucestershire County Council Highways: https://www.gloucestershire.gov.uk/highways/major-projects-list/m5-junction-9-and-a46-ashchurch-transport-scheme/

3. Existing Cycle Network

The existing cycle network in Tewkesbury and Ashchurch can be found in Figure 3-1[14].

Figure 3-1 – Tewkesbury cycle network



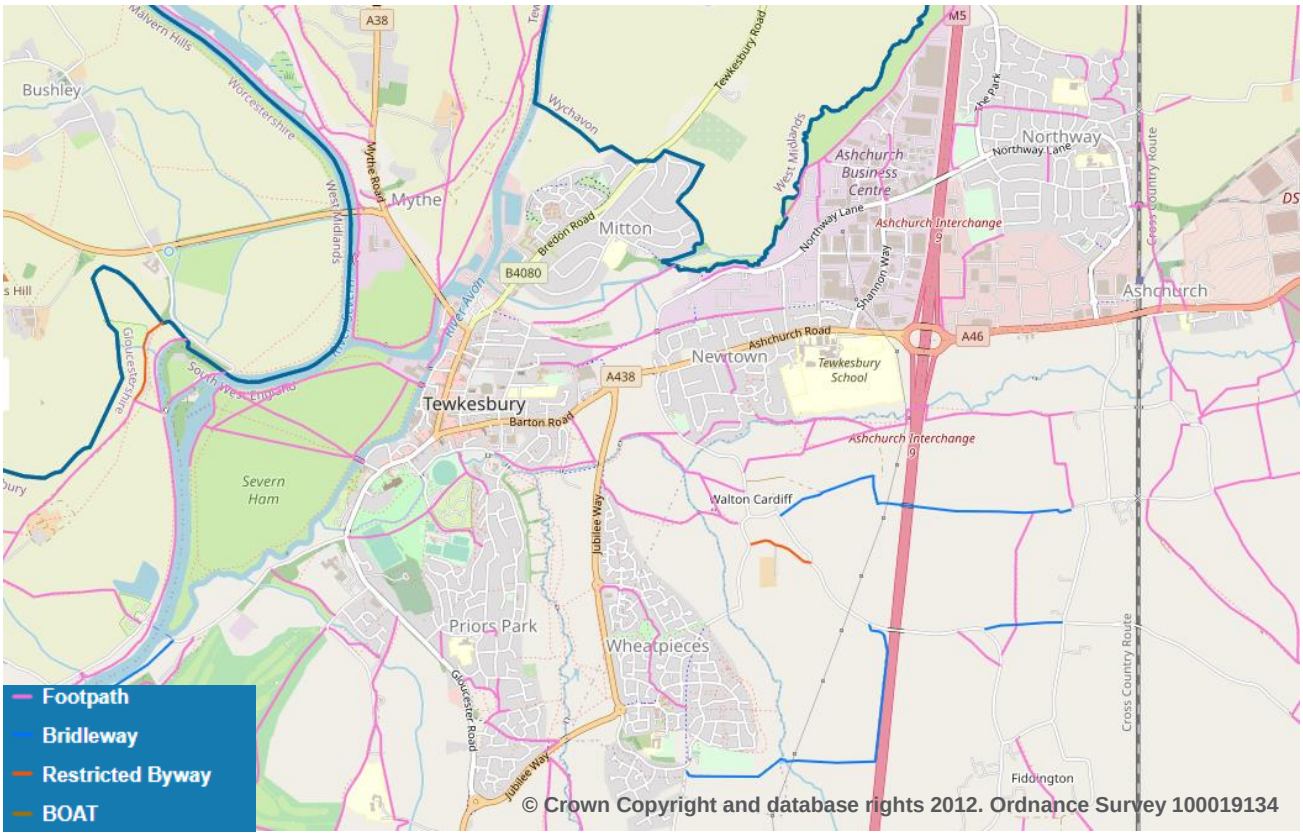
A version of the Public Rights of Way map is retained by GCC on the county's website[15]. An extract of this map showing Public Rights of Way within the study area is provide in Figure 3-2[16].

[14] Produced in 2012 by Cheltenham & Tewkesbury Cycle Campaign. Available from: http://www.cyclecheltenham.org.uk/docs/tewksmap.pdf

[15] GCC Public Rights of Way online map: https://www.gloucestershire.gov.uk/highways/public-rights-of-way/rights-of-way-online-map/ GCC WebMaps (gloucestershire.gov.uk)

[16] Note this is only an online version of the Definitive Map and has no legal status. The official Definitive Map can be viewed at Gloucestershire Archives, Alvin Street, Gloucester.

Figure 3-2 – Public Rights of Way in Tewkesbury



4. Cycling Travel Patterns

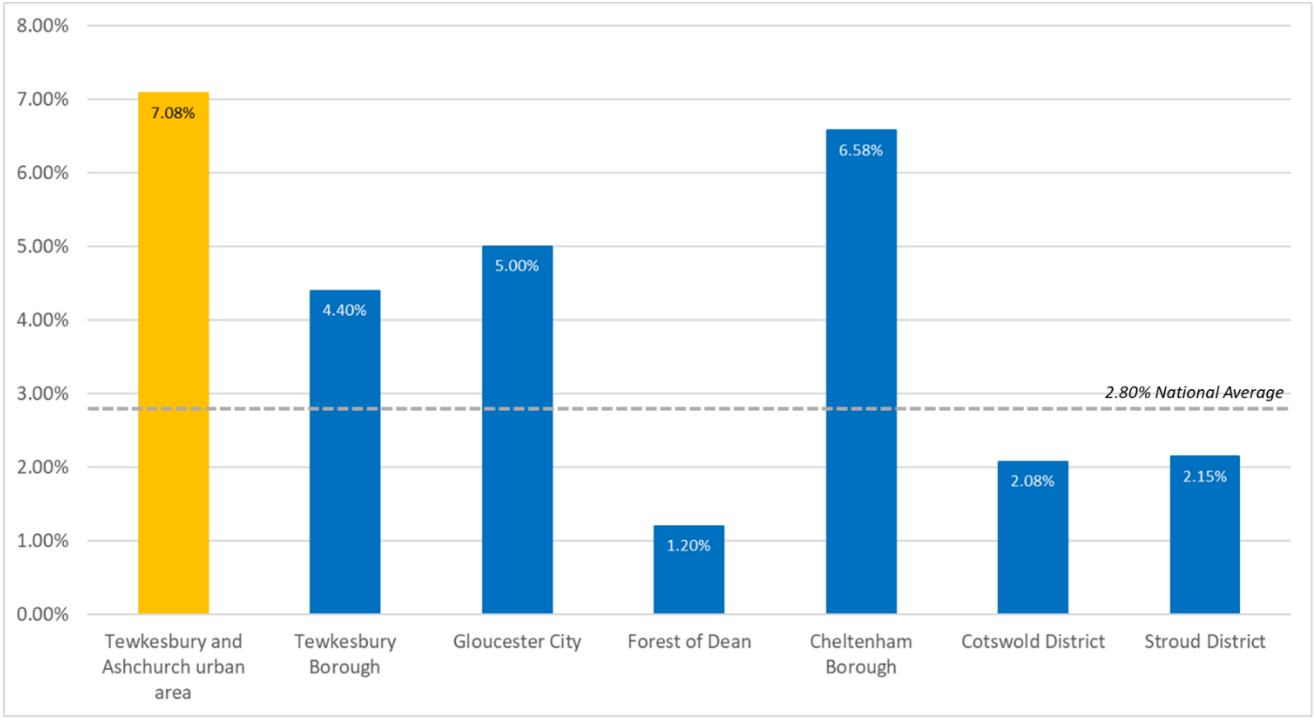
4.1. Existing cycle use

The 2011 Census journey to work data provides an indication of cycling levels for commuting trips. These can be broken down by district as well as into smaller areas, as presented in Figure 4-1. This data shows that Tewkesbury Borough sees the third highest percentage of commuting trips by bicycle in Gloucestershire (4.40%), after only Cheltenham (6.58%) and Gloucester (5.00%), and well above the national average (2.80%). When focused on the urban area of Tewkesbury and Ashchurch only (not including the surrounding rural parts of the Borough), the percentage of cycling trips is even higher at 7.08%.

Furthermore DataShine[17] presents Census journey to work data by household area, as illustrated in Figure 4-2 for Tewkesbury. This indicates higher levels of cycling in Newton and Mitton, with mixed levels of cycling in the town centre and Northway, and lower levels of cycling in Priors Park and Wheatpieces areas.

Additionally, the Propensity to Cycle Tool (PCT)[18] uses 2011 Census journey to work data to map origins and destinations of commuting trips and allocate these to the transport network (based upon distance and hilliness), as shown in Figure 4-3 for Tewkesbury. The thicker blue lines indicate more cycling trips, suggesting a heavy flow east-west between Northway, Newtown and Tewkesbury town centre.

Figure 4-1 – Cycle to work mode share across Gloucestershire (2011 Census)



[17] Datashine: datashine.org.uk
[18] https://www.pct.bike/m/?r=gloucestershire

Figure 4-2 – Percentage of commuters that travel to work by bicycle (2011 Census)

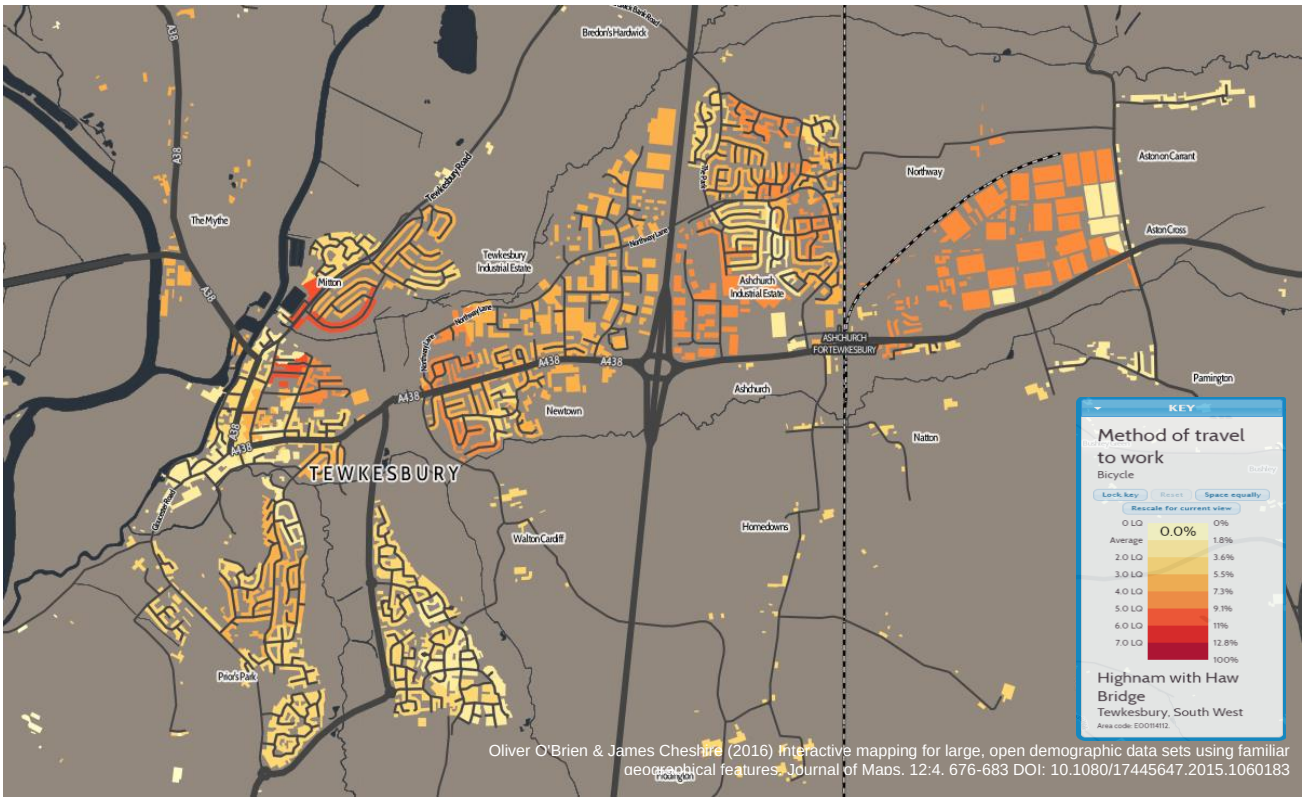
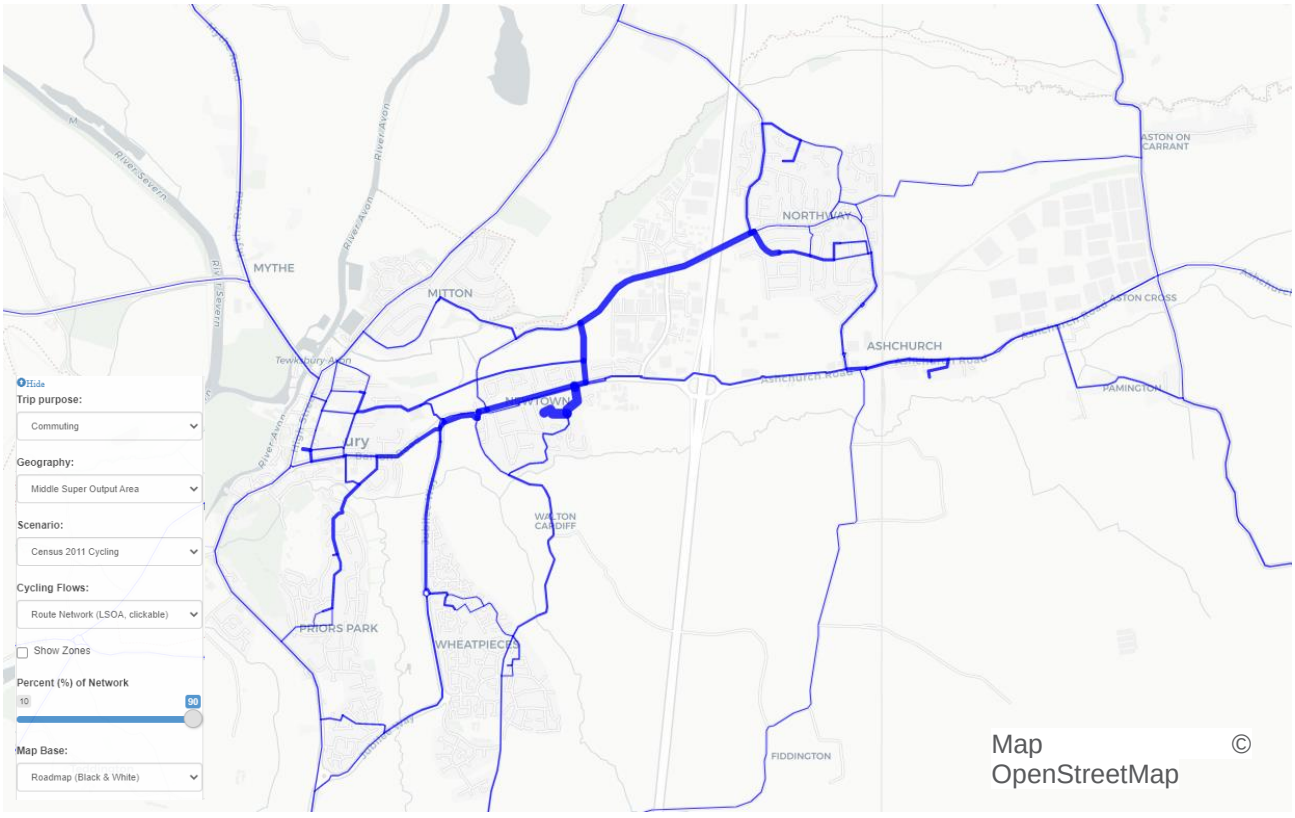


Figure 4-3 – Propensity to Cycle Tool (2011 Census baseline)



4.2. Future cycle use potential

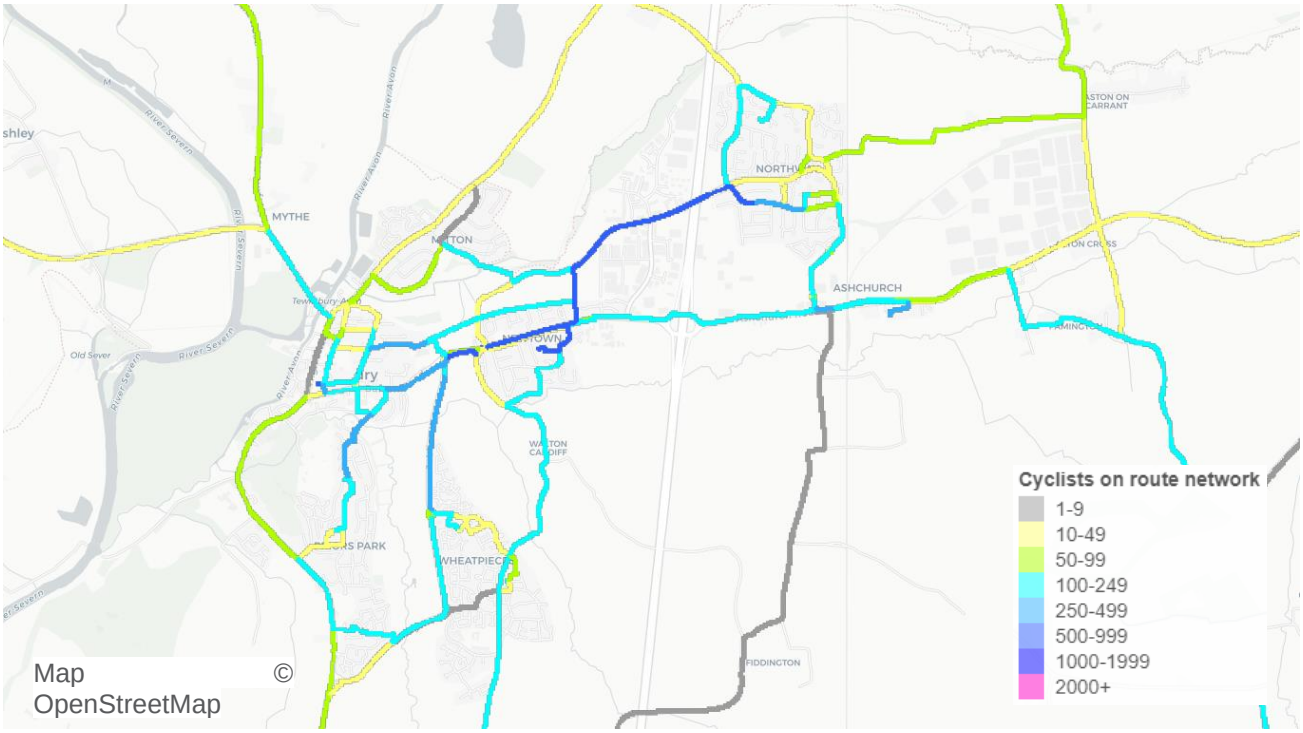
As well as mapping baseline data from the 2011 Census, the Propensity to Cycle Tool can assist in understanding the potential demand change for cycling under a variety of scenarios. Through these scenarios, the PCT can provide an indication of the most promising routes with regard to potential cycle growth. These scenarios consider the removal of different infrastructural, cultural and technological barriers that currently prevent cycling being the natural mode of choice for trips of short to medium distances. The PCT guidance stresses that these are not predictions of the future, but snapshots indicating how the spatial distribution of cycling may shift as cycling grows based on current travel patterns. The four scenarios the PCT provides are:

- **Government target (near market)**: a doubling of cycle trips by 2025. Note that this is not uniform, with a greater increase in areas with many existing short, flat trips but a low current level of cycling.
- **Government target (gender equality)**: female cycle user numbers increase to equal levels of male cycle users, with the greatest impact where cycling is most gender unequal.
- **Go Dutch**: the increase in cycle users if England had the same infrastructure and cycling culture as the Netherlands, but retained the hilliness and commuter distance patterns.
- **E-bikes**: an extension of the Dutch scenario, estimates how much more likely it was that a given commute trip would be cycled by E-bike owners versus cyclists in general.

For the purposes of the Tewkesbury LCWIP, the Go Dutch scenario has been investigated. This is considered more aspirational than either of the government target scenarios but more achievable than the E-Bikes scenario. Figure 4-4 illustrates the potential number of cyclists that each route could carry per day. The scenario indicates a strong east-west movement between Tewkesbury and Ashchurch, with feeder routes from the residential areas to the north and south. Parts of Northway Lane and Ashchurch Road could see greater than 1000 cyclists per day, and routes to/from Priors Park, Wheatpieces and along Station Road could see up to 500 cyclists a day.

Note the flows shown are derived from a base of 2011 census data, and do not take account of changes in trends since or new developments (e.g. the Garden Town at Ashchurch). The outputs are also based on commuting trip patterns (which typically account for about one third of all cycle trips), and therefore do not account for education, recreation, and other non-commuting trips.

Figure 4-4 – Propensity to Cycle Tool (Go Dutch scenario) cycling potential



5. Network Planning for Cycling

This section describes how the routes included in this LCWIP were identified and chosen. It should be noted that the LCWIP sets out routes that should be high-quality well-connected cycle routes in order to provide a network of direct, convenient, safe and attractive routes to all existing and potential users. These routes are not necessarily the best available existing routes – the purpose of this plan is to identify the necessary infrastructure improvements to make these routes the best available.

5.1. Trip generators

The Department for Transport LCWIP guidance states that identifying demand for a planned network should start by mapping the main origin and destination points across the geographical area to be covered by the LCWIP. The following key origin/destination points have been identified and are shown in Figure 5-1:

- Residential areas - shown as the population weighted centroid of each LSOA[19] (an area comprising approximately 800-100 households), and future development sites;
- Educational facilities (primary and secondary schools, college campuses);
- Retail centres – town centre high streets;
- Hospitals;
- Major employment sites (current and future); and
- Rail stations.

5.2. Network Planning

The first iteration of the Tewkesbury LCWIP followed a structured process of identifying desire lines, then draft routes and, after stakeholder consultation, setting out a final Cycle Network Map. This process is described in Appendix A.

This original network map was the starting point for this second iteration, with new routes added to reflect recent development sites, which add new origin and destinations for the network to connect to.

5.3. Updated Cycling Network Map

Proposed new routes added to the network are shown in Figure 5-2.

The new routes comprise:

- 10.2 – linking Shannon Way to the proposed Bredon Road development;
- 12.3 and 14.2 – linking Northway, the proposed northern TGC and Bredon Road developments;
- 12.4 and 12.5 – serving the proposed northern TGC developments;
- 20.2 – serving the proposed eastern TGC developments;
- 21.1, 21.2 and 21.3 – linking the consented developments north of Fiddington to the A46 and Tewkesbury;
- 22.1, 22.2 and 22.3 – linking the proposed development south of Pamington with the A46 with onward connection towards Bishops Cleeve;
- 22.4 - linking the proposed development south of Pamington with the Fiddington development; and
- 23.1 – providing a further option to link the consented and potential developments north of Fiddington with Walton Cardiff / Tewkesbury.

Key indicative links with development sites are also highlighted – the alignments of these links will be dependent on the master planning of each development site.

[19] LSOA - Lower Layer Super Output Area

Figure 5-1 – Key origins and destinations

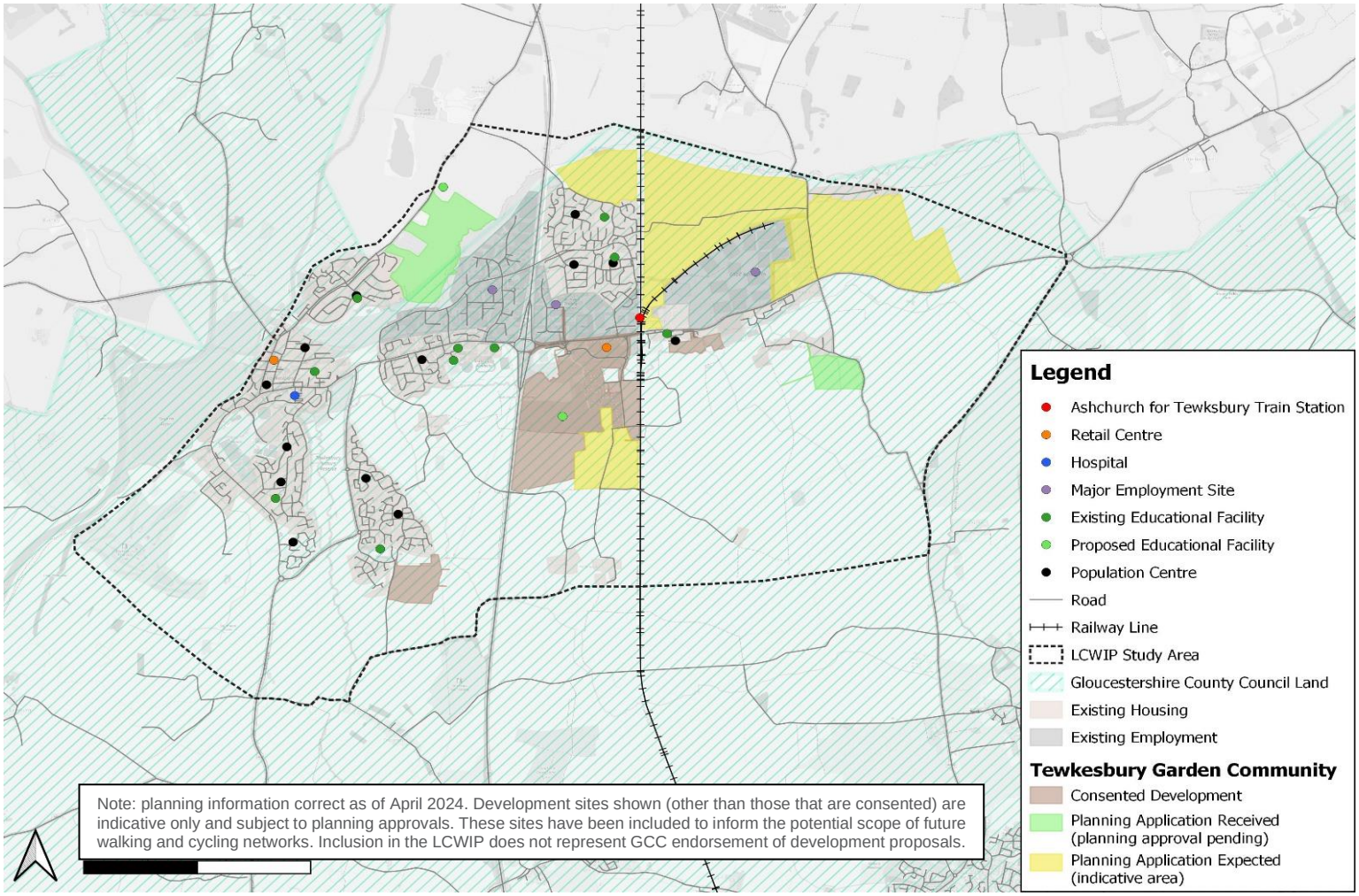
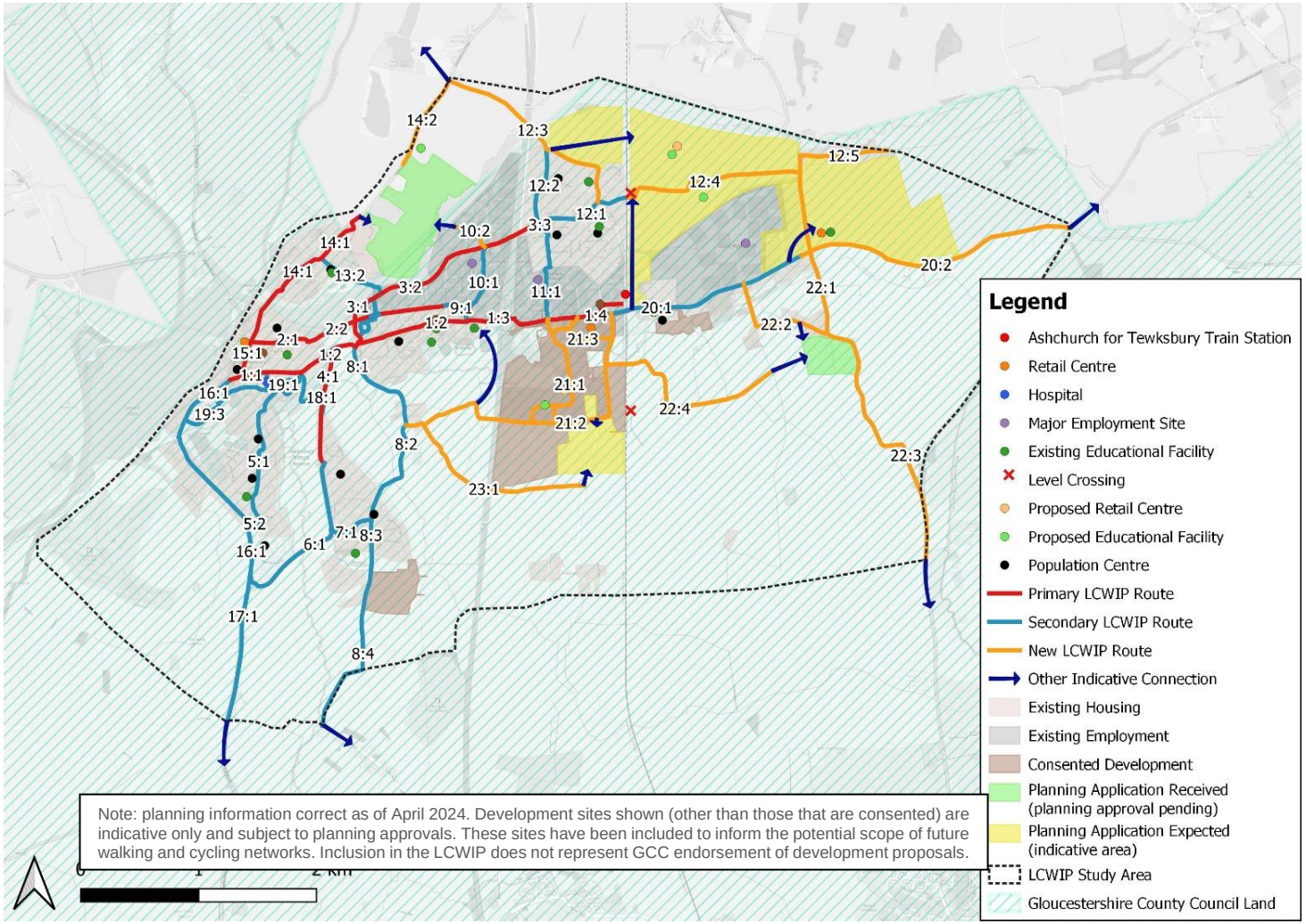


Figure 5-2 – Tewkesbury Cycling Network Map



6. Network Planning for Walking

This section describes how the routes included in this LCWIP were identified and chosen. It should be noted that the LCWIP sets out routes that should be high-quality, well connected walking routes (and any necessary infrastructure improvements) – not necessarily the best available existing routes.

6.1. Trip generators

The Department for Transport LCWIP guidance states that identifying demand for a planned network should start by mapping the main origin and destination points across the geographical area to be covered by the LCWIP. The following key origin/destination points have been identified and are shown in Figure 6-1:

- Residential areas - shown as the population weighted centroid of each LSOA[20] (an area comprising approximately 800-100 households);
- Educational facilities (primary and secondary schools, college campuses);
- Retail centres – town centre high streets;
- Hospitals;
- Major employment sites (current and future); and
- Rail stations.

6.2. Core walking zones / key walking routes

A simple analysis of origin/destination clusters highlights 'Core Walking Zones' (CWZs) – areas with many origins/destinations within walkable distance of each other, where pedestrian demand is likely to be high. CWZs represent an area with a walking time of around 5 minutes. The core walking zones have only been slightly adjusted since the original 2021 version of the LCWIP, as potential core areas of the TGC development sites are still under development. As site masterplans are developed, key walking links to local centres should be central to site planning.

From west to east the revised CWZs cover:

- Tewkesbury town centre, where the majority of shops are located;
- Three schools (including Tewkesbury Academy) and part of the Newtown Trading Estate; and
- Tewkesbury for Ashchurch railway station and the new Cotswold Designer Outlet (under construction).

6.3. Updated Walking Network Map

Key routes of up to 2km into and between CWZs have been identified, representing the typical maximum distance many people are willing to walk to/from amenities such as the town centre and train station. These represent key potential desire lines that could and should provide an attractive, safe and comfortable walking environment. These key walking routes along with newly proposed walking routes are also shown in Figure 6-2.

The new routes comprise:

- T8 – provides access from T7 to the consented Wheatpieces development site;
- T9 – provides access from T3 to the consented Fiddington development site;
- T10 – links Ashchurch for Tewkesbury Railway Station to the consented Fiddington Development site; and
- T11 – links into T3 and provides access to recent and proposed housing developments along the A46.

[20] LSOA - Lower Layer Super Output Area

Figure 6-1 – Key origins and destinations

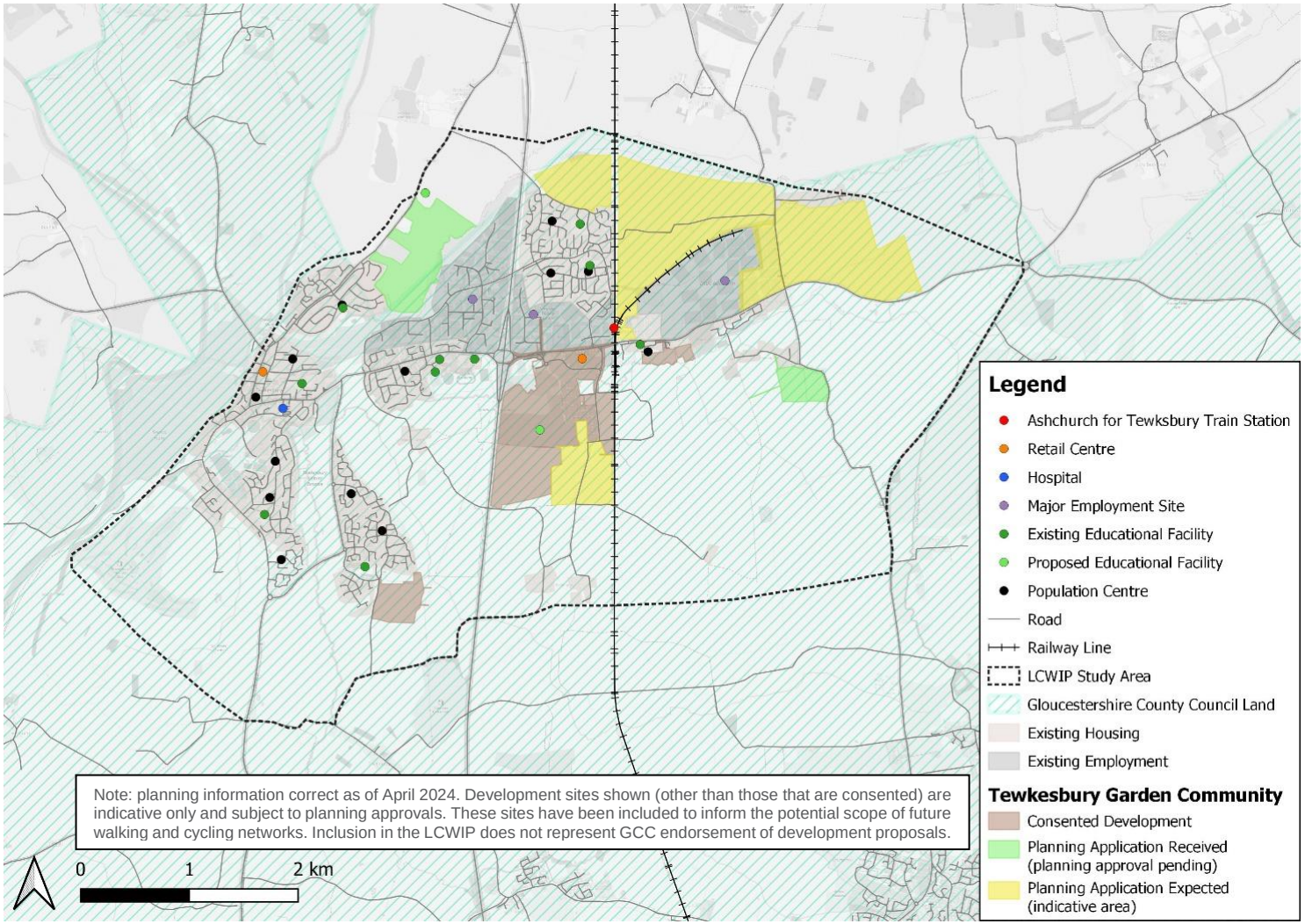
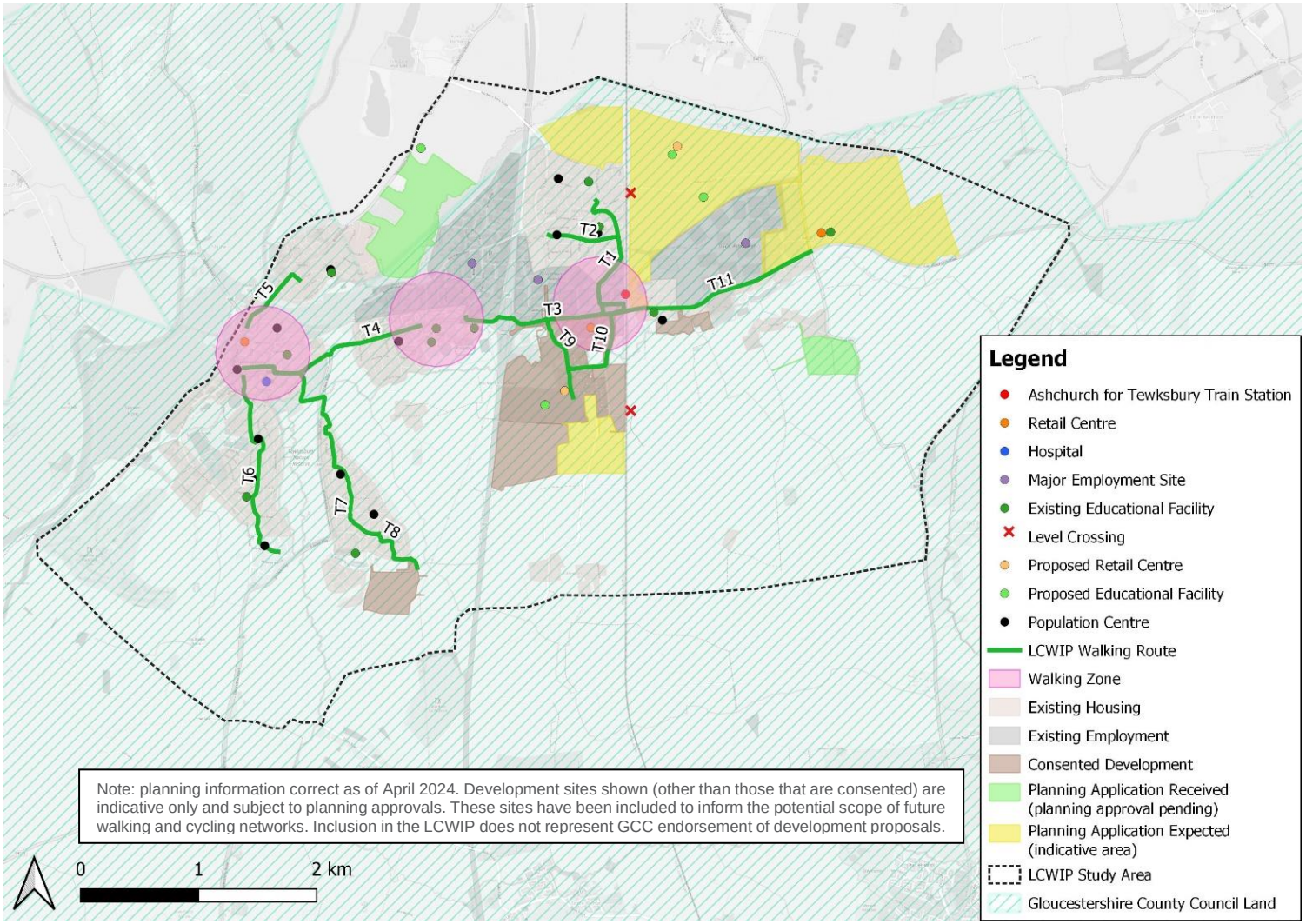


Figure 6-2 – Tewkesbury Walking Network Map



7. Programme of Cycle Infrastructure Improvements

Nearly all the routes identified in the updated Tewkesbury Cycling Network Map require infrastructure improvements to enhance the quality and attractiveness of the routes to existing and potential cyclists. Such improvements should provide a network that reflects the standards and expectations set out in LTN 1/20 Cycle Infrastructure Design. This section sets out indicative cycle facilities for the identified network and high-level risks to their delivery. Some routes have been considered in greater detail and more specific proposed improvements are set out below.

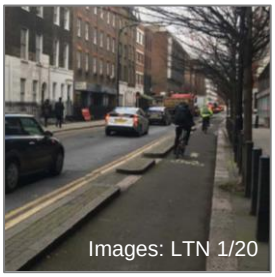
Infrastructure improvements will be delivered on an incremental basis as opportunities and funding arise. This Programme of Cycling Infrastructure Improvements will also evolve over time with more details added across the network as feasibility investigations are progressed.

7.1. Cycling network – indicative facilities and improvements

The proposed network identifies the routes and links that should best accommodate cycle trips within the area, in order to provide direct, convenient, and safe access by cycle. In nearly all cases, improvements are required on these routes to make them suitable to enable mass-cycling and as a result they are not necessarily the best available existing routes.

The indicative facilities shown on the network comprise:

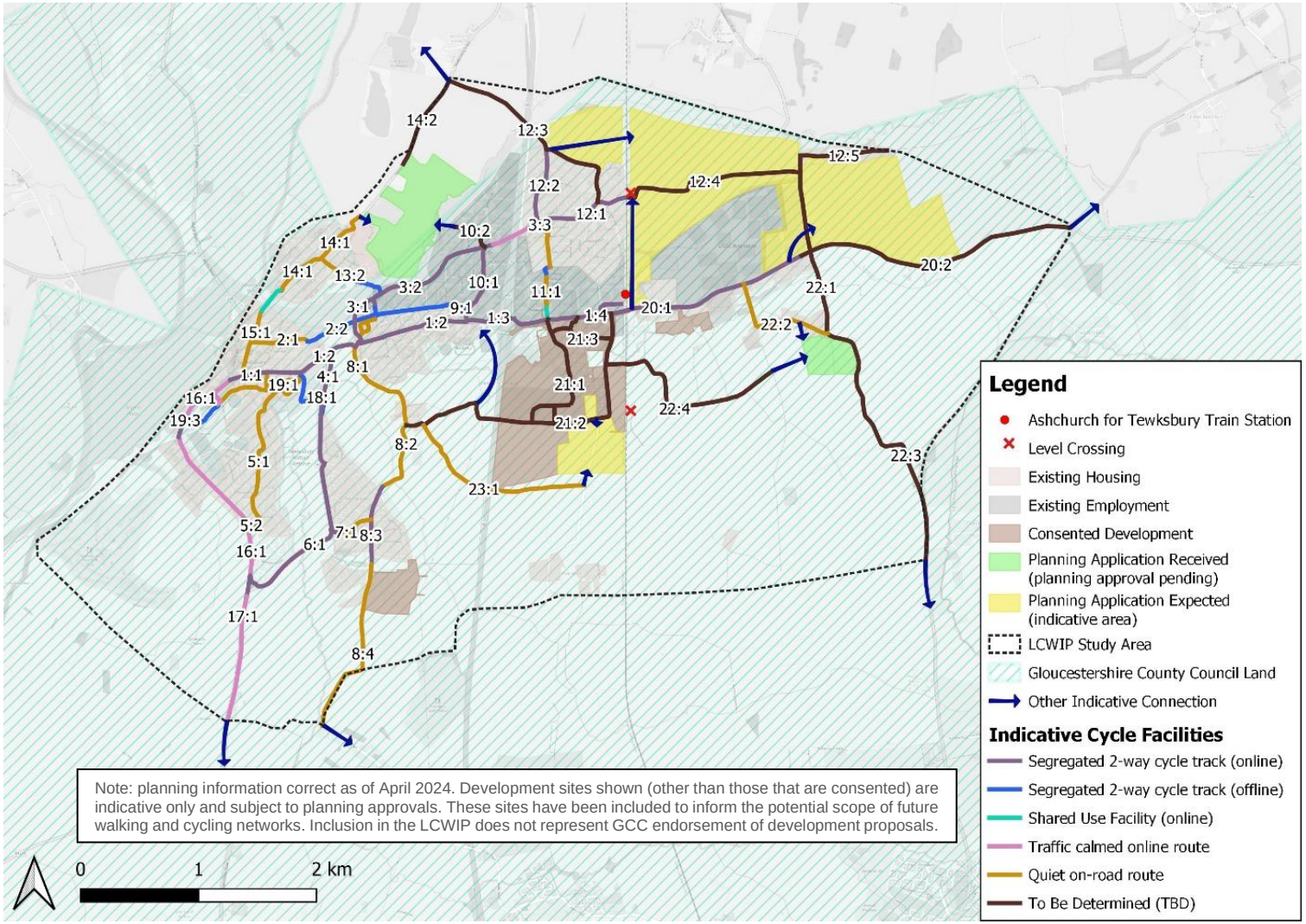
Segregated 2-way cycle track (online) Fully segregated from motor vehicles and pedestrians, generally alongside a road.	 Image: LTN 1/20
Shared 2-way cycle track Fully segregated from motor vehicles but shared with pedestrians – generally only appropriate in rural areas where pedestrian movements are very low. Track is generally alongside a road, and designed around the needs of cycles (side road priority etc.)	 Image: AtkinsRéalis
Segregated 2-way cycle track away from carriageway (offline) Fully segregated from motor vehicles and pedestrians, on a separate alignment away from roads.	 Image: LTN 1/20

Shared 2-way cycle track away from carriageway (offline) Fully segregated from motor vehicles but shared with pedestrians and other users, on a separate alignment away from roads (e.g. a rural multi-user path). Only appropriate as a utility route where pedestrian numbers are very low.	 Image: LTN 1/20
Segregated 1-way cycle lane Cycle lane adjacent to a road with full kerbed segregation from motor vehicles and pedestrians.	  Images: LTN 1/20
Quiet on-road route (mixed traffic route) On road cycle route with few cycle specific features. Measures to reduce motor traffic speed and flow to create a comfortable cycling environment such as modal filters, redefinition of the street character.	 Image: LTN 1/20
Traffic calmed route (mixed traffic route) Routes where it may be unfeasible to reduce traffic flows to 'quiet route' levels (appropriate for sharing the carriageway, and available space may prevent fully segregated or protected cycle lanes). Not generally suitable for all cyclists, and higher quality facilities should be investigated at feasibility stage.	 Image: LTN 1/20

For some sections of the identified network, an initial indication of the type of cycle facility that could be provided is mapped in Figure 7-1 whilst for other sections the detail around the type of cycle facility is still to be determined.

These are initial suggestions based on a high-level consideration of route type and ability to deliver cycle improvements. They are all subject to more detailed feasibility assessments to confirm the appropriate cycle facilities (taking account of LTN 1/20 guidance) and the feasibility of construction.

Figure 7-1 – Indicative cycle facility for LCWIP Cycling Network (subject to full feasibility assessment)



The indicative facilities are also described in Table 7-1. Some deliverability risks are identified in the table – these are challenges for which solutions will need to be identified in subsequest design stages; not reasons for improvements to routes to be dismissed.

Note: In all cases the appropriate cycle facility shall be confirmed in subsequent feasibility assessments, taking account of site conditions and the guidance set out in LTN 1/20.

Table 7-1 – Indicative cycle facility for LCWIP Cycling Network (subject to full feasibility assessment)

Route section	Proposed cycle facility	Deliverability risks
Primary Routes		
1 – Ashchurch to Tewkesbury		
1.1 – Barton Road (High Street to Morrisons)	Segregated two-way cycle track (online)	Conflict with on-street parking (may require removal/restrictions).
1.2 – Ashchurch Road (Morrisons to M5)	Segregated two-way cycle track (online)	New section of path and new crossing at Shannon Way junction may impact capacity.
1.3 – M5 Junction 9	Segregated two-way cycle track (online)	Traffic speed and volume needed which may be difficult to deliver.
1.4 – A46 east of M5 to Ashchurch rail station	Segregated two-way cycle track (online)	Requires reconfiguration of several junctions and introduction of single stage crossings.
2 – Newtown to Tewkesbury		
2.1 – Station Road	Quiet on-road route (mixed traffic route) (with additional features to imply cycle priority environment, such as change in paving, geometry/priority and planting)	Modal filter to reduce traffic may be opposed. May need change to car park entrance.
2.2 – Railway path north of Ashchurch Road	Segregated 2-way cycle track (offline)	Limited risk – upgrades to existing route.
3 – Newtown to Northway		
3.1 – Northway Lane (Ashchurch Road to Green Lane)	Segregated two-way cycle track (online)	Potentially some opposition to modal filter at western end of Northway Lane.
3.2 – Northway Lane (Green Lane to Kingston Road)	Segregated two-way cycle track (online) (Green Lane to Shannon Way) On-road route with protected cycle lanes (Shannon Way to Kingston Road)	Constrained width due to existing motorway bridge width.
4 – Wheatpieces to Newtown		
4.1 – Jubilee Way (north of Snowdonia Road)	Segregated two-way cycle track (online)	Limited risk – upgrades to existing route.

Route section	Proposed cycle facility	Deliverability risks
Primary Routes		
14 – Mitton to Tewkesbury		
14.1 – Bredon Road / Digby Drive	Shared Use Facility (online) (Bredon Road) Quiet on-road route (mixed traffic route) (Digby Drive)	Constrained width due to frontages and river, on-street parking, traffic flow (consider options to reduce traffic flow and speed).
15 – Tewkesbury town centre (parallel to High Street)		
15.1 – Oldbury Road	Quite on-road route	On-street parking restrictions may be needed.

Route section	Proposed cycle facility	Deliverability risks
Secondary Routes and Local Connections		
5 – Priors Park to Tewkesbury		
5.1 – Wenlock Road	Quiet on-road route (mixed traffic route)	Review of on-street parking may be needed but unlikely an issue.
5.2 – York Road	Segregated two-way cycle track (online)	Land ownership – permissive path.
6 – Wheatpieces to Gloucester Road		
6.1 – Jubilee Way (south)	Segregated two-way cycle track (online)	Limited risk – upgrades to existing route.
7 – Wheatpieces (local)		
7.1 Monterey Road	Quiet on-road route (mixed traffic route) (shared two-way cycle track also available but with several crossings)	Limited risk – upgrades to existing route.
8 – Newtown to Wheatpieces via Walton Cardiff		
8.1 – Unnamed road Ashchurch Road to Walton Cardiff	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
8.2 – Unnamed road through Walton Cardiff	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
8.3 – Off-road path through Wheatpieces	Segregated 2-way cycle track (online)	Limited risk – upgrades to existing route.
8.4 – Rudgeway Lane	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
9 – Furrowfield Park		
9.1 – Furrowfield Park	Segregated 2-way cycle track (offline)	Limited risk – upgrades to existing route.

Route section	Proposed cycle facility	Deliverability risks
Secondary Routes and Local Connections		
10 – Shannon Way		
10.1 – Shannon Way	Segregated two-way cycle track (online)	Limited risk – upgrades to existing route.
11 – Northway Lane to A38 (industrial park)		
11.1 - Warren Road/Alexandra Way	Quiet on-road route (mixed traffic route) Shared two-way cycle track away from carriageway (to connect Warren Road and Alexandra Way)	May require traffic calming/restriction. Existing off-road section between Alexandra Way and Warren Road is narrow – unknown land ownership for widening but borders public park.
12 – North Northway		
12.1 – Northway Lane / Grange Road	Segregated two-way cycle track (online)	Future discussion needed around link to new development to identify the most appropriate facility type and exact routing.
12.2 – The Park / fields north of Hardwick Bank Road	Segregated two-way cycle track (online)	
13 – Mitton to Newtown		
13.1 – Mitton Way	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
13.2 – Mitton Way to Northway Lane	Segregated 2-way cycle track (offline)	Limited risk – upgrades to existing route.
13.3 – Northway lane to railway path	Segregated 2-way cycle track (online)	Limited risk – upgrades to existing route.
13.4 – Canterbury Leys	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
16 – Tewkesbury to Priors Park via Gloucester Road		
16.1 – Tewkesbury to Gupshill Close roundabout (Gloucester Road)	Traffic calmed route (mixed traffic route)	Significant works along length and therefore need to consider benefits versus other routes.
17 – South from Priors Park towards Bishops Cleeve		
17.1 – Gupshill Close roundabout to Hoo Lane (Gloucester Road)	Traffic calmed route (mixed traffic route)	Constrained width within existing carriageway at northern end of Gloucester Road – footway width likely needed.
18 – Jubilee Way to Barton Road (off-road)		
18.1 – Off-road route Jubilee Way to Barton Road	Segregated 2-way cycle track (offline)	Limited risk – upgrades to existing route.

Route section	Proposed cycle facility	Deliverability risks
Secondary Routes and Local Connections		
19 – Howells Road and Tewkesbury Abbey		
19.1 – Oldfield and Howells Road	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
19.2 – Gander Lane	Quiet on-road route (mixed traffic route)	Traffic calming measures may be needed due considerable car park traffic in peak season.
19.3 – Abbey grounds	Segregated 2-way cycle track (offline)	Impact on setting of Abbey requires careful consideration. Land ownership to be confirmed. High risk of flooding.
20 – Ashchurch to Aston Cross		
20.1 – Ashchurch railway station to Aston Cross	Segregated 2-way cycle track (online)	Future discussion needed around how this route would best link to new development.

Route section	Proposed cycle facility	Deliverability risks
Additional Routes and Local Connections (2024 update)		
10 – Shannon Way		
10.2 – Shannon Way	To Be Determined (TBD)	To Be Determined (TBD)
12 – Tewkesbury Road to Aston on Carrant		
12.3 – Hardwick Bank Road	To Be Determined (TBD)	To Be Determined (TBD)
12.4 – Ashton Fields Lane	To Be Determined (TBD)	To Be Determined (TBD)
12.5 – Unnamed Road at Aston on Carrant	To Be Determined (TBD)	To Be Determined (TBD)
14 – Mitton to Tewkesbury		
14.2 – Tewkesbury Road	To Be Determined (TBD)	To Be Determined (TBD)
20 – Ashchurch to Aston Cross		
20.2 – Ashchurch Road	To Be Determined (TBD)	To Be Determined (TBD)
21 – Fiddington Fields		
21.1 – Diamond Road	To Be Determined (TBD)	To Be Determined (TBD)
21.2 – Loverose Way to Walton Cardiff	To Be Determined (TBD)	To Be Determined (TBD)
21.3 – Platinum Drive	To Be Determined (TBD)	To Be Determined (TBD)

Route section	Proposed cycle facility	Deliverability risks
Additional Routes and Local Connections (2024 update)		
22 – Pamington to Bishops Cleeve		
22.1 – Aston Cross to Pamington	To Be Determined (TBD)	To Be Determined (TBD)
22.2 – Pamington Lane	Quiet on-road route (mixed traffic route)	Limited risk – upgrades to existing route.
22.3 – Pamington to Bishops Cleeve	To Be Determined (TBD)	To Be Determined (TBD)
22.4 – Pamington to Fiddington Fields	To Be Determined (TBD)	To Be Determined (TBD)
23 – South of Fiddington Fields to Walton Cardiff		
23.1 – Unnamed road and bridleway South of Fiddington	Traffic calmed route (mixed traffic route)	Significant works along length may be required to bring the route up to standard and need to consider benefits versus other routes.

7.2. Recommended improvements

7.2.1. Initial priority routes

As part of this initial study, a selection of routes has been considered in more detail and potential improvements at specific locations on the route identified. These have not been subject to a full feasibility assessment; however, they do provide a recommend programme of improvements on these routes to be developed further. The initial LCWIP routes that were selected for consideration in more detail are stated below and detailed in the following sections.

- Route 1.1 & 1.2 – Barton Road (High Street to Morrisons) & Ashchurch Road (Morrisons to M5)
- Route 1.4 – A46 east of M5 to Ashchurch rail station
- Route 2.1 – Station Street and Station Road
- Route 14.1 – Bredon Road / Digby Drive
- Route 19.3 – Route through the Abbey grounds

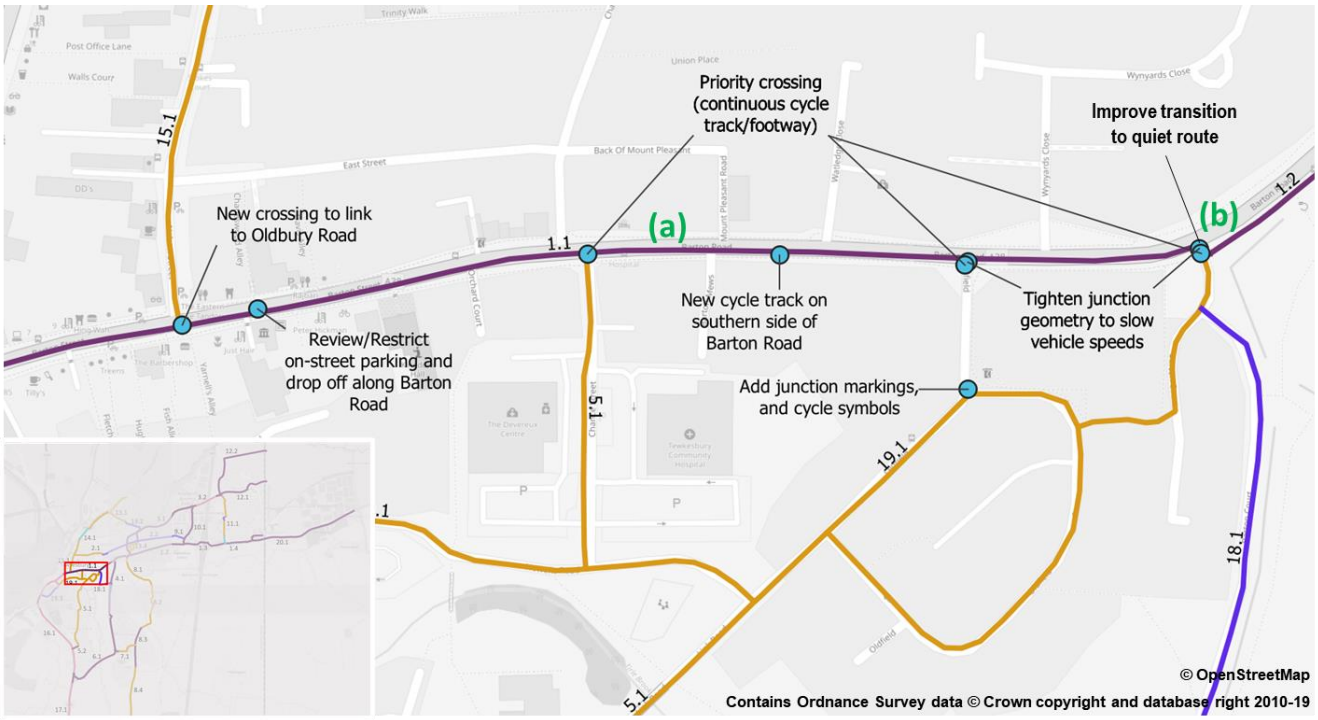
7.2.1.1. Route 1.1 & 1.2 – Barton Road (High Street to Morrisons) & Ashchurch Road (Morrisons to M5)

A plan showing the proposed infrastructure improvements to be considered for Route 1.1 – Barton Road (High Street to Morrisons) and Route 1.2 – Ashchurch Road (Morrisons to M5) are provided in Figure 7-2 (Route 1.1), Figure 7-3 (Route 1.2 – west section) and Figure 7-4 (Route 1.2 – east section).

Route 1.1 and 1.2 provide an east-west route between M5 J9 and Tewkesbury town centre along the A438, the main road between the M5 and Tewkesbury, directly passing schools, businesses and residential areas.

On Route 1.1 (Barton Road and Barton Street west of Baron Court) there are no existing cycle facilities along the A338 towards Tewkesbury town centre. There is a parallel quiet route to the south (see Route 19), however this is less direct. The A338 is relatively wide along Barton Road and Barton Street, with considerable parking on both sides (some designated bays, some kerbside parking) and shops and restaurants either side of the road.

Figure 7-2 – Proposed infrastructure improvements (Route 1.1)



(a) Parking and no existing cycle provision on Barton Road.

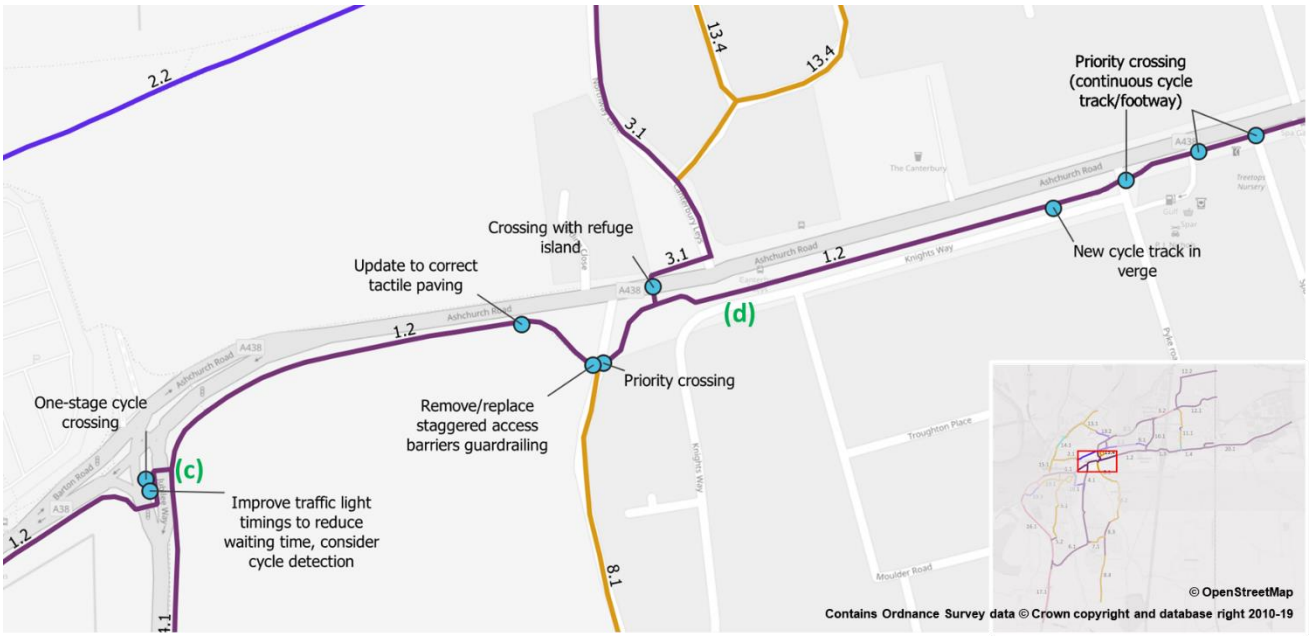
(b) End of existing shared use path at Barton Court – lack of continuity for cyclists. Junction geometry is also very wide with long crossing distance for pedestrians.

Proposed interventions include:

- A cycle track, separate to pedestrians, along the westbound carriageway of Barton Road and Barton Street;
- A new cycle crossing linking from the cycle track on Barton Street to Oldbury Road;
- A review of the on-road parking facilities along Barton Road and Barton Street;
- Priority crossings for pedestrians and cyclists with tightening of junction geometry at side roads; and
- Clear link to the existing shared use path (which is proposed to be upgraded to a cycle track and separate footway) that continues east along Ashchurch Road.

For much of Route 1.2 there is currently a shared use path. The alignment of the route is direct, however there is an opportunity to upgrade the facility to be more convenient and attractive to cycling, removing obstacles such as uncontrolled crossings of side roads and providing clearly demarcated space for both cycling and walking in the form of a cycle track and separate footway. The route connects to Route 1.3 and 1.4 to the east side of M5, directly linking to Ashchurch railway station. The existing signal-controlled junctions with the A38 and Shannon Way need significant improvement to provide direct one-stage crossings for cyclists.

Figure 7-3 – Proposed infrastructure improvements (Route 1.2 – west)



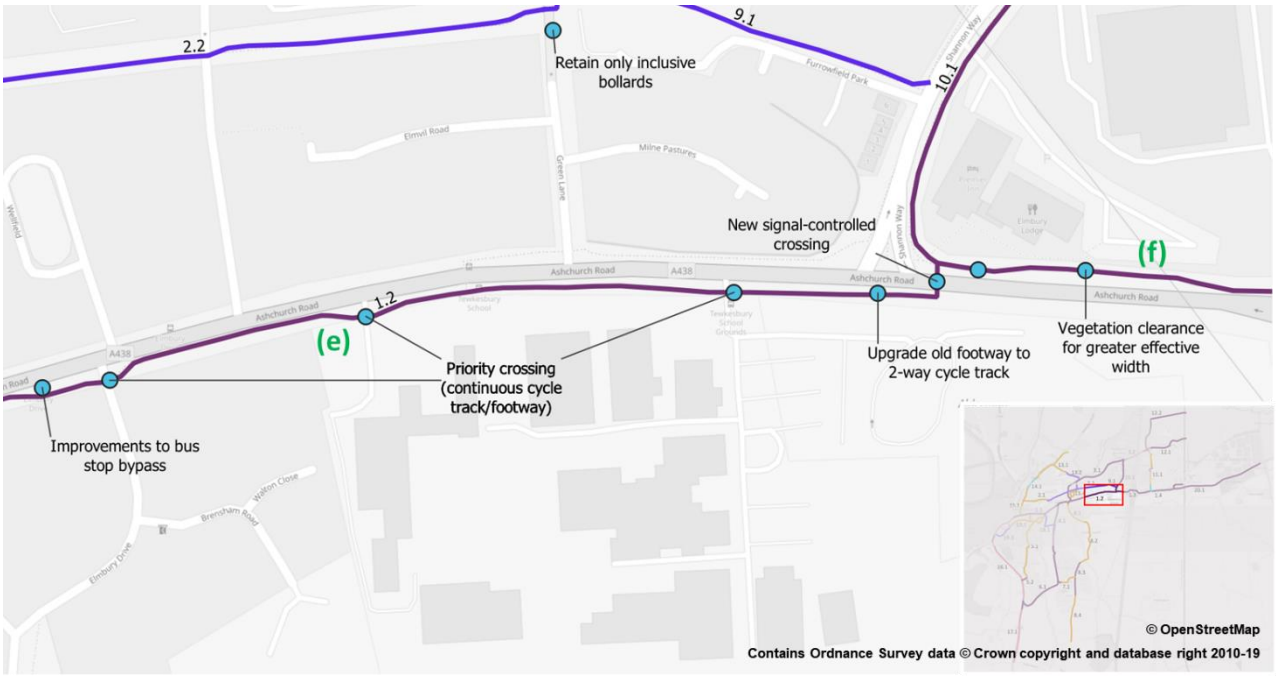
(c) Existing staggered crossing at A38 junction, to be upgraded to a one-stage crossing.

(d) Cracked surface of shared use path reduces effective width and limits cyclists speed, there are also two sharp bends in the distance (Knights Way).

Proposed interventions include:

- Existing shared use path along Ashchurch Road upgraded to a separate cycle track and footway, with new cycle track introduced along Knights Way in the verge;
- One-stage crossing for cyclists at the A38 junction, including changes to the signal timings to reduce waiting times for pedestrians and cyclists, and/or introduction of cycle detection technology on approach;
- Removal of staggered access barriers which to do promote inclusive cycling; and
- Priority for cycling and walking across side roads, with tightening of junction geometry.

Figure 7-4 – Proposed infrastructure improvements (Route 1.2 – east)



(e) Example of non-priority crossing to be changed to priority crossing for cycling and walking.

(f) Vegetation overgrowth reducing effective width of existing shared is path – shows there is width available for cycle track and footway.

Proposed interventions include:

- Existing shared use path along Ashchurch Road upgraded to a separate cycle track and footway, space is mostly already available with vegetation clearance;
- New section of cycle track along the southside of the carriageway to reduce the number of crossings. This is currently a footway which is very overgrown;
- New one-stage crossing of Ashchurch Road at the Shannon Way junction, including changes to the signal timings to reduce waiting times for pedestrians and cyclists, and/or introduction of cycle detection technology on approach;
- Bus stop bypass at Spa Gardens; and
- Priority for cycling and walking across side roads, with tightening of junction geometry.

7.2.1.2. Route 1.4 – A46 east of M5 to Ashchurch rail station

A plan showing the proposed infrastructure improvements to be considered on Route 1.4 – A46 east of M5 to Ashchurch rail station is provided in Figure 7-5. This route provides an important link to Ashchurch for Tewkesbury railway station, as well as being a key future connection for developments to both the south and east.

Figure 7-5 – Proposed infrastructure improvements (Route 1.4)

(g) Example of narrow width along the route where cyclists are asked to dismount

(h) Example of narrow width along the route where cyclists are asked to dismount

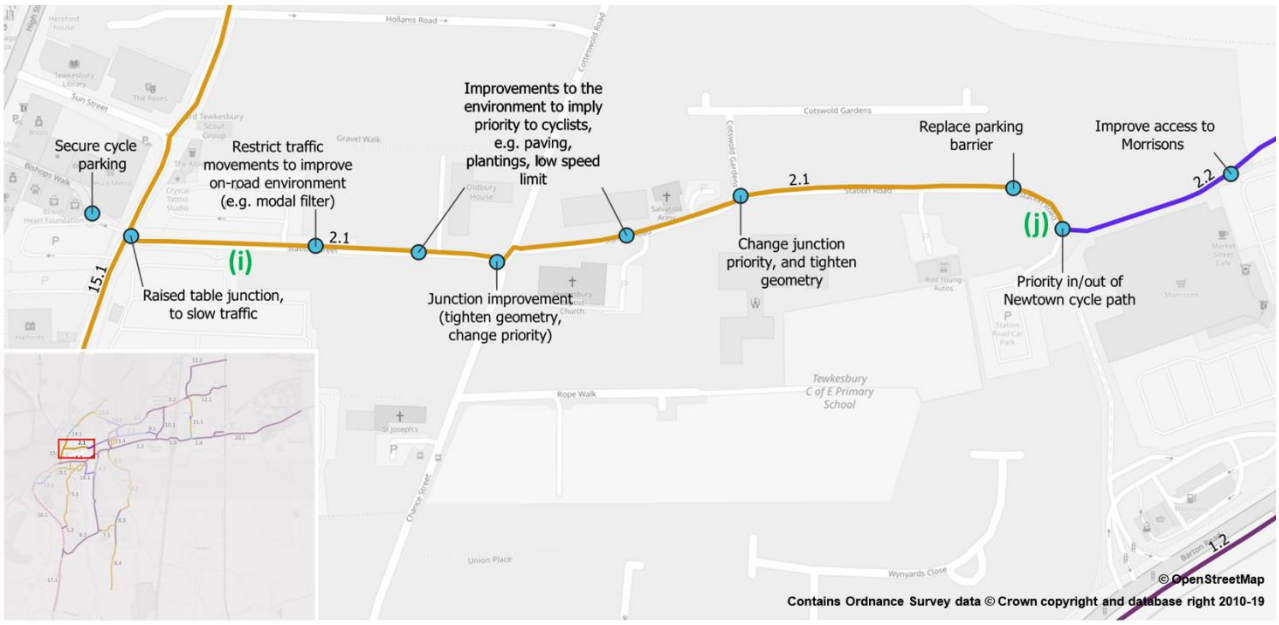
Proposed interventions include:

- Existing shared use path along A46 upgraded to a separate cycle track and footway, space is mostly already available with vegetation clearance, plus some relocation of road space;
- New one-stage crossing at the Alexander Way junction, including widening of the approach paths and rationalisation of street furniture, changes to the signal timings to reduce waiting times for pedestrians and cyclists, and/or introduction of cycle detection technology on approach;
- Priority for people cycling and walking across side roads, with tightening of junction geometry; and
- Widening of the path and improvement in the clarity of the route into Ashchurch railway station.

7.2.1.3. Route 2.1 – Station Street and Station Road

A plan showing the proposed infrastructure improvements to be considered on Route 2.1 – Station Street and Station Road is provided in Figure 7-6. Station Road and Station Street provide the most direct route into Tewkesbury town centre from the Newtown railway path, an off-road route that runs parallel to the A338 to Shannon Way. Station Road and Station Street do not currently have any provision for cycling.

Figure 7-6 – Proposed infrastructure improvements (Route 2.1)



(i) Station Street provides access to Oldbury Road carpark, as well as some residents parking. Many drivers were observed using Station Street to drop off/pick up people.

(j) Access to Newtown railway path from Station Road, where visibility is poor and there is unclear continuity for cycling and walking.

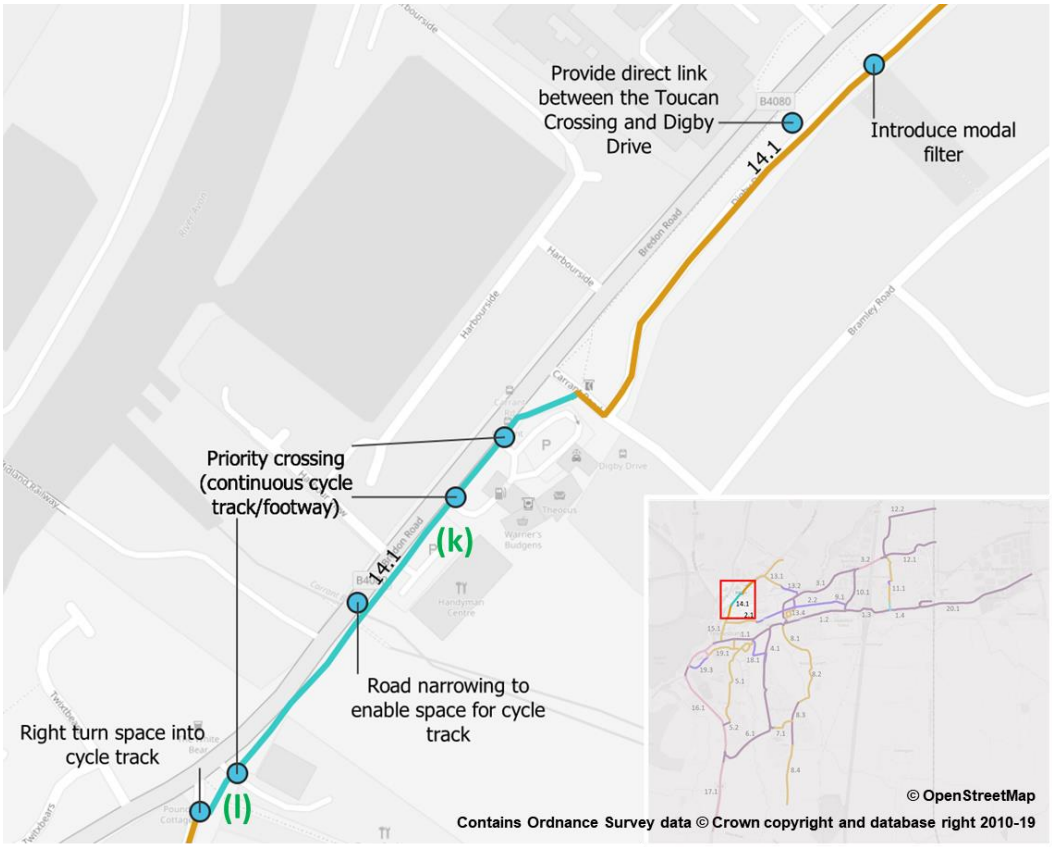
Proposed interventions include:

- Traffic calming, speed restrictions (e.g. 20 mph) and changes to public realm environment (e.g. plantings along road) to create low speed pleasant route for cycling and walking on Station Street and Station Road;
- Modal filter on Station Road to reduce volume of vehicle through traffic;
- Raised table junction at Oldbury Road/Station Street junction, to reduce vehicle speeds;
- Provide priority for walking and cycling into Newtown railway path, rather than priority being for car users of Station Road long stay car park;
- Tightening of junction geometry at Chance Street; and
- Additional secure cycle parking in the town centre.

7.2.1.4. Route 14.1 – Bredon Road / Digby Drive

A plan showing the proposed infrastructure improvements to be considered on Route 14.1 – Bredon Road / Digby Drive is provided in Figure 7-7. This route is an important link for people that live north of Tewkesbury town centre, as well as providing a future connection to the new development off Bredon Road.

Figure 7-7 – Proposed infrastructure improvements (Route 14.1)



(k) No existing facilities for cycling along Bredon Road. Space within the highway boundary is constrained, most notably at bridge above Carrant Brook.

(l) There is a short section of shared use path to the east of Oldbury Road, then cyclists give-way to re-join carriageway onto Oldbury Road.

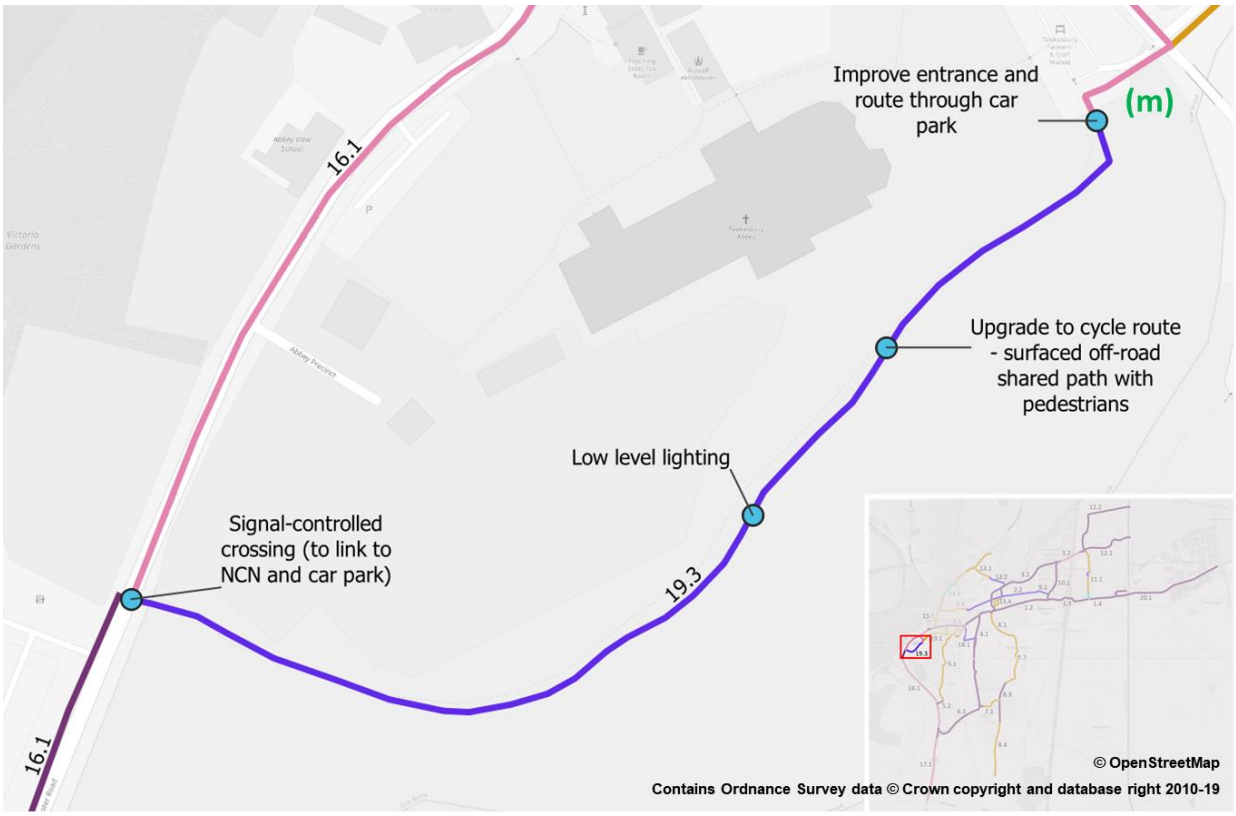
Proposed interventions include:

- Footway along Bredon Road upgraded to a shared cycle track and footway – carriageway width is an issue due to bridge over Carrant Brook. Options to provide separate cycling and walking should be investigated at feasibility design stage;
- Modal filter on Digby Drive to reduce volume of vehicle through traffic;
- New route through verge from Digby Drive to Bredon Road to link to the exiting Toucan crossing, to provide route into Marina Court residential area;
- Right turn feature for cycling on Oldbury Road, to enable continuity to route on Bredon Road; and
- Priority for cycling and walking across side roads, with tightening of junction geometry.

7.2.1.5. Route 19.3 – Route through the Abbey grounds

A plan showing the proposed potential infrastructure improvements to be considered on Route 19.3 – route through the Abbey grounds is provided in Figure 7-8. This route would provide an off-road route for cycling, as an alternative to using to the busy Church Street and Gloucester Road. It would connect to the proposed quiet route to the east (Route 19.2).

Figure 7-8 – Proposed infrastructure improvements (Route 19.3)



(m) No existing facilities for cycling through the Abbey grounds, existing path is accessed via a gate from Abbey carpark.

(n) Staggered barriers, such as these used on Route 13.2, should not be used and removed across the LCWIP network.

Proposed interventions include:

- New shared cycling and walking route through the Abbey grounds;
- New signal-controlled crossing of Gloucester Road, to connect pedestrians and cyclists to Gloucester Road carpark, as well as National Cycle Network Route 45 that continues to the west along Lower Lode Lane;
- Low level lighting along the proposed path; and
- Improvements to the entrance to the proposed route through the Abbey carpark (clear demarcation and route).

7.2.1.6. Cost estimate

Indicative cost estimates have been calculated for the proposed interventions set out for the selected routes in Section 7.2. These are based on typical unit / per km rates for similar facilities and do not take account on any particular site characteristics. A risk budget of 40% has been included – appropriate for this stage of scheme development with many unknowns in terms of site conditions, potential impact on utilities, etc. Scheme costs will be refined as designs and options are developed in more detail, and site-specific costs are understood.

The indicative cost estimates per corridor are shown in Table 7-2. The full calculations are provided in Table 7-3.

Table 7-2 – Indicative cost estimates (selected routes summary)

Network Section	Indicative Cost Estimate (£'000s, rounded to nearest £10k, 2020 prices, including 40% risk budget)
Route 1.1 & Route 1.2 – Barton Road (High Street to Morrisons) & Ashchurch Road (Morrisons to M5)	£3,000k
Route 1.4 – A46 east of M5 to Ashchurch rail station	£1,460k
Route 2.1 – Station Street and Station Road	£620k
Route 14.1 – Bredon Road / Digby Drive	£390k
Route 19.3 – Route through the Abbey grounds	£430k

Table 7-3 – Indicative cost estimates (selected routes full calculation, 2020 prices)

Tewkesbury LCWIP cycle improvements				Route 1.1 & Route 1.2 – Barton Road (High Street to Morrisons) & Ashchurch Road (Morrisons to M5)		Route 1.4 – A46 east of M5 to Ashchurch rail station		Route 2.1 – Station Road		Route 14.1 – Bredon Road / Digby Drive		Route 19.3 – Route through the Abbey grounds	
Proposed Cycle route provision		**Cost Rate**	**Unit**	**No.**	**Cost**	**No.**	**Cost**	**No.**	**Cost**	**No.**	**Cost**	**No.**	**Cost**
Full kerbed segregation (2-way cycle track)		£700,000	per km	0.72	£504,000		£0		£0		£0	0.03	£21,000
New 3m path in verge / segregation to existing SUP (no kerb realignment)		£225,000	per km	0.97	£218,500	0.27	£61,000		£0		£0		£0
Reconfigure carriageway and new 3m path in verge / improvement o existing SUP segregation		£500,000	per km	0.6	£300,000	0.6	£300,000		£0	0.24	£120,000		£0
Public realm improvement (low end)		£2,200,000	per km		£0		£0	0.1	£220,000		£0		£0
Upgrade existing rural PROW to all weather route		£200,000	per km		£0		£0		£0		£0	0.36	£72,000
Other items													
Side road entry treatment		£6,400	no.	8	£51,000	1	£6,500	2	£13,000	1	£6,500		£0
Pedestrian/Toucan Crossing		£100,000	no.		£0		£0		£0		£0	1	£100,000
Signalised junction - new equipment/revised layout		£150,000	no.	2	£300,000	2	£300,000		£0		£0		£0
Modal filter and adjacent traffic calming		£50,000	no.		£0		£0	1	£50,000	1	£50,000		£0
Low level lighting to path		£8,000	per km		£0		£0		£0		£0	0.36	£3,000
Sub-total					**£1,373,500**		**£667,500**		**£283,000**		**£176,500**		**£196,000**
Prelims (Site facilities, site management, H&S equipment, traffic management etc.)	30%				£412,000		£200,500		£85,000		£53,000		£59,000
Fees (Contractors general costs including off-site office, insurance, profit, payroll administration, legal etc.)	10%				£137,500		£67,000		£28,500		£17,500		£19,500
Total Construction Cost (no risk budget)					***£1,923,000***		***£935,000***		***£396,500***		***£247,000***		***£274,500***
Site Supervision (supervision of site health, safety and quality standards).	6%	of construction cost			£115,500		£56,000		£24,000		£15,000		£16,500
Design	10%	of construction cost			**£192,500**		**£93,500**		**£39,500**		**£24,500**		**£27,500**
Risk	40%	of construction cost			£769,000		£374,000		£158,500		£99,000		£110,000
Land		£40,000	Ha.		£0		£0		£0		£0		£0
Total Cost (Rounded to £10k)					**£3,000,000**		**£1,460,000**		**£620,000**		**£390,000**		**£430,000**

Package Totals		
Total Cost (inc. risk budget)		**£5,900,000**
of which; Design/site supervision accounts for		**£604,500**
of which; Risk budget accounts for		**£1,510,500**

7.2.2. 2024 update priority routes

As part of the 2024 update to the LCWIP, the cycle routes have been re-assessed to confirm the current priority routes to investigate further through feasibility studies. A simple assessment framework (Table 7-4) was developed to rank routes according to:

- Their relationship to the original LCWIP network (with routes that were part of the original network or extensions to them scoring higher as they serve both existing and planned communities);

  Scoring Criteria: Original LCWIP route = 2. Extension to existing LCWIP route = 2. New route = 1

- Their relationship to short-term development sites – where a feasibility study to determine potential interventions could inform planning discussions and developer proposals in the short term.

  Scoring Criteria: Links to new development where planning expected soon = 2. Links to consented development or development long time in future = 1. Links to no development = 0.

Table 7-4 – Cycle route assessment and ranking

Route Name	Extension /link to existing LCWIP route	Link to development	Total Score
1.1	2	0	2
1.2	2	0	2
1.3	2	0	2
1.4	**2**	**2**	**4**
2.1	2	0	2
2.2	2	0	2
3.1	2	0	2
3.2	2	0	2
3.3	2	0	2
4.1	2	0	2
5.1	2	0	2
5.2	2	0	2
6.1	2	0	2
7.1	2	0	2
8.1	2	0	2
8.2	2	0	2
8.3	2	1	3
8.4	2	1	3
9.1	2	0	2
10.1	**2**	**2**	**4**
10.2	**2**	**2**	**4**
11.1	2	0	2
12.1	**2**	**2**	**4**
12.2	**2**	**2**	**4**
12.3	2	1	3
12.4	1	2	3
12.5	1	2	3

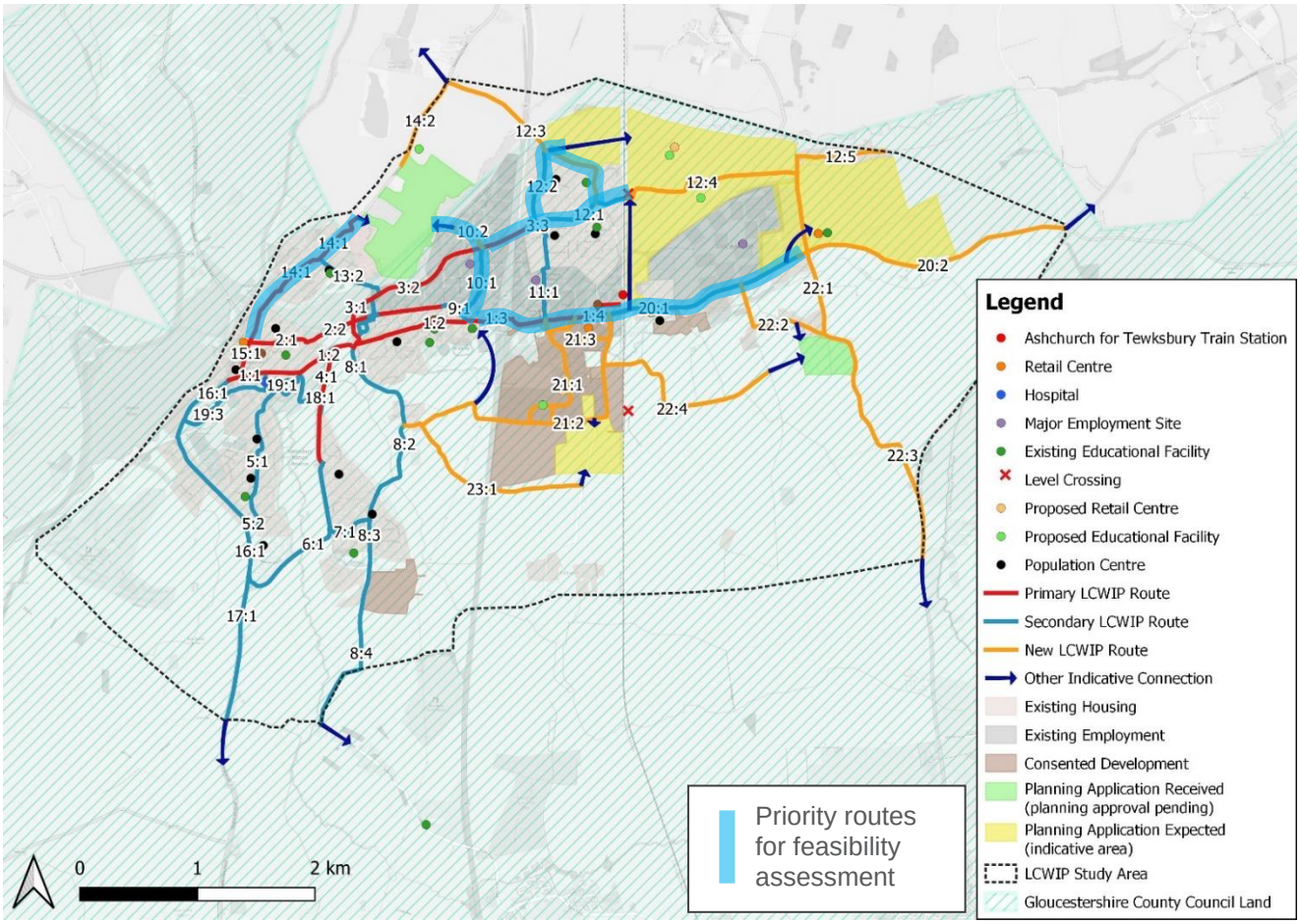
Route Name	Extension /link to existing LCWIP route	Link to development	Total Score
13.1	2	0	2
13.2	2	0	2
13.3	2	0	2
13.4	2	0	2
14.1	**2**	**2**	**4**
14.2	1	2	3
15.1	2	0	2
16.1	2	0	2
17.1	2	0	2
18.1	2	0	2
19.1	2	0	2
19.2	2	0	2
19.3	2	0	2
20.1	**2**	**2**	**4**
20.2	1	2	3
21.1	1	1	2
21.2	1	1	2
21.3	1	1	2
22.1	1	2	3
22.2	1	2	3
22.3	1	2	3
23.1	1	2	3

The assessment framework highlighted the following routes for further assessment through feasibility studies:

- 10.1 / 10.2 – Shannon Way and potential link to the Bredon Road development site;
- 14.1 – Bredon Road, building on the initial recommendations in Section 7.2.1.4;
- 12.1 / 12.2 – Northway Lane / Grange Road / The Park / fields north of Hardwick Bank Road;
  - *Route 3.2 / 3.3 – Northway Lane between Shannon Way and The Park is recommended to be included in the feasibility assessments to provide a well linked network.*
- 1.4 / 20.1 – A46 M5 to Aston Cross.
  - *Route 1.3 – A438 between Shannon Way and M5 is recommended to be included in the feasibility assessments to provide a well linked network.*

Figure 7-9 shows the routes recommended to be investigated further through feasibility studies. The feasibility study reports will be published separately to this LCWIP.

Figure 7-9 – Recommended priority routes to be investigated through feasibility studies (2024 update)



Note: planning information correct as of April 2024. Development sites shown (other than those that are consented) are indicative only and subject to planning approvals. These sites have been included to inform the potential scope of future walking and cycling networks. Inclusion in the LCWIP does not represent GCC endorsement of development proposals.

8. Programme of Walking Infrastructure Improvements

Nearly all the routes identified in the Tewkesbury Walking Network Map require infrastructure improvements to enhance the quality and attractiveness of the routes to existing and potential pedestrians. Such improvements should provide a network that reflect the standards and expectations set out in Manual for Streets and BSH300 2018 Part 1[21]. This section sets out indicative facilities for the identified network and cost estimates. Some routes have been considered in more detail and more specific proposed improvements are set out below.

As part of the on-going LCWIP programme, site assessments are to be undertaken to understand where further improvements are required. Local stakeholders will be asked to participate in these assessments.

Infrastructure improvements will be delivered over time on an incremental basis as opportunities and funding arise. This Programme of Walking Infrastructure Improvements will also evolve over time with more details added across the network as feasibility investigations are progressed.

8.1. Walking network - indicative facilities and improvements

The proposed network identifies the routes and links that should best accommodate walking trips within the area, in order to provide direct, convenient, and safe access on foot. In nearly all cases, improvements are required on these routes to make them suitable to enable those with impairments and disabilities to walk as well, and, as a result, they are not necessarily the best available existing routes.

The indicative facilities shown on the network comprise:

Informal Crossings Regular provision of informal crossings help to provide pedestrian connectivity and directness. They can also provide inclusive access for a wide range of users (e.g. wheelchair users). At their most simple they can incorporate dropped kerbs. However, they are most effective as raised tables (i.e crossings raised to be flush with perb height). They should incorporate tactile paving to local highway authority standard. 'Continuous crossings' at side roads junctions can also help to establish pedestrian priority in line with the Highway Code and Manual for Streets.	 

[21] Design of an accessible and inclusive built environment. External environment. Code of practice

'Designing out' vehicle parking Use of street furniture (e.g. litter bins and seating to 'design out' pavement parking or parking which obstructs free and safe pedestrian movement.	
Rest Spaces Create opportunities for rest by providing safe and attractive places to sit and rest.	
Providing and maintaining Green and Open Spaces Green and open spaces can improve the attractiveness and comfort of a walking route. These spaces should be designed with a high degree of permeability and overlooked by neighbouring buildings to create 'natural surveillance' and discourage anti-social behaviour, they should also have clear sightlines and visibility towards destinations or intermediate points for way-finding and personal security.	
Provide Direct Crossings and Links Routes that provide direct and convenient routes for pedestrians are referred to as 'desire lines'. Providing uninterrupted crossings to destinations (e.g. as opposed to a staggered crossing) makes walking a more direct and pleasant mode of travel.	

Segregation On busier roads, providing a level of segregation between pedestrians and traffic (e.g through planting) can improve comfort, proximity to noise / air pollution and reduce conflict.	
Lighting High quality lighting can make places feel safer to use after dark. The type of lighting needs to be carefully considered so as not to create light pollution and adversely impact nocturnal wildlife e.g. bats).	

For each section of the identified network, an initial indication of the type of facility that could be provided is mapped in Figure 8-1 below.

These are initial suggestions based on a high-level consideration of route type and ability to deliver walking improvements. They are all subject to more detailed feasibility assessments to confirm the most appropriate facilities and feasible solution.

These routes and associated measures are expanded on and costed in Table 8.1 with Table 8.2 including for preliminary fees and risk.

Figure 8-1 – Walking Infrastructure Proposals

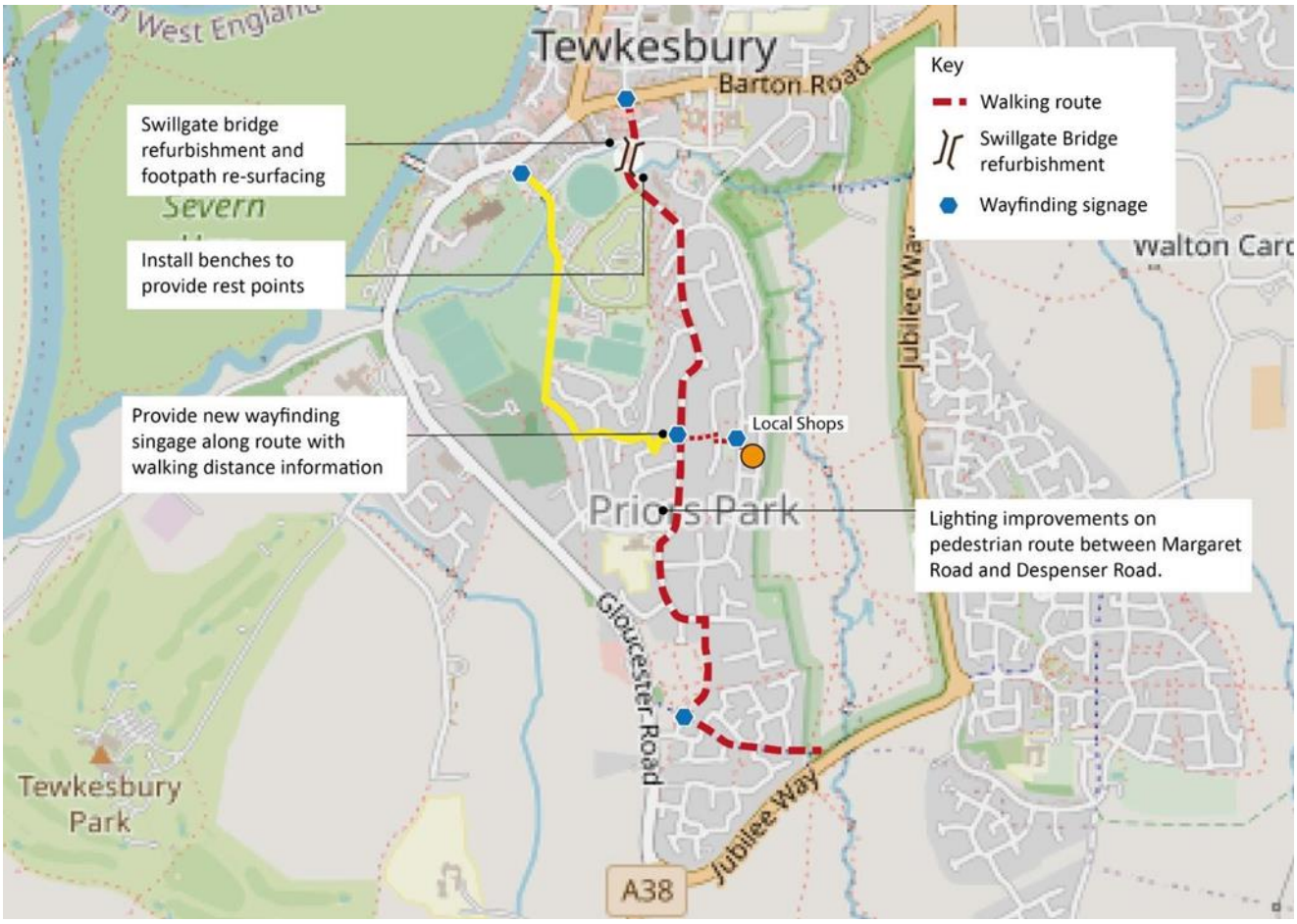


Table 8-1 – Cost estimates, Priors Park to Town centre (2020 prices)

Route section	Proposed Walking improvement	Cost estimate
1. Swilgate Road corridor		
Mowbray Avenue/Vine Way onto Tewkesbury footpath 27	Install wayfinding signage towards York Road. Adjust/remove staggered barriers.	£1,000 £1,000
Margaret Road, Wenlock Road, Despenser Road junction	Install wayfinding signage and landscape area with seating. Adjust/remove barriers to ensure wheelchair accessible. Provide raised table over Margaret Road to facilitate pedestrian west/east crossing movements.	£15,000 £1,000 £10,000
Neville Road	Install informal crossing with tactile paving across Neville Road.	£2,000
Wenlock Road	Install informal crossing with dropped kerb across Wenlock Road on northern Perry Hill spur and into Perry Hill to facilitate crossing to/from the PRoW 22.	£4,000
Tewkesbury footpath 22, over Swilgate Road	Bridge refurbishment.	£149,000
Tewkesbury footpath 22, over Swilgate Road	Repair/resurface footways.	£22,000
Yarnell's Alley to Barton Street	Sign Priors Park from Barton Street at Yarnell's Alley.	£1,000
2. Detour to Queen's Road shops		
Footpath from Margaret Road to Warwick Place	Cut back overgrown vegetation. Provide dropped kerbs and tactile paving crossing facility over Warwick Place.	£1,000 £2,000
Warwick Place	Install fingerpost to sign footpath leading to Queen's Road Shops. Provide dropped kerbs with tactile paving crossing point.	£1,000 £2,000
3. Accessible route via The New Plough car park (formerly Theoc House)		
From Swilgate, behind The New Plough to Barton Street	Sign route through The New Plough car park - discuss with landowners and install pedestrian gate into rear car park and wayfinding.	£6,000
4. Signed walk/cycle way to Town Centre		
Access from Margaret Road leading to Despenser Road	Resurface and provide lighting. Neighbourhood project – create landscaped space. Provide raised crossing at access to Despenser Road to facilitate pedestrian movements.	£15,600 £220,000 £10,000
Hastings Place	Install informal crossing with dropped kerb across Hastings Place.	£2,000
Despenser Road	Replace existing walk/cycle signs, advising which area of the centre each route leads to. Prevent pavement parking with installation of bollards.	£1,000 £6,000

Route section	Proposed Walking improvement	Cost estimate
Foresters Road	Realign fingerpost into Foresters Road. Widen pavement on Foresters Road and junction with Despenser Road.	£450 £30,000
Ganders Lane to Gloucester Road/Church Street	Remove timings from fingerpost – you have arrived at Priors Park. Realign sign pointing to town. Install dropped kerbs and realign pavement at bridge on Gander's Lane. Install a crossing at the Crescent over Gloucester Road/Church Street to access the northern footway.	£1,000 £450 £11,000 £2,000
Entire route	Review of all fingerposts with walk/cycle travel time.	£5,000

Table 8-2 – Indicative walking improvement cost estimates (selected routes)

Network Section	Indicative Cost Estimate (£'000s, rounded to nearest £10k, 2020 prices, including 40% risk budget)
Route 1 - Swilgate Road corridor	£450
Route 2 - Detour to Queen's Road shops	£20
Route 3 - Accessible route via The New Plough car park	£10
Route 4 - Signed walk/cycle way to Town Centre	£670

Appendices

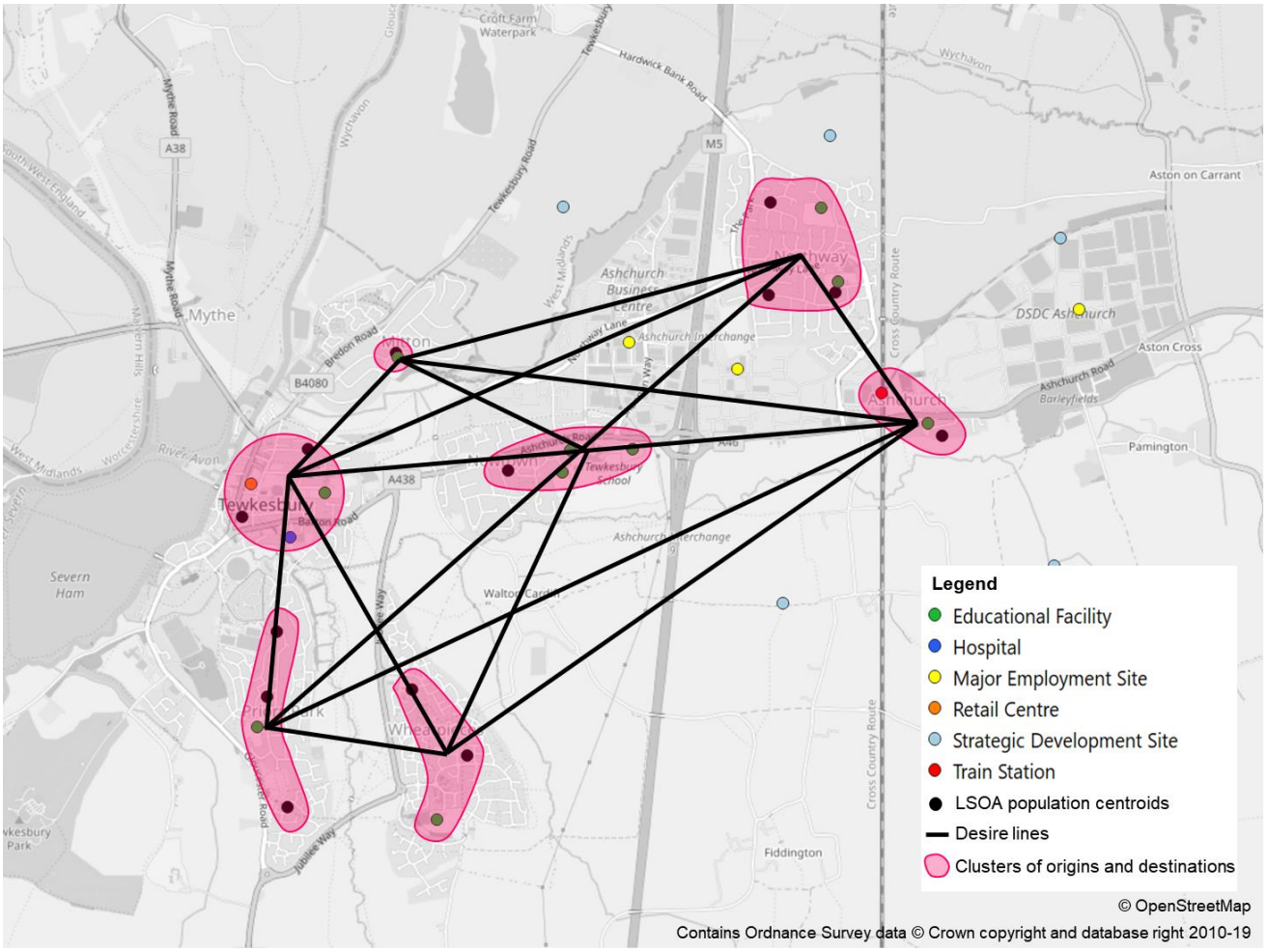
Appendix A. Route Selection Process detailed in 2021 LCWIP Report

A.1. Route selection

A.1.1. Desire lines and draft network

A simple analysis of origin/destination clusters indicates the key desire lines that should be accommodated by the local cycle network as shown in Figure A-1.

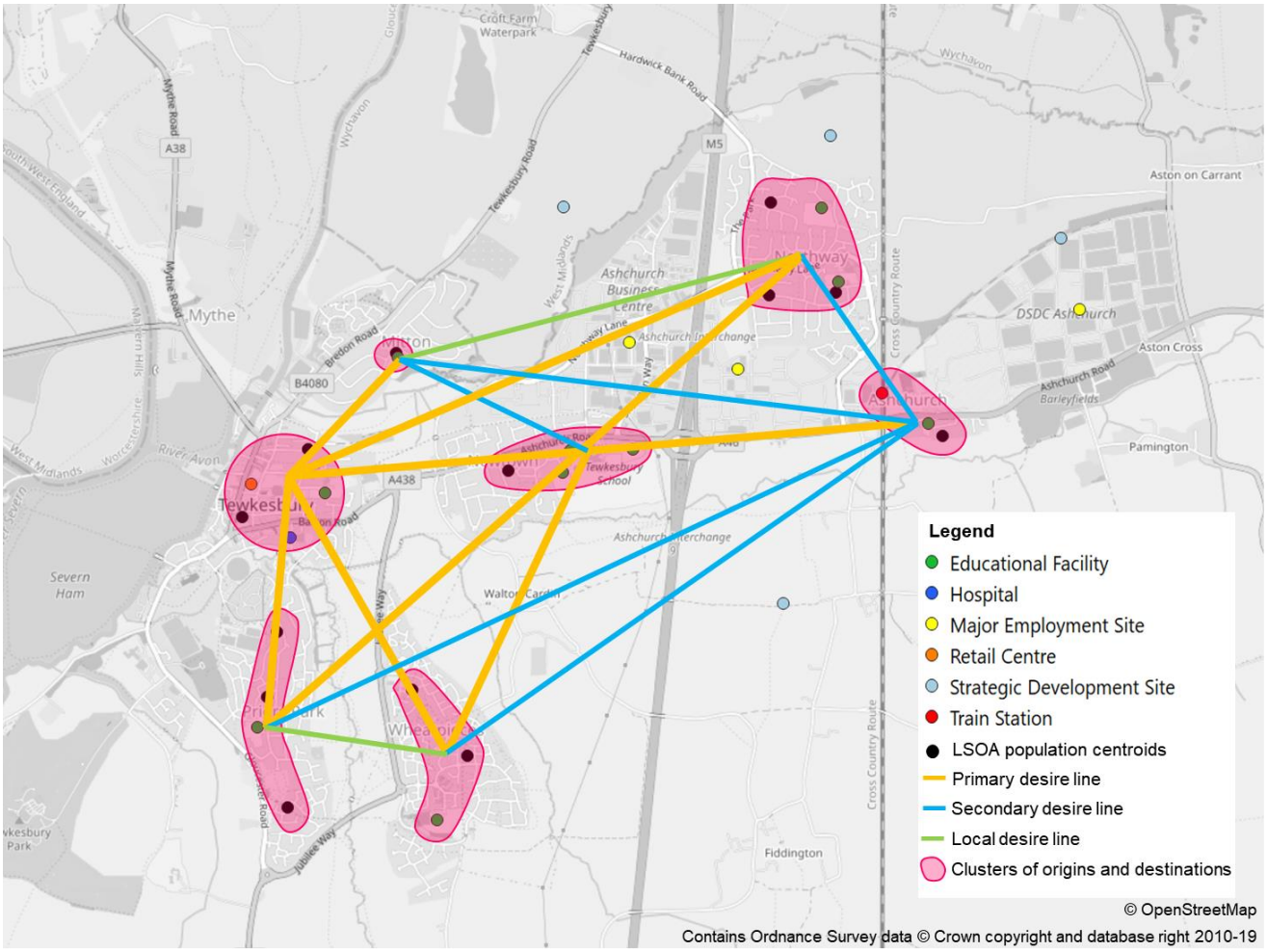
Figure A-1 – Cycle desire lines



- Following the identification of the key desire lines, the desire lines were then classified as either 'primary', 'secondary' and 'local' routes, as shown in Figure A-2:
- **Primary**: Desire lines that link large residential areas to trip attractors such as a town or city centre.
- **Secondary**: Desire lines that link to trip attractors such as schools, colleges and employment sites.
- **Local**: Desire lines that cater for local cycle trips, often providing links to primary or secondary desire lines.

Good quality cycle infrastructure appropriate to the characteristics of the link is required on all routes, regardless of their classification in this hierarchy. Secondary or local route classification is not an indication that lesser quality infrastructure is acceptable.

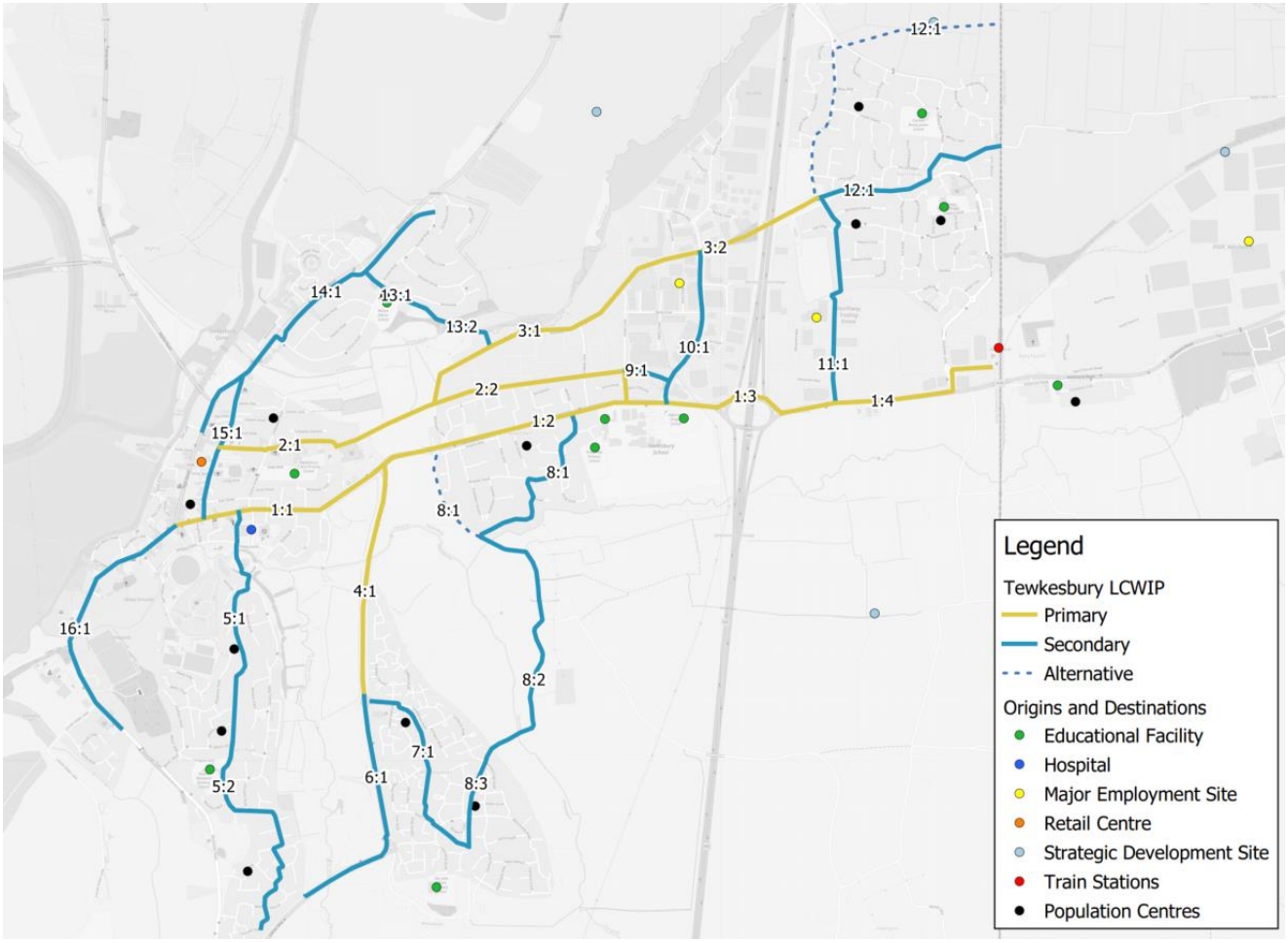
Figure A-2 – Desire lines categorised



These desire lines were then mapped onto existing links (roads and off-road routes) to identify potential end-to-end cycle routes that would best facilitate demand and serve the identified trip patterns. When mapped, local trips overlapped considerably with many primary and secondary trips; as a result, only primary and secondary routes were identified.

The draft network identified is shown in Figure A-3. This network was the focus for further assessment, stakeholder engagement and subsequent revisions. In some cases, at this stage alternative parallel route options were also considered.

Figure A-3 – Draft cycling network for stakeholder comment



A.1.2. Route Selection Tool analysis

Each route within the draft network was assessed using the Route Selection Tool (RST) – an analysis tool recommended within the DfT's LCWIP guidance.

The RST compares the suitability of each route for cycling, in terms of five key qualities of good cycle infrastructure:

- Directness – the ratio of the cycle route length versus motor vehicle route length between two points – with the aim that cycle routes should be the same or shorter distance than motor vehicle routes;
- Gradient – maximum and average gradients reflecting the impact hilliness has on the attractiveness of a route;
- Safety – based on the speed and volume of traffic, level of segregation provided, lighting and natural surveillance;
- Connectivity – measured by the number of access and connections joining a route (suitable for cycles and barrier free) per km; and
- Comfort – determined by the width of the facility and surface type.

The scores are based on the existing facilities/conditions and therefore have been used to:

- Compare the suitability of different route options where appropriate, and select a preferred route for inclusion in the LCWIP network; or

- Highlight weaknesses in existing routes that form part of the identified LCWIP network, that need to be addressed through infrastructure improvements.

A.1.3. Stakeholder involvement

Local stakeholders were invited to take part in developing the LCWIP network by:

- Suggesting recommendations for routes and commenting on the draft network identified;
- Highlighting key issues experienced on the existing networks; and
- Identifying improvements needed to serve local needs.

Stakeholder input was captured through a dedicated website which presented the draft networks and RST analysis in map format. Stakeholders invited to participate in the consultation included:

- County, Borough and Town/Parish Council members and officers;
- Active travel user groups/charities; and
- Representatives of vulnerable users (e.g. Age UK, RNIB).

A.1.4. Stakeholder feedback

A range of stakeholder feedback was received on the draft LCWIP network, most of which related to cycling routes rather than walking routes. Stakeholders were able to pinpoint their comments to geographical locations, so most feedback received related to a particular route option. However, some general feedback was received and there were common themes across many of the comments, including:

- Desire for better separation between pedestrians and cyclists, to improve both the walking environment and cycling experience;
- Consider making use of and upgrading existing public rights of way;
- The various routes should be well connected and coherent across the network, improvements should not simply focus on 'easy' locations; and
- The routes should be high quality, with consistent signage and robust surfacing.

A summary of the comments received on each proposed route is provided in Table A-1.

Table A-1 – Stakeholder input to cycling network development

Route	Route section	Summary of stakeholder feedback	Action / Outcome
1 – Ashchurch to Tewkesbury town centre	1.1 – Barton Road (High Street to Morrisons)	Alternative parallel quiet route should be considered to the south of Barton Road and Church Street, via Howells Road and Swilgate Road (continuing through the Abbey grounds – see 16.1 for further comment).	Suggested route has been added to the LCWIP as a parallel secondary route. 1.1 is retained as the primary route as it serves the town centre.
	1.2 – Ashchurch Road (Morrisons to M5)	Route provides good existing connections – focus on improving existing provision.	Retained as primary route. Identify improvements.
	1.3 – M5 Junction 9	Cyclists would benefit from further improvements to the motorway slip-road crossings. Waiting at the two signal-controlled crossings at Junction 9 takes a long time and is inconvenient, some users prefer to cycle on-road or use route 3.2 as a result.	Retained as primary route. Identify improvements.

Route	Route section	Summary of stakeholder feedback	Action / Outcome
	1.4 – A46 east of M5 to Ashchurch rail station	Route follows most direct route between Tewkesbury and Ashchurch station which is positive. Shared use path is not convenient and slows progress of cyclists, particularly at mixed use junction crossings. Some users prefer to cycle on-road as this is faster with fewer stops. Should link with route south to Fiddington (unnamed road). Consider extending east to link with Garden Town development. Mention of some surface debris and broken glass on the shared use path.	Retained as primary route and improvements identified, particularly related to continuity and convenience for cyclists. Eastern extent reviewed to tie in with unnamed road opposite Northway Lane (south to Fiddington), and emerging Garden Town proposals.
2 – Newtown to Tewkesbury	2.1 – Station Street and Station Road	Poor waymarking along Station Street and Station Road. Potential for conflict with Oldbury Road car park traffic at western end.	Retained as primary route, improvements identified to reduce potential for conflict.
	2.2 – Railway path north of Ashchurch Road	Good quality off-road cycle route at present, however some poor connectivity to other routes and destinations. In particular there could be better connections to Northway Lane, the town centre (route 2.1), Ashchurch railway station and Morrisons.	Retained as primary route. improvements identified for connections to onward routes.
	2.3 – Green Lane	Include either Green Lane or Shannon Way in the network.	Shannon Way is included in the network. Northern section of Green Lane already not included as north-south movement is covered by Shannon Way (10.1). Southern section of Green Lane (2.3) removed from network as it is covered by Furrowfield Park to Shannon Way route (10.1).
3 – Newtown to Northway	3.1 – Northway Lane (Ashchurch Road to Green Lane)	Western end is one-way, narrow and does not connect well to railway path at present. Route is not ideal on-road route due to mixing with large vehicles accessing industrial estates. Connection to Mitton (13.2) is good.	Reviewed opportunities to improve route and reduce mixing with large vehicles (e.g. modal filter). Added connection between 3.1 and 2.2 via Canterbury Leys rather than one-way street.
	3.2 – Northway Lane (Green Lane to Kingston Road)	Pinch point on Northway Lane where it crosses the motorway – route is too narrow for cyclists especially considering the gradient.	Retained as primary route, improvements identified for cycling such as widening and protecting narrow cycle lanes.

Route	Route section	Summary of stakeholder feedback	Action / Outcome
		Comment that Northway Lane is a better route than Ashchurch Road via Junction 9 (1.3) as it doesn't require stopping and mixing with pedestrians.	
4 – Wheatpieces to Newtown	4.1 – Jubilee Way (north of Snowdonia Road)	Route is good but would benefit from improvements to convenience and continuity, e.g. at junctions. An additional more direct route to town centre from Wheatpieces would be beneficial.	Improvements identified to increase quality of the existing facilities. Considered option for alternative route that links more directly to town centre – added as 18.1.
5 – Priors Park to Tewkesbury	5.1 – Wenlock Road	No comments	Retained as route.
	5.2 – York Road	No comments	Retained as route.
6 – Wheatpieces to Gloucester Road	6.1 – Jubilee Way (south)	No comments	Retained as route.
7 – Wheatpieces (local)	7.1 – Snowdonia Road / off-road path	No comments	Retained as route.
8 – Newtown to Wheatpieces via Walton Cardiff	8.1 – Unnamed road Ashchurch Road to Walton Cardiff or Tirle Bank Way	Good quiet route for linking to Tewkesbury from south.	Retained as route.
	8.2 – Unnamed road through Walton Cardiff	No comments	Retained as route.
	8.3 – Off-road path through Wheatpieces	Good route but some improvements to road crossings and dropped kerbs and signing could be added. Not included on network currently is that 8.3 links to Rudgeway Lane which provides low traffic route to Treddington.	Reviewed end of the route at southern extent – extended route to the south to Treddington via Rudgeway Lane.
9 – Furrowfield Park	9.1 – Furrowfield Park	No comments	Retained as route.
10 – Shannon Way	10.1 – Shannon Way	Current route provides good link north-south between Ashchurch Road and Northway Lane, as well connecting to western end of Newtown railway path.	Retained as route.
11 – Northway Lane to A38 (industrial park)	11.1 – Alexandra Way / Warren Road	No comments	Retained as route.

Route	Route section	Summary of stakeholder feedback	Action / Outcome
12 – North Northway	12.1 – Northway Lane / Grange Road or The Park / fields north of Hardwick Bank Road	No comments	Retained as route.
13 – Mitton to Newtown	13.1 – Mitton Way	No comments	Retained as route.
	13.2 – Mitton Way to Northway Lane	Key link for enabling mode shift for trips to/from Mitton. Requires on-ward connectivity via wider network, particularly links to Northway Lane and Ashchurch Road.	Retained as route.
14 – Mitton to Tewkesbury	14.1 – Bredon Road / Digby Drive	Key link for enabling mode shift for trips to/from Mitton. Connects to planned development sites off Bredon Road. Key connection between residential area and town centre – consider as a primary route. Existing shared use path west side of Bredon Road not attractive for cyclists as shared with pedestrians.	Reclassified as a primary route.
15 – Tewkesbury town centre (parallel to High Street)	15.1 – Oldbury Road	Cycle route should ideally follow High Street rather than parallel route as serves local destinations more directly. Consider relocating traffic lane(s) from High Street or Oldbury Road for cycle use.	Considered realigning route to follow High Street, however, it was recognised there are other constraints and considerations along High Street limiting scope for improvements. Therefore the route via Oldbury Road was retained as the primary route.
16 – Tewkesbury to Priors Park via Gloucester Road	16.1 – Gloucester Road	This is a direct route linking town centre to council offices and leisure centre. However, issues with potential for conflict with cars manoeuvring in/out of busy car parks and stopping/dropping off. Option for alterative cycle route to follow off-road route via Abbey grounds.	Alternative off-road route via Abbey grounds added – see 19.3.

A.1.5. Alternatives route options

The draft route network included some alternative route options for further assessment and consideration before a preferred route was selected. Table A-2 sets out preferred options selected for the final Cycling Network and the basis for the decision.

Table A-2 – Alternative route option decisions

Route Section	Option 1	Option 2	Preferred option
Route 8.1 - Unnamed lane north of Walton Cardiff or Tirle Bank Way	Tirle Bank Way, Churchill Close, Churchill Grove and Elmbury Close (solid line on map)	Unnamed road between Walton Cardiff and Ashchurch Road (dotted line on map)	Option 2. No comments were received from stakeholders on routing preference. On greater inspection Option 1 was removed as it is a considerably less direct route. Additionally, the entrance to Tirle Bank Way from the unnamed road is narrow (1.5m) with a lack of space available for widening due to neighbouring properties.
Route 12.1 – Northway Lane / Grange Road or The Park / fields north of Hardwick Bank Road	Northway Lane / Grange Road (solid line on map)	The Park / fields north of Hardwick Bank Road (dotted line on map)	Retain both options as future aspirations – related to Ashchurch Garden Town development. Option 1 is most realistic on the existing highway network available. However, Option 2 is likely more desirable in future as a new grade separated crossing is built across the railway line.

A.1.6. Cycling Network Map

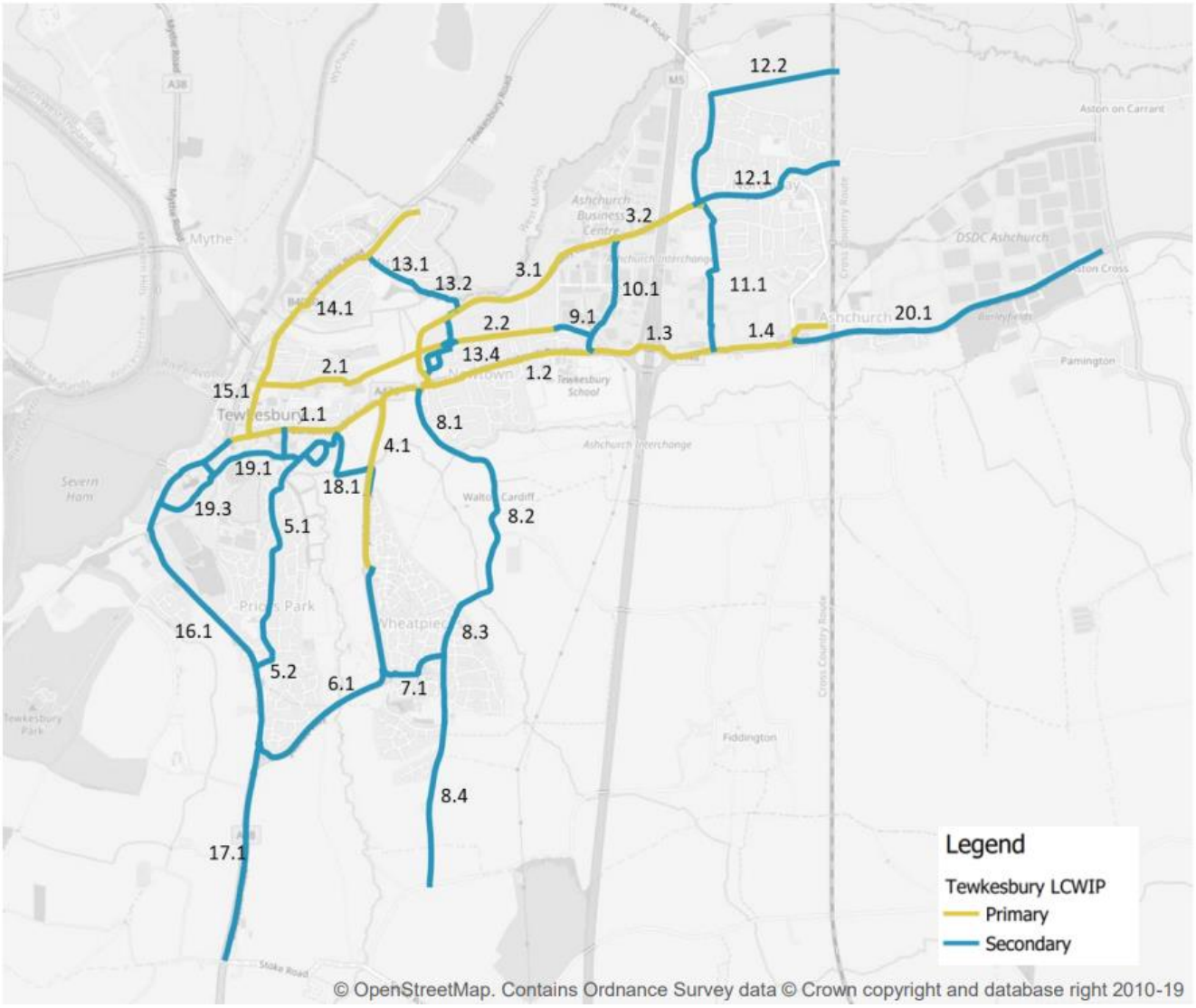
Following the route identification process completed in 2021, stakeholder engagement and a greater investigation into the feasibility of the proposed routes was undertaken. This led to four new routes being added to the cycling network map including:

- 17.1 – Route from southern end of Priors Park towards Bishops Cleeve on Gloucester Road, between Gupshill Close roundabout and Hoo Lane;
- 18.1 – Route from A38 Jubilee Way north-west to Barton Road via an existing off-road path;
- 19.1 – Quiet route on-road via Oldfield, Howells Road, Swilgate Road and new off-road route (existing footpath) via the Abbey grounds; and
- 20.1 – Future aspirational route out east to Aston Cross from Ashchurch railway station to cater for future development.

There were also changes or extensions to the following routes:

- 2.3 – Section removed as deemed not to serve a considerable number of trips as users could continue on 9.1 via Furrowfield Park;
- 5.2 – Section between York Road and Jubilee Way (6.1) removed as it was considered very winding and indirect. Replaced with shorter more direct proposed off-road route between Manor Place and Gloucester Road (route 16.1), partially on existing footpath;
- 7.1 – Routing altered to be a more direct link between routes 6.1 and 8.3 via Monterey Road;
- 8.4 – Extension of the route south on Rudgeway Lane to provide link to Treddington;
- 13.3 and 13.4 – Extension to route 13.2 via Canterbury Leys, to connect users to the railway path and Ashchurch Road; and
- 16.1 – Extension south to end at Gupshill Close roundabout (southern end of Priors Park).

The first iteration of the Cycling Network Map is shown below.



Appendix B. Route Selection Tool scores (Draft cycle network)

Each route draft within the network was assessed using the Route Selection Tool (RST) – an analysis tool recommended within the DfT's LCWIP guidance.

The RST compares the suitability of each route for cycling, in terms of five key qualities of good cycle infrastructure:

- Directness – the ratio of the cycle route length versus motor vehicle route length between two points – with the aim that cycle routes should be the same or shorter distance than motor vehicle routes;
- Gradient – maximum and average gradients reflecting the impact hilliness has on the attractiveness of a route;
- Safety – based on the speed and volume of traffic, level of segregation provided, lighting and natural surveillance;
- Connectivity – measured by the number of access and connections joining a route (suitable for cycles and barrier free) per km; and
- Comfort – determined by the width of the facility and surface type.

The scores are based on the existing facilities/conditions and therefore have been used to:

- Compare the suitability of different route options where appropriate, and select a preferred route for inclusion in the LCWIP network; or
- Highlight weaknesses in existing routes that form part of the identified LCWIP network, that need to be addressed through infrastructure improvements.

5th Floor, Block 5
Shire Hall
Bearland
Gloucester
GL1 2TH