

GLOUCESTERSHIRE COUNTY COUNCIL

Draft Local Transport Plan 2027-2043

LTP Policies



Overview

This document presents the actions we are going to take to deliver the Local Transport Plan (LTP) policies and proposals set out in the LTP Strategy. The policies are structured around the three outcomes and twelve objectives.

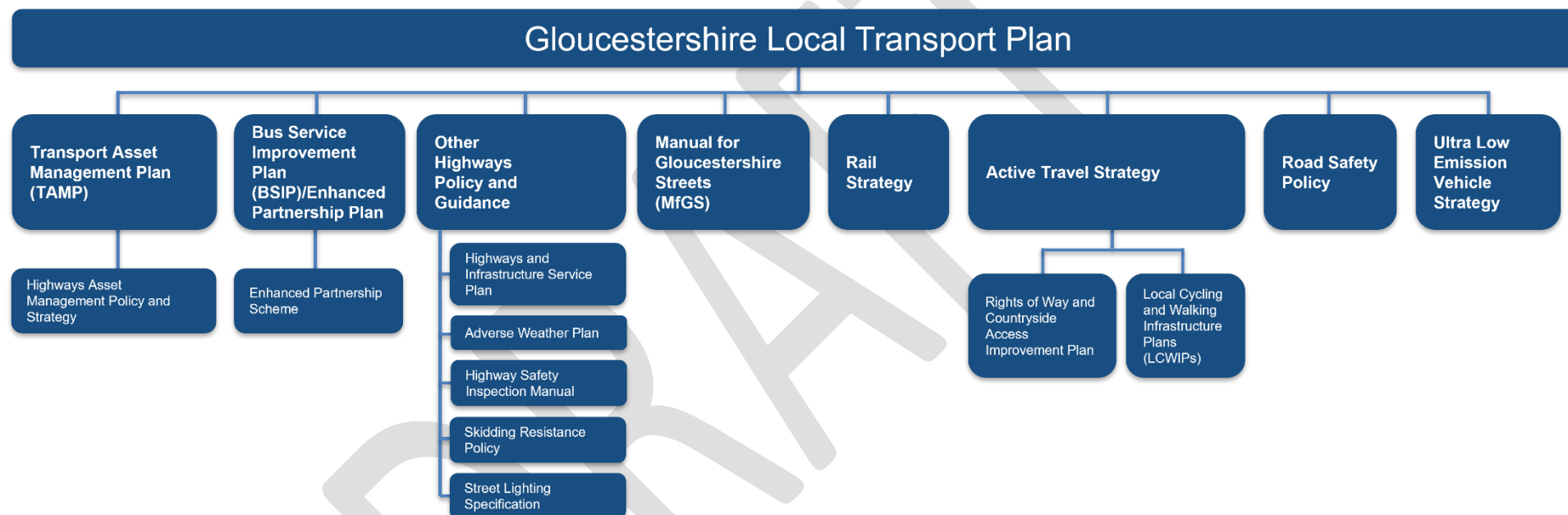
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The LTP policies are complemented and aligned to a number of supporting documents including Transport Asset Management Plan (TAMP), Bus Service Improvement Plan (BSIP), Manual for Gloucestershire Streets (MfGS), Rail Strategy, Active Travel Strategy, Road Safety Policy and Ultra Low Emission Vehicle Strategy. These documents are illustrated in Figure 1 and are highlighted where applicable in the policy tables.

Figure 1: Gloucestershire LTP Supporting Documents



Outcome 1: A well connected and prosperous Gloucestershire





Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 1: Preparing for Devolution
Policy	Work closely and collaboratively with neighbouring authorities, regional partners, National Highways, the rail industry and GBR to develop shared transport priorities and investment propositions. This will ensure that Gloucestershire is effectively positioned within the wider regional context to prepare for devolution and shape strategic place making.
Proposal	Gloucestershire will: • Identify Gloucestershire's regional connectivity priorities and investment needs. • Align transport investment with a future Spatial Development Strategy and seek to safeguard strategic transport infrastructure, to ensure that transport investment supports planned growth at sustainable locations. • Strengthen cross-boundary relationships and work closely with key stakeholders such as National Highways and GBR. • Develop a list of investment priorities, that are evidence based, deliverable, and align with the LTP objectives.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Set up or attend cross border working groups such as the M5 J14 working group or the working group looking at congestion issues around Chepstow. • Develop a Gloucestershire Key Route Network which considers strategic highway routes, freight advisory routes, strategic housing and employment sites, key service centres, transport interchanges, bus priority routes and active travel networks which will support cross boundary movements. • Continue to develop a strong strategic transport evidence base. • Work towards stronger public transport integration, as outlined in the LTP. • Maintain and regularly update the LTP scheme list to identify strategic investment priorities.
Supporting documents	Spatial Development Strategy (Local Plan)



Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 2: Improving Gloucestershire's Rail Infrastructure
Policy	Work with the rail industry to ensure Gloucestershire benefits from local rail infrastructure investment as well as wider regional investment, including enhancements considered within Great British Railway's (GBR's) and devolved mayoral investment pipelines.
Proposal	Gloucestershire will: • Seek to take full advantage of the Midlands Rail Hub and other regional rail investment programmes to ensure our railways are fit for the future and continue to provide a strategic function for the wider regional rail network and aligned to regional growth strategies, as outlined in Gloucestershire's Rail Strategy. • In line with Gloucestershire's Rail Strategy, we will continue to support longer-term rail infrastructure ambitions in Gloucestershire. • Work with GBR to ensure network performance and resilience is maintained through GBR's Funding Period Review process. • In line with Gloucestershire's Rail Strategy, we will work with the rail industry and GBR to ensure that the LTP is given due consideration in industry planning.
Mode	Rail
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain an up-to-date Rail Strategy which outlines our strategic priorities, schemes and measures required to meet our rail objectives. • Work with GBR, neighbouring authorities and other strategic transport bodies such as Midlands Connect and Western Gateway to advocate for rail investment in Gloucestershire and support business case development. • Work in partnership with the West of England Combined Authority and West Midlands Rail Executive to support and influence the development of mayoral rail delivery plans and growth plans. • Ensure that Gloucestershire continues to engage and collaborate with strategy and investment directorates within GBR by safeguarding existing partnerships with Train Operating Companies and Network Rail. • Work with strategic partners to identify infrastructure enhancements that would deliver connectivity, safety and network performance improvements for Gloucestershire's network, such as: ○ Dynamic passing loops and tracking ○ Junction improvements ○ Signal improvements ○ Station capacity improvements ○ Earthworks ○ Electrification



	• Provide appropriate evidence to support railway infrastructure enhancement proposals which are likely to generate a positive business case, working within GBR's modular Funding Period Review and Rail Network Enhancement Pipeline processes. • Continue to work with the North Cotswold Line Taskforce and the Ashchurch-for-Tewkesbury Station Taskforce to support feasibility and business development for capacity improvements. • Safeguard the Sharpness branch line and Gloucester Yard sidings for future freight operation and paths. • Explore wider opportunities to deliver aggregate and construction materials via rail to development sites with regional partners. • Support the closure of Level Crossings where there is a material safety risk and where access over the railway is suitably maintained to avoid local severance impacts. • Support the reopening of rail lines where a robust business case can be presented by a scheme promoter and it does not impact the safe operation of existing rail services.
Supporting documents	Gloucestershire Rail Strategy



Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 3: Delivering high quality coach travel
Policy	Work with coach operators, transport authorities, tourism partners and local communities to maximise the opportunities of coach travel to provide regional connectivity, strengthen the visitor economy, and complement the wider public transport network, while seeking to minimise adverse impacts on local communities.
Proposal	Gloucestershire will: • Work with operators, the Local Visitor Economy Partnership and local partners to facilitate and promote reliable and sustainable timetabled and private hire coach services that supports the county's wider public transport network, connecting with strategic transport interchange hubs and the county's core bus network. • Recognise the valuable contribution coaches make to the county's economy, particularly tourism, however this must be balanced with measures to mitigate local traffic impacts. • Support the sustainable operation of coach services, we will work with operators to provide coach layover facilities and improved passenger facilities. • Seek to improve integration of coach services with the wider transport network by enabling efficient interchange between coach, cars, bus, rail, active travel and other transport modes, at the County's Interchange Hubs and by allowing access to bus priority measures where appropriate and operationally feasible. • Closely work with regional partners to explore and advocate for new coach routes, particularly to/from locations which are poorly served by existing bus and rail services. • Encourage investment in low-emission and zero-emission vehicles and the infrastructure required to support decarbonisation. • Work with coach operators and stakeholder to promote high-quality passenger facilities, personal safety measures and inclusive design principles that meet the needs of all users.
Mode	Coach
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Work with Gloucestershire's Integrated Transport Unit and coach operators to expand sustainable coach parking facilities and low emission infrastructure across the county. • Continue to promote long-distance, intercity coach travel to/from our Strategic Transport Hub at Arle Court, whilst maintaining safe operation of all interchange hub facilities. • Review coach parking facilities on the core network to ensure they support sustainable coach operation and do not create unacceptable impacts on communities and the highway network.



	• Support feasibility studies to identify need calling points/interchanges on existing coach routes and promote new routes to/from areas not directly served by coach services such as the Forest of Dean – Bristol Airport, Gloucester – Oxford and Cheltenham – South Coast via the South Cotswolds. • Work with regional partners to establish and promote a South West Coach Steering Group, developing a Coach Action Plan which includes improving data collection for coach services to identify and evidence improvements and implementing demand management measures where needed. • Advocate for personal safety and decarbonisation initiatives within the coach industry to improve passenger experience and support transition to net zero. • Ensure stopping facilities, including bus stops, are well maintained and improve passenger experience through providing high quality seating, lighting, CCTV and passenger information. Include gender mainstreaming and accessibility measures to ensure networks and spaces are attractive and accessible for all users.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 4: Managing Gloucestershire's local highway
Policy	Continue to manage the highway network under our network management duty to secure the expeditious movement of people and goods, prioritising sustainable travel, public transport and efficient use of road space.
Proposal	Gloucestershire will: • Manage the local highway network and our 3,500 mile network of Public Rights of Way in line with the Highways Asset Management Strategy and Policy. • Manage road works and street works as part of our Network Management Duty under the Traffic Management Act 2004. • Apply and implement the Government's Road User Hierarchy on Gloucestershire's local highway network. The hierarchy will prioritise the needs of people walking, wheeling or cycling, followed by public transport users, with private vehicles considered last. • Identify a Key Route Network (KRN) to assist in local transport planning. The KRN will function as a coherent, streamlined network within the wider local road network.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Identify a Key Route Network for Gloucestershire. • Have regard to Manual for Gloucestershire Streets design policy and associated objectives. • Maintain and improve the local highway network by carrying out timely repairs, coordinating maintenance activities and manage the highway network to minimise congestion to keep people and goods moving efficiently. • Ensure high satisfaction levels by improving information on service delivery, meeting customer expectations and delivering services to a high standard. • Embrace innovation and technology to improve service delivery, enhance understanding and knowledge of assets and use technology to ensure the transport network prioritises active travel and public transport. • Increase efficiency and sustainability by reducing energy use across our highway assets, lowering carbon emissions and minimising demand for reactive services.
Supporting documents	Highways and Infrastructure Service Plan, Highways Asset Management Strategy and Policy, Manual for Gloucestershire Streets



Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 5: Supporting the function of the Strategic Road Network (SRN)
Policy	Work with National Highways to maintain the safe, efficient, and reliable operation of the SRN and the wider local highway network. Through partnership working, we will seek to support travel to, from and within Gloucestershire and enable economic growth as part of a sustainable transport strategy and manage the impacts of the strategic network on our communities.
Proposal	Gloucestershire will: • Work with National Highways, developers and Homes England, we will manage the transport impacts of development by assessing, planning for and seeking mitigation for the effects of new development on the Strategic Road Network and local roads. • Encourage development that contributes to sustainable growth while ensuring that impacts on network capacity, safety and reliability are appropriately addressed. We will coordinate incident management and diversionary route planning with National Highways where possible, to minimise disruption arising from road traffic collisions, emergencies, planned events and other incidents. • Seek to coordinate routine maintenance planning and delivery with National Highways to ensure that works on the SRN and local highway network are coordinated wherever possible. • Seek investment in the SRN by working proactively with National Highways, government and other partners to identify, promote and secure funding opportunities that enhance the performance, safety, resilience and capacity of key strategic routes serving Gloucestershire and its wider economic area. • Share information, evidence and best practice with National Highways and other stakeholders, as appropriate, to support informed decision-making, network management and long-term transport planning. • Continue to seek funding for the development and delivery of Park & Ride facilities where they can reduce congestion and intercept traffic heading into urban centres and onto the SRN
Mode	Car, Freight, Bus and Coach
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Set up working groups with National Highways and the Planning authorities (including neighbouring authorities, if required) where capacity and safety constraints on the SRN hold back local growth ambitions. • Continue to develop a Business Case and seek funding opportunities for M5 Junction 9. • Lobby Government for inclusion of Gloucestershire's SRN investment needs in RIS 4. • Set up an A46 working group. • Continue to engage through the M5 Junction 13 and 14 working groups.



	• Pursue opportunities for new Park and Ride facilities, which considers delivery of the BRT network, proximity to the Strategic Road Network and major transport corridors into our urban areas. • Where appropriate, land should be safeguarded through local plan allocations for interchange hub and Park and Ride facilities where potential for multi-modal integration is highest to support sustainable development and reduce highway impacts.
Supporting documents	Highways and Infrastructure Service Plan



Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 6: Ensuring efficient freight movement
Policy	Work in partnership with the freight and logistics operators, customers and wider stakeholders to support the freight and logistics industry in contributing to the economy and resolving challenges that occur.
Proposal	Gloucestershire will: • Manage the highway network to support the efficient, reliable and resilient movement of freight. • Work with developers of sites generating significant freight movements. • Manage the impacts of freight such as congestion, air quality, noise, safety and severance. • Encourage innovation in operations to alleviate negative impacts. • Support transition to zero-emission freight vehicles. • Support the development of inter-modal freight. • Partnership working with operators, neighbouring authorities, National Highways, ports, rail freight and local organisations on cross-boundary and systemic issues. • Minimise the impact on local communities. • Support the shift of freight from road to railway. • Support access to secure lorry parking and driver welfare facilities in appropriate locations on the strategic road network.
Mode	Freight
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Review and updating the Freight Quality Partnership. • Develop a countywide Freight Strategy including reviewing the existing advisory freight route map and diversionary routes (set out in Appendix A). • Work with planners and developers on Delivery and Servicing Plans and Construction Logistics Plans – including consideration to the location and times of loading and unloading for servicing of premises. • Work with the freight industry to support the development of sustainable freight and logistics solutions, including the transition of rail freight, consolidation (where there is a business case), appropriate lorry parking and driver welfare facilities. • Continue to monitor inappropriate freight traffic movements (where freight vehicles are using lower specification roads rather than designated strategic routes) across the county particularly where weight restrictions are in place. • Investigation of the opportunity to undertake cargo or freight delivery using active travel modes.
Supporting documents	Highways and Infrastructure Service Plan



Objective 1: Improving regional transport connections for a wider functional economic area	
Policy Name	Policy 7: Funding Strategic infrastructure
Policy	Work to secure funding for strategic infrastructure through maximising opportunities for inward investment and funding including through the pooling of contributions from developers.
Proposal	Gloucestershire will: • Ensure the delivery of a financially sustainable transport network by maximising opportunities for inward investment, securing developer and third-party contributions, and making best use of available public funding. • Ensuring that development contributes proportionately to the delivery of strategic transport infrastructure, including that which has been forward funded by Gloucestershire County Council (GCC), and which is needed to support sustainable growth. We will do this by seeking funding and where required pooling contributions from all development for which a strategic transport scheme or schemes will a) contribute towards mitigating the impacts of and / or b) accommodate person trips from the development, subject to meeting the relevant planning tests and in accordance with any detailed apportionment guidance published in Gloucestershire's Local Development Guide. Strategic transport schemes are those schemes identified in the Local Transport Plans schemes list which are in excess of £5 million including but not exclusively those listed below: • CSV 13: M5 J12 capacity and safety improvements • TKS 1: New offline A46 and M5 Junction 9 Improvements, Tewkesbury • Amended SD 1: A vision led approach to accommodating growth near M5 J13 and adjacent road network • Amended CSV9: Capacity improvements at A40 Over and Longford Roundabouts • Bus Rapid Transit • Interchange Hubs, including Park and Rides and new station proposals as identified in the LTP schemes list • County wide LCWIP
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented:



	• Regularly review government publications for newly announced government grants both from the Department for Transport and other government departments. • Actively utilise CIL, Section 106, Section 38 and Section 278 Agreements to secure funding and works. • Work to ensure that local plans include appropriate strategic and site-specific policies to secure funding for transport infrastructure. • Provide detailed guidance relating to contributions including pooling as part of the developer guide.
Supporting documents	Gloucestershire's Local Growth Plan



Objective 2: A transport system which supports sustainable housing and employment growth	
Policy Name	Policy 8: Land use transport integration
Policy	Work with Planning Authorities to ensure that new development is vision led and delivers sustainable, inclusive, safe and well-designed places from a transport perspective.
Proposal	Gloucestershire will: • Ensure new development provides well-designed places, streets and transport infrastructure to allow people of all ages and abilities to choose to walk, wheel, cycle or use public transport. This will include well-designed parking, making provision for interchange, car share, cycle hire and micromobility and the delivery of appropriate development densities. • Ensure that new development is located and designed to minimise the distance people need to travel by providing places where services and facilities which people regularly need to access are within walking distance. • Ensure that areas of new development are planned comprehensively and that development parcels are connected to each other and to the surrounding context to enable people walking wheeling and cycling to take direct routes. This includes considering how development connects to and contributes to the existing and proposed LCWIP network. • Make sure that development which generates a significant number of trips such as major housing, retail, employment, education and health developments is located where they can be served by frequent and commercially viable public transport. • Use the DfT's Connectivity Tool to support the assessment of locations of proposed development in terms of access to services and facilities (including public transport). We will use the transport assessment guidance to provide advice about how the connectivity tool and scores must be used.,
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Engage proactively in the preparation of all District and Borough Local Plans, providing transport, connectivity and accessibility advice and evidence to help shape spatial strategies and influence site allocations and enable to delivery of development which is sustainable and inclusive from a transport perspective. • Develop and implement Gloucestershire Transport Assessment Guidance which will contain requirements for assessing the connectivity of sites using the DfT's connectivity tool and route audits as required. • Identify and map strategic sustainable growth corridors aligned with existing and planned bus, rail and active travel investment to inform where growth should be directed across the county.



	• Work with strategic partners to ensure that land use and transport investment decisions are aligned with strategic growth locations. • Work with partners to protect land and routes that may be required for future transport infrastructure from development that would compromise their future use.
Supporting documents	Spatial Development Strategy (Local Plan)



Objective 2: A transport system which supports sustainable housing and employment growth	
Policy Name	Policy 9: Supporting enhanced rail connectivity
Policy	We will work with the rail industry to ensure that Gloucestershire benefits from improved local and longer distance rail services to London, Bristol, Birmingham, Cardiff, Oxford and Worcester. We will advocate for improved rolling stock and service provision to improve accessibility, performance and capacity of rail services and encourage modal shift.
Proposal	Gloucestershire will: • We will work with Great British Railways (GBR) once established and other regional partners to ensure that Gloucestershire benefits from improved local and longer distance rail services. • We will work with local and regional partners to advocate for new stations and additional calls or services, particularly where they support sustainable housing and employment growth in line with local planning policy. • We will work in tandem with Midlands Rail Hub, MetroWest and the North Cotswold Line Taskforce proposals to achieve our timetable ambitions
Mode	Rail
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain an up-to-date Rail Strategy which outlines our strategic priorities, schemes and measures required to meet our passenger service ambitions. • Continue to engage with GBR, neighbouring authorities and other strategic transport bodies to advocate for investment in new rail services and associated infrastructure enhancements in Gloucestershire. • Work in partnership with West of England Combined Authority, Transport for Wales and West Midlands Rail Executive to support and influence the development of devolved rail delivery plans. • Ensure that we continue to engage and collaborate with strategy and investment directorates within Great British Railways by safeguarding existing partnerships with Train Operating Companies and Network Rail. • Support feasibility work for new service enhancements which align with our near- and long-term timetable ambitions, working closely with industry partners. • Secure contributions from developers for new services where sufficient demand can be demonstrated, satisfying the tests as set out in the Community Infrastructure Levy Regulations and other relevant planning legislation. • Continue to work with the North Cotswold Line Taskforce and the Ashchurch-for-Tewkesbury Station Taskforce to support business case development for additional service calls that align with our timetable ambitions.
Supporting documents	Gloucestershire Rail Strategy



Objective 2: A transport system which supports sustainable housing and employment growth	
Policy Name	Policy 10: Prioritising high-quality rapid transit corridors
Policy	Develop a Bus Rapid Transit (BRT) system to provide a significantly improved public transport system linking Gloucester-Cheltenham–Tewkesbury to the wider local and demand responsive services.
Proposal	Gloucestershire will: • Continue to develop a BRT system which will provide a high-quality, reliable and attractive public transport provision along our sustainable growth corridors with strategically located P&R sites to intercept inbound traffic onto our core public transport network. • Continue to seek funding for the development and delivery of Park & Ride facilities. • Seek to identify early delivery through priority corridors which will connect Gloucester, Tewkesbury and Cheltenham. • Work with bus operators to maximise the efficiency of the BRT system. By adopting a collaborative approach, we will seek to maximise the efficient of the network whilst supporting increased patronage. • Use the Enhanced Partnership to ensure that operational benefits arising from early delivery of BRT are reinvested into bus services, ensuring that local resident's benefit.
Mode	Bus
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Develop a bus rapid transit network that links the urban areas with the wider rural areas and which is connected by strategic and local interchange. • Bus priority interventions at traffic lights and other key congestion hotspots. • Reduce in bus times, especially in peak hours • Improvements to interchange hubs across the county. • Buses to be zero emission vehicles and fully accessible. • A minimum frequency of 1 to 2 buses per hour in rural areas and 4 buses per hour in urban areas between 7am and 7pm Monday to Saturday on the Expressbus Network. • Continue to develop the business case for bus rapid transit in preparation for inward investment. • Work with bus operators to deliver a faster and more reliable bus network and enable bus priority infrastructure where needed, including segregation where deliverable. • Improve passenger user experience through integrated bus service standards for the bus rapid transit network.



	• Develop a cooperative approach through the strategy Enhanced Partnership working group.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 2: A transport system which supports sustainable housing and employment growth	
Policy Name	Policy 11: Development management
Policy	Ensure new development is located and designed to be inclusive and maximise sustainable transport use, reduce car dependency, be safe, healthy and deliver high-quality places in line with national and local policy.
Proposal	Gloucestershire will work to ensure that: Development Design and Access • A mix of local amenities are located within an 800m walking and wheeling distance of residential properties or staff entrances for workplaces. • Walking routes to local amenities (on and off site) minimise the scope for conflict between pedestrians, cyclists and vehicles and meet the needs of disabled people, older people and children, • Cycling infrastructure (on and off site) is provided to a range of local amenities, including town, city and / or village centres, employment areas, primary and secondary schools, stations, employment areas, public transport hubs and the National Cycle Network. This infrastructure should be inclusive and have a high level of service and follow national and local guidance. • Development which generates a significant demand for travel should be served by high frequency commercially viable public transport and for other development there should be public transport options available. • Development layouts ensure that most dwellings or entrances are within a 400 m walk of a bus stop. • Interchange is supported through the provision of interchange hubs in all local centres and mini community hubs will be required in all neighbourhoods and trip end facilities (including cycle and micromobility parking) are provided in accordance with GCC's parking guidance or in the absence of that national guidance. • Car clubs and cycle hire are provided in all major development and / or where the development vision requires it. • Development provides (or where appropriate safeguards) connections to neighbouring sites and the wider multi-modal transport network. This includes future phases of development, existing development and other local plan allocations • The design of streets encourages social interaction and creates attractive, safe, inclusive and accessible spaces that support an active life for everyone. This should include opportunities to incorporate climate resilience through green infrastructure / street trees, play facilities, seating/pocket spaces at regular intervals and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking). • Development proposals safeguard land where required for strategic transport infrastructure which will benefit the development and/or the delivery of sustainable growth.



	Transport Assessments and Travel Planning • Development proposals set out a clear evidence-based vision for all travel to, from and within it that contributes to the objectives of this LTP and may include a monitor and manage approach. • This is supported by a detailed audit of existing transport facilities for all modes and user types for routes that occupiers of the development will use and an assessment of the impact of the development on levels of service, including safety, for all modes including using appropriate tools and guidance from ATE. • Developments provide travel plans and transport assessments in accordance with Gloucestershire's travel planning and transport assessment (when published) guidance respectively. Mitigating Impacts • Development proposals mitigate adverse impacts on users of the existing public highway. This should include cumulative impacts and consider all reasonable future scenarios. Adverse impacts could include: • The impact on pedestrians where development will result in an increase in vehicular traffic where facilities for pedestrians are of an insufficient standard or frequency. • The impact on cyclists where development will result in an increase in vehicular traffic where cyclists are not segregated but segregation is advised by LTN 1/20 or other national guidance. • Additional delay to or reduced journey time reliability of bus services. • An increase in vehicular or person movements at a location where highway safety is likely to be an issue or where there are a significant number of vulnerable road users. • Significant impacts on capacity and congestion at a location where air quality is nearing or exceeds air quality standards. • Significant impacts on capacity and congestion at a location likely to significantly affect economic activity or access to services.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Gloucestershire will work with planning colleagues on Local Plans and seek to deliver the policies in this plan through guiding the location and design of new development. • Gloucestershire will assess individual planning applications against the policies in this plan and the evidence provided by the developer and available from other sources such as the DfT connectivity tool, to determine whether a proposed



	development site is, or can be made, accessible for all by sustainable modes and sustainable from a transport point of view. • Gloucestershire will resist development where safe and suitable access for all including by sustainable modes cannot be provided, or where the transport impact of the proposed site cannot be satisfactorily mitigated. • Gloucestershire will resist development which is poorly designed when tested against national and / or local guidance and best practice including in relation to movement planning, street and parking design. • Gloucestershire will use its statutory role as Highway Authority and planning consultee to seek amendments to development proposals, contributions or works, or object to, development proposals. • Gloucestershire will develop and publish, and from time to time update, standing advice which sets out in more detail what is required from developers to demonstrate sustainable and inclusive development. • Gloucestershire will develop, publish and implement guidance for Transport assessment and Travel Planning for development.
Supporting documents	Spatial Development Strategy (Local Plan)



Objective 2: A transport system which supports sustainable housing and employment growth	
Policy Name	Policy 12: Connecting local businesses and supporting the visitor economy
Policy	Support the visitor economy to provide attractive, legible and sustainable transport options that give visitors easy access to destinations across Gloucestershire.
Proposal	Gloucestershire will: • Work with local businesses and organisations, and wider stakeholders including CotswoldPlus Local Visitor Economy Partnership (LVEP), to provide attractive, legible and sustainable transport options that provide employees, customers and visitors with easy access to destinations without car dependence.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Work with transport operators to improve interchange between modes and to support onward sustainable transport connections to major visitor destinations, including seasonal and event-specific services, and promote these services to visitors through the visitor economy sector's marketing channels. • Support the development of cycling and walking routes to and between visitor destinations, improving signage, wayfinding and maintenance to make these routes attractive to leisure users. • Work with event organisers and venue operators to prepare Event Transport Management Plans for major events, minimising car-based access and maximising the use of sustainable travel options. This includes routes in via CotswoldPlus LVEP and the Destination Management Organisations such as VisitGloucester. • Promote car-free and low-car visitor itineraries in partnership with the visitor economy sector, including through integrated ticketing and 'arrive by train or bus' campaigns for key destinations. • Deliver an updated CotswoldPlus LVEP Destination Management Plan which will explore the needs of visitors, local businesses, residents, the environment, public services and infrastructure in the Cotswolds. The Plan will provide a 10-year roadmap to support the visitor economy in the Cotswolds, helping to guide investment, policy decisions and destination management across the area.
Supporting documents	Gloucestershire's Local Growth Plan, Active Travel Strategy, Gloucestershire's Bus Service Improvement Plan, Spatial Development Strategy (Local Plan)



Objective 3: Making our transport system more reliable and resilient all day, every day and into the future

Policy Name	Policy 13: Managing travel demand
Policy	Manage travel demand in Gloucestershire through investigating options for congestion charging and workplace parking levies to reduce congestion, support modal shift and make best use of existing network capacity.
Proposal	Gloucestershire will: • Support the introduction of road user charging at a national level. We recognise its potential to influence trip numbers, whether implemented by distance, time of day or type of vehicle, but acknowledge that this will be difficult to control on a local basis, particularly for 'through trips'. We also understand that demand management measures can be controversial, however our streets are congested and poorly regulated therefore we need to take action. • Investigate the potential role of a Workplace Parking Levy as part of a wider package of demand management measures for Gloucestershire. This will help to discourage commuter parking through the application of supply and pricing mechanisms and support the use of sustainable modes to travel to work. • Deploy demand management measures in a proportionate and evidence-based manner, prioritising approaches that support a shift to sustainable modes, reduce peak-hour vehicle movements and improve the reliability and resilience of the transport network for all users.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be explored: • Road user charging (e.g. emissions or vehicle size charging). • Parking management (e.g. pricing tariffs, workplace parking levies). • Road space reallocation (e.g. bus lanes, modal filters). • Freight and logistics management (e.g. consolidation centres, delivery time restrictions, last mile solutions). • Behaviour-led demand interventions (e.g. travel planning, travel incentives).
Supporting documents	Active Travel Strategy, Electric Vehicle Strategy



Objective 3: Making our transport system more reliable and resilient all day, every day and into the future

Policy Name	Policy 14: Improving bus reliability
Policy	Improve bus journey times and bus reliability through a combination of bus priority measures, closer cooperation with bus operators, and highway management to facilitate a transformation in the quality of public transport provision in Gloucestershire and to ensure the safe movement of all highway users.
Proposal	Gloucestershire will: • Work with bus operators through the Enhanced Partnership to address any issues affecting the operation of bus services that could lead to poor reliability, such as driver recruitment, or timetabling issues. • Implement bus priority at signals and congested parts of the network, where appropriate, to protect buses from congestion, improve journey time consistency, and enable passengers to rely on services for everyday journeys. • Through the Enhanced Partnership, bring together highways officers and bus operators to minimise disruption to bus services from road works. The Council also intends to use powers such as enforcement of existing bus measures and yellow-box junction regulations to reduce bus delay caused by poor driver behaviour. • Work with bus operators through the Enhanced Partnership to investigate and addressing local causes of delay at specific locations including on-street parking issues and traffic management arrangements that may hinder local bus movement. • Monitor performance using appropriate reliability indicators, to detect emerging reliability problems and inform future interventions.
Mode	Bus
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Work with bus operators to identify and prioritise congestion hotspots. • Work with bus operators and highway officers to manage roadworks impacts. • Work with bus operators to monitor route reliability and undertake regular route health checks, using performance data to identify delays and target improvement measures. • Work with bus operators, highways teams and planning authorities to address local causes of delay, including on-street parking issues and traffic management arrangements.
Supporting document	Gloucestershire's Bus Service Improvement Plan



Objective 3: Making our transport system more reliable and resilient all day, every day and into the future

Policy Name	Policy 15: Creating a resilient transport network
Policy	Operate a resilient multi-modal transport system that anticipates, withstands and recovers quickly from evolving travel demand, incidents, extreme weather events and other disruptions, maintaining safe access to essential services and supporting continuity of movement for people and goods. We will consider resilience for both network and users in the planning, design, operation and maintenance of the transport network, ensuring effective responses to both planned and unplanned disruption.
Proposal	Gloucestershire will: • Prioritise interventions that improve journey time reliability, reduce congestion and strengthen key strategic and local routes through a combination of targeted infrastructure investment and proactive network management. • Adopt a data-led approach to network operation, using real-time information, signal optimisation and coordinated traffic management to minimise disruption and improve performance. We will collaborate with National Highways, emergency services and neighbouring authorities to support coordinated incident response and diversion planning. • Ensure that the network is resilient to future challenges, including climate change, growth and evolving travel demand, supporting a transport system that is reliable, adaptable and fit for the future.
Mode	Highway
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Deliver a coordinated programme of major highway schemes that improve network capacity, provide alternative routes and strengthen resilience across the strategic network • Implement corridor-based improvements along key routes, including the A40, A38 and A46 corridors, to improve journey time reliability and reduce the impact of congestion and disruption • Target junctions and known bottlenecks through capacity enhancements and layout improvements, reducing delay and improving overall network performance • Expand the use of intelligent transport systems, including signal optimisation and real-time traffic management, to improve network efficiency and responsiveness



	• Develop and maintain diversion routes, incident response plans and contingency arrangements to manage both planned and unplanned disruption • Coordinate with National Highways, emergency services and neighbouring authorities to ensure effective incident management across the wider network • Plan for and manage the transport impacts of major events, ensuring disruption is minimised and communicated effectively • Integrate climate adaptation and resilience measures into highway design, maintenance and asset management programmes
Supporting documents	Highway Asset Management Strategy and Spatial Development Strategy (Local Plan)


Objective 3: Making our transport system more reliable and resilient all day, every day and into the future

Policy Name	Policy 16: Managing and maintaining our transport network
Policy	Manage and maintain the local highway and active travel assets in line with the Highways Asset Management Strategy and Policy and other guidance or policies such as the Code of Practice for Well Managed Highway Infrastructure.
Proposal	Gloucestershire will: • Continue to support a well-maintained road network which serves all of Gloucestershire, creating a more resilient network, and supporting reliable journeys which help boost local businesses. • Contribute to achieving a greener Gloucestershire by continuing to reduce carbon emissions to help reach net zero and lead by example by putting climate change at the heart of decisions and partnership working. • Work closely with the communities across the county to gain an understanding of socio-economic benefits of maintaining and regenerating the highways network.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain an Asset Management Framework aligned with DfT LTP guidance and UKRLG best practice, covering all transport asset classes and setting clear levels of service. • Undertake regular condition and performance monitoring, using consistent data collection, inspection regimes and asset inventories to inform evidence-based decisions. • Apply lifecycle planning and preventative maintenance, prioritising early intervention (“right treatment, right time”) to reduce whole-life costs and network disruption. • Adopt a risk-based prioritisation approach, targeting investment where it delivers the greatest benefits in terms of safety, reliability, resilience and network functionality. • Programme and deliver maintenance and renewal works across highways, structures, drainage, lighting and traffic systems, coordinated to minimise disruption and maximise efficiency. • Integrate resilience and climate adaptation measures, including drainage improvements, flood risk mitigation and asset design/maintenance standards that respond to extreme weather. • Support decarbonisation and wider LTP objectives, ensuring maintenance programmes facilitate walking, cycling, public transport, EV infrastructure and improved place quality.



	• Coordinate works with utilities and third parties, improving planning, permitting and reinstatement quality to reduce disruption and protect asset condition. • Embed performance management and reporting, with clear metrics, targets and transparent reporting to demonstrate outcomes and support continuous improvement. • Optimise funding and investment planning, including medium- and long-term financial planning, bidding for external funding and demonstrating value for money. • Align with recognised standards and systems, including ISO-aligned asset management principles and digital tools for asset data, modelling and decision support. • Engage stakeholders and the public, improving communication on maintenance priorities, works programmes and network impacts, and incorporating user feedback into planning.
Supporting documents	Transport Asset Management Plan

**Objective 3: Making our transport system more reliable and resilient all day, every day and into the future**

Policy Name	Policy 17: Enforcing civil and regulatory powers
Policy	Manage and enforce traffic, parking and regulatory controls proportionately and consistently to improve safety, protect network performance and ensure fair use of the highway by all users.
Proposal	Gloucestershire will: • Use its civil and regulatory powers in a targeted and evidence-led manner, working in partnership with the police, local councils and other agencies where joint action is required. • Consider the needs of all road users particularly those with who are vulnerable or have disabilities when considering the approach to enforcement.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Traffic management and moving traffic enforcement. • Parking enforcement and kerbside management. • Public transport compliance. • Network integrity and safety. • Freight and serving regulation. • Environmental and regulatory enforcement.
Supporting documents	Gloucestershire Civil Parking Annual Report



Objective 3: Making our transport system more reliable and resilient all day, every day and into the future	
Policy Name	Policy 18: Managing on street car parking
Policy	Work in partnership with District, Parish and Town Councils, transport operators and neighbouring Highway Authorities, to ensure that parking policies in each area including at new development support sustainable travel, the local economy and maintain the safe and expeditious movement of traffic.
Proposal	Gloucestershire will: • Adopt a plan led approach to parking, used to manage traffic levels, support town centre vitality, reduce pavement parking, and protect residential and sensitive areas. Approaches will be tailored to local context and in partnership with District, Parish and Town Councils, transport operators and neighbouring Highway Authorities to ensure greater consistency across the area. • As Gloucestershire transitions from a two-tier system to a new unitary authority, we will seek to create a consistent, areawide parking framework, aligning pricing, standards and enforcement with transport and planning objectives. In the short term, the focus is on improving coordination and consistency across existing authorities; over time, this will evolve into a single, strategic parking function. • Pursue a data-led and responsive parking management, enabling more effective control of demand and stronger alignment with wider transport and place-making objectives. To help improve parking customer experience, the Council will consider the best approach to embedding the National Parking Platform into its services. • Manage car parking to help deliver good streets in Gloucestershire. This will allow the user hierarchy to be applied to all streets in the county, prioritising sustainable travel.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Establish joint parking strategies with District/Borough Councils aligning on-street and off-street provision and pricing structures. Introduce differential pricing including: ◦ Higher charges in central/high-demand areas ◦ Lower charges at edge-of-centre or park-and-ride sites ◦ Adjust tariffs by time of day or demand ◦ Provide concessions for sustainable behaviours (e.g. EVs, car clubs) ◦ Adjust tariffs by vehicle size • Improve signage and access to park-and-ride • Reduce parking provision standards in accessible areas via planning policy • Install high-quality cycle parking in town centres • Develop joint protocols with transport operators (bus/rail integration)



	• Enable pavement parking enforcement when secondary legislation and associated national guidance has been published • Implement Controlled Parking Zones (CPZs) in high-demand areas • Support and expand park-and-ride sites at railway stations in partnership with operators • Secure developer contributions for CPZs, parking controls and sustainable transport infrastructure
Supporting documents	Gloucestershire Civil Parking Annual Report



Objective 4: Making our transport system fit for the future	
Policy Name	Policy 19: Maximising the benefits of digital connectivity
Policy	Work with telecommunications providers, infrastructure owners and public sector partners to increase digital connectivity and maximise the benefits for transport.
Proposal	Gloucestershire will: • Support the provision of reliable digital connectivity at transport hubs, bus stations, P&R sites and other key public transport locations to improve access to travel information and digital services. • Expand the availability of real-time travel information across public transport, highway and active travel networks, enabling users to make informed travel decisions and respond to disruption. • Explore opportunities to support and promote shared mobility services, including car clubs, car sharing and car pooling.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Support the provision of reliable mobile and broadband connectivity at key transport hubs, interchanges and along strategic transport corridors • Use digital technology and data to better understand travel patterns and improve the planning and operation of Gloucestershire's transport network. • Promote integrated digital platforms that enable users to compare, plan and access different transport options through a single source of information. • Improve digital ticketing, payment systems and customer information services.
Supporting documents	Digital Infrastructure, Inclusion and Innovation Strategy



Objective 4: Making our transport system fit for the future	
Policy Name	Policy 20: Exploring technology and innovative solutions
Policy	Harness data, digital systems, automation and intelligent transport technologies to improve the accessibility, safety, efficiency, reliability and legibility of the transport network, and to support better decision-making and user experience.
Proposal	Gloucestershire will: • Take an evidence-led approach to the adoption of new technologies, ensuring innovation is used where it can improve transport outcomes and deliver value for money. • Make better use of transport and operational data to understand travel patterns, identify emerging issues and improve the management of the transport network. • Continue to modernise the operation of the transport network through the use of intelligent transport systems, automation and digital tools. This may include technologies which support real-time monitoring, traffic management, incident response, journey planning and asset management. • Work with transport operators, infrastructure providers, Government and the private sector to explore and trial innovative transport solutions.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Expand the use of intelligent transport systems to improve traffic management, network monitoring and incident response. • Improve the availability of real time information across all modes. • Explore the use of artificial intelligence and digital modelling to support transport planning and asset management. • Support the development of digital platforms that enable integrated journey planning, ticketing and customer information.
Supporting documents	Digital Infrastructure, Inclusion and Innovation Strategy

Outcome 2: A green and healthy Gloucestershire





Objective 5: High quality natural and built environment	
Policy Name	Policy 21: Reducing transport related pollution and waste
Policy	Reduce the environmental impacts of transport related pollution by improving air and water quality, minimising noise and reducing litter and waste associated with the transport network.
Proposal	Gloucestershire will: • Promote the use of sustainable and active travel modes to help reduce transport related pollution and waste. • Adopt latest good design practice such as Building with Nature. • Ensure that environmental considerations are embedded in the planning, design, delivery and management of transport infrastructure, prioritising interventions that reduce emissions. • Improve local environmental quality and support public health. This will include promoting lower-emission travel, improving network efficiency and managing the impacts of transport on communities and the natural environment. • Take a proportionate and evidence-led approach to managing environmental impacts, ensuring that transport activity is minimised where possible and mitigated where necessary. Through this approach, we will support a cleaner, healthier and more sustainable transport system.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Deliver transport schemes that improve traffic flow and reduce congestion, contributing to lower vehicle emissions and improved air quality. • Support mode shift through delivery of walking, cycling and public transport infrastructure, reducing reliance on higher-emission travel. • Implement targeted measures to reduce vehicle idling and improve air quality in sensitive areas, including urban centres and areas near to or exceeding EU levels. • Promote the uptake of low and zero emission vehicles through supporting infrastructure and partnership initiatives. • Integrate environmental mitigation into transport schemes, including noise reduction, drainage and pollution control measures. • Improve sustainability in highway maintenance and construction by reducing waste, reusing materials and minimising environmental impacts. • Monitor air quality and environmental indicators to identify areas of concern and inform targeted interventions. • Deliver behaviour change initiatives that encourage lower-emission travel choices.



Outcome 2: A green and healthy Gloucestershire

	• Use construction materials and techniques which reduce the amount of waste, need less replacement and maintenance and wherever possible reuse existing materials.
Supporting documents	Gloucestershire Climate Change Strategy



Objective 5: High quality natural and built environment	
Policy Name	Policy 22: Supporting nature recovery
Policy	Support nature recovery and ecological resilience by embedding biodiversity considerations and delivering relevant potential measures as set out in the Gloucestershire Local Nature Recovery Strategy (LNRS) throughout the planning, design, delivery and operation of transport infrastructure.
Proposal	Gloucestershire will: • Ensure that transport schemes are designed and delivered to avoid harm to biodiversity, including designated and non-designated sites, irreplaceable and priority habitats and priority and protected species. • Seek to deliver meaningful improvements in biodiversity in scheme delivery, including following best practice in the implementation of measurable biodiversity net gain where applicable. • Use its responsibilities for the existing highway estate to manage and enhance green infrastructure, including verges, trees, hedgerows and drainage systems, to support habitat connectivity and create a more resilient ecological network. This will include adopting more sustainable management practices, supporting pollinators, and strengthening links between urban and rural habitats, contributing to LNRS and wider place-based environmental priorities. • Work in partnership with district authorities, developers, landowners and environmental organisations to ensure that transport investment supports joined-up ecological outcomes, including through the planning system and developer contributions. Through this approach, we will ensure that the transport network plays an active role in supporting nature recovery, improving environmental quality and delivering a more sustainable and resilient future for Gloucestershire.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Embed nature recovery principles as set out in the LNRS into the planning, design and delivery of all transport schemes, ensuring environmental considerations are included from the earliest stages of project development. • Apply biodiversity net gain across transport infrastructure projects, securing measurable improvements in habitat value alongside new development. • Work with partners including the Ecology and Nature Recovery Team to identify and protect environmentally important locations. • Maintain and periodically review our network of Conservation Road Verges (CRVs), which contain some of the county's most important roadside habitats and species-rich grasslands



Outcome 2: A green and healthy Gloucestershire

	• Use verge management practices to encourage wildflowers and pollinators while maintaining road safety, including targeted cutting regimes and consideration of biodiversity outcomes alongside operational requirements. • Manage highway verges as ecological corridors that connect habitats across the county and support biodiversity recovery. • Protect the green infrastructure that many Public Rights of Way form part of through development advice and consultation responses.
Supporting documents	Gloucestershire Local Nature Recovery Strategy



Objective 5: High quality natural and built environment	
Policy Name	Policy 23: Improving access to greenspace for all
Policy	Create more sustainable communities which are connected to green and blue infrastructure to ensure growth in the county delivers lasting environmental, social and economic value for both existing and future residents.
Proposal	Gloucestershire will: • Work with planning authorities, developers and local communities to ensure that new housing, employment sites and community facilities are designed sustainably. • Promote the integration of green infrastructure within new development. • Support the creation of neighbourhoods where walking, wheeling and cycling are attractive, safe and convenient choices for everyday journeys. • Green and blue infrastructure standards, such as Building with Nature standards or Natural England's Green Infrastructure Framework should be used to design and deliver biodiversity in development and urban areas. • Support multi-functional green and blue infrastructure which supports sustainable development and can perform a range of functions including risk management, accessible green space transport corridors, climate change adaptation and biodiversity net gain.
Mode	Walking, wheeling and cycling
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Embed green and blue principles as set out in the LNRS into the planning, design and delivery of all new transport schemes associated with new development. • Ensure all residents have access to greenspaces within a 15 minute walk from home.
Supporting documents	Gloucestershire Local Nature Recovery Strategy



Objective 5: High quality natural and built environment	
Policy Name	Policy 24: Delivering good streets and public spaces
Policy	Plan, design, maintain and manage streets as places that support people, communities, the economy and the environment. Streets should balance movement and place functions and be designed to be inclusive, safe, healthy, reliable, resilient and environmentally sustainable, whilst responding appropriately to local context and character.
Proposal	Gloucestershire will: • Seek to ensure that streets are inclusive, enabling people of all ages and abilities to use streets comfortably and easily to access what they need. • Seek to ensure that streets are safe, including highway and personal safety as well as feeling safe. • Seek to ensure that streets are healthy, including clean air and streets that are not too noisy. • Seek to ensure that streets are reliable and support the economy, contributing to high-quality centres and efficient movement networks. • Ensure that streets are resilient and sustainable, by using efficient, durable and sustainable construction practices, material selection and designs, wherever possible. • Ensure that streets protect and enhance the built and natural environment, including supporting nature recovery and protecting and enhancing heritage assets.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions will be implemented: • Where appropriate, improvement works in existing streets will consider opportunities to deliver progress across the objectives that would be proportionate to the scheme, in particular where there are existing barriers to movement for anyone walking, wheeling or cycling. • New streets will be expected to be designed to deliver all of the objectives listed in the policy and proposals. • Develop a 'Manual for Gloucestershire streets (MFGS) – Street Design Policy' which sets out the objectives above in more detail and also describes what this looks like for different types of street. • Develop further guidance under the 'Manual for Gloucestershire Streets' banner to provide detailed guidance for streets in new development. • Develop a programme of work to update the MFGS documents which provides specific guidance to developers about the design of new streets and their adoption • Implement and keep under review the gateway review process for capital projects. • Through the ongoing work on the capital and revenue programmes consider the need for programmes of work to address specific issues such



Outcome 2: A green and healthy Gloucestershire

	as inclusion (e.g. seating), work to strengthen and enhance centres, quality of arrival and access at key interchanges such as railway stations.
Supporting documents	Manual for Gloucestershire Streets



Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	
Policy Name	Policy 25: Reducing transport carbon emissions
Policy	Promote the use of sustainable modes of transport and the uptake of zero emission vehicles to achieve net zero by 2045 and improve air quality in the county.
Proposal	Gloucestershire will: • Work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel. This will include supporting mixed-use development in sustainable locations, improving access to local services, encouraging flexible and remote working where appropriate, and investing in digital infrastructure that enables people to access employment, education, healthcare and public services without the need to travel. • Prioritise investment in high-quality active travel and public transport infrastructure to improve sustainable transport options. In combination with demand management, this will create an efficient and affordable transport system where sustainable travel modes are the preferred choice for local journeys. • Facilitate the transition to zero emission vehicles across all modes. We will support the delivery of a comprehensive electric vehicle charging network, encourage the electrification of public and private vehicle fleets, promote low-emission freight and servicing solutions, and seek opportunities to reduce emissions from its own transport operations and contracted services. • Engage with industry partners to ensure that rail fleet renewal supports decarbonisation and improved service performance through replacement of diesel traction and transition towards electric and hybrid powered units, supporting necessary infrastructure upgrades such as electrification.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Apply the 'Avoid, Shift, Improve' hierarchy in all transport decision-making, ensuring that opportunities to reduce travel demand and promote sustainable modes are considered first. • Review and update transport planning guidance, including Travel Plan Guidance, and Transport Assessment Guidance, to reflect a vision-led approach that prioritises sustainable transport and carbon reduction. • Embed carbon reduction objectives within all transport strategies, policies, plans and guidance documents, ensuring consistency with the Council's net zero ambitions.



	• Work collaboratively with district councils, neighbouring authorities, businesses, health providers and educational institutions to promote digital connectivity, remote working and online access to services, reducing the need to travel. • Ensure transport investment programmes prioritise walking, wheeling, cycling and public transport improvements, focusing funding on measures that support a shift from car use. • Make it a requirement that new developments demonstrate how they will minimise transport emissions, through sustainable location choices, robust travel planning, high-quality sustainable transport provision, and EV charging infrastructure. • Promote demand management through planning and transport policies, including travel planning, and parking approaches. • Advocate for electrification and battery-operated vehicles.
Supporting documents	Gloucestershire Climate Change Strategy, Transport in Gloucestershire – Looking Ahead



Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	
Policy Name	Policy 26: Zero Emission Buses
Policy	Accelerate the transition to zero emission buses in Gloucestershire.
Proposal	Gloucestershire will: • Work with bus operators and partners to accelerate the transition to zero-emission buses which will help to improve air quality, reduce carbon emissions and enhance passenger experience. • Ensure that all new vehicles which are purchased must adhere to the last accessibility standards in line with The Public Service Vehicles (Accessible Information) Regulations 2023.
Mode	Bus
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Continue to monitor zero emission buses for carbon emission reductions. • Work with bus operators to support further investment in the transition to zero emission bus fleet and opportunities for wider charging hubs at bus depots to accommodate electric buses, coaches and heavy goods vehicles.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	
Policy Name	Policy 27: Implementing electric vehicle charging infrastructure
Policy	Enable a coherent, reliable and accessible EV charging network that supports the transition to zero-emission vehicles while prioritising equitable provision and efficient use of the electricity network.
Proposal	Gloucestershire will: • Through its Local Electric Vehicle Infrastructure (LEVI) programme and wider EV strategy, plan and coordinate the development of a coherent, reliable and publicly accessible EV charging network. • Support the transition to zero-emission vehicles for those without access to power off-street parking, while ensuring equitable provision to urban and rural communities, efficient use of the electricity network and alignment with wider transport, place and environmental objectives. • Promote the provision of destination and en-route charging infrastructure in partnership with the private sector, network operators and local stakeholders. This will ensure that appropriate charging is available at key locations such as town centres, employment sites, transport interchanges and visitor destinations, enabling a wide range of trip types and supporting the effective use of the transport network. • Ensure that EV infrastructure is integrated within a wider sustainable transport strategy, recognising that while EV uptake is essential to decarbonisation, it does not in itself fully address issues such as congestion, public health or inequalities. Charging provision will therefore be planned alongside measures to support public transport, active travel and demand management, and will be designed to be safe, accessible and sensitive to place. • Locations will be selected in line with a site selection methodology, including stakeholder engagement.
Mode	Highway
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Deliver public EV charging infrastructure through the LEVI programme, prioritising residential areas without access to off-street parking and locations with limited existing provision. • Identify priority areas for investment using evidence on demand, network gaps, future growth and grid capacity, ensuring a balanced rollout across urban and rural areas. • Support the provision of destination and en-route charging infrastructure at key locations, including town centres, employment sites, visitor destinations and transport interchanges.



	• Work with private sector providers, distribution network operators and other partners to deliver commercially viable and scalable charging solutions. • Integrate EV charging infrastructure into new developments through planning policy and design guidance, ensuring provision is appropriate. • Ensure charging infrastructure is safely and sensitively integrated into the public realm, minimising impacts on street function, accessibility and local character. • Coordinate EV infrastructure delivery with wider transport, energy and decarbonisation strategies to support efficient use of resources and alignment with broader objectives. • Explore options and establish a policy position for residential EV cross pavement charging solutions. • Monitor infrastructure usage, performance and demand trends to inform future rollout, ensuring the network develops in a responsive and evidence-led way.
Supporting document	Gloucestershire County Council Ultra Low Emission Vehicle Strategy, Gloucestershire Climate Change Strategy



Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	
Policy Name	Policy 28: Gloucestershire related transport emissions
Policy	Lead by example by reducing transport-related carbon emissions from its own operations, staff travel, fleet activities, commissioning and service delivery. This will include transition to zero-emission technologies at the earliest practicable opportunity, supporting wider market adoption and operational resilience.
Proposal	Gloucestershire will: • Reduce carbon emissions associated with staff commuting by supporting walking, wheeling, cycling, public transport and shared travel as the preferred choices for journeys to work. • Reduce the need for business travel, by promoting virtual meeting options, and ensure that necessary journeys are undertaken using the most sustainable mode practical. • Accelerate the transition to a low- and zero-emission fleet and improve the efficiency of transport services under its control. • Use its purchasing power and transport commissioning activities to drive carbon reduction across transport supply chains and contracted services.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain and regularly update the Gloucestershire Staff Travel Plan. • Promote active travel and public transport through Thinktravel. • Encourage flexible and hybrid working where appropriate. • Provide cycle parking, changing facilities and other supporting infrastructure at Council workplaces. • Promote car sharing and shared mobility options for staff commuting and business trips. • Monitor commuting and business trip patterns and associated carbon emissions. • Replace Council vehicles with ultra-low and zero-emission alternatives where operationally feasible. • Include carbon reduction requirements within transport-related contracts and consider carbon impacts as part of procurement and contract management processes. • Reduce our highway fleet carbon footprint including that of our partners such as Ringway, Tarmac, WSP, Telent and M Group
Supporting documents	Gloucestershire Climate Change Strategy



Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	
Policy Name	Policy 29: Supporting sustainable local deliveries
Policy	Encourage the transition to lower-carbon and lower-impact delivery methods such as cargo bikes, e-cargo bikes, and low emission delivery vehicles in urban areas and sensitive environments.
Proposal	Gloucestershire will: • Work with delivery operators to reduce transport emissions associated with local deliveries and encourage innovative last-mile logistics solutions that minimise environmental impacts. • Work with delivery operators to manage delivery activity to minimise congestion, improve road safety and reduce impacts on local communities. This will include consideration of kerbside space to balance the needs of deliveries, public transport, active travel, access, servicing and place-making. • Use data and technology and work with businesses, logistics operators and neighbouring authorities to reduce unnecessary vehicle trips.
Mode	Freight
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Consider developing a Kerbside Strategy for urban centres and other sensitive locations, with a view to optimise loading, parking and servicing arrangements balanced with road safety and sustainable transport priorities. • Work with operators to trial innovative freight and kerbside management technologies. • Improve enforcement of loading restrictions and delivery regulations where necessary. • Explore opportunities for freight consolidation centres and shared delivery facilities.
Supporting documents	Manual for Gloucestershire Streets



Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	
Policy Name	Policy 30: Reducing carbon in infrastructure
Policy	Minimise whole-life carbon emissions from transport infrastructure through low-carbon design, materials, construction and maintenance practices across all schemes.
Proposal	Gloucestershire will: • Prioritise the efficient use of existing assets, reduce the need for new infrastructure and ensure that new schemes are designed to minimise both embodied and operational carbon. • Align with the principles of PAS2080 and reduce construction carbon through the design and delivery of projects • Adopt an evidence-led approach to carbon reduction, applying carbon assessment tools, monitoring and reporting, and working with delivery partners and the supply chain to drive innovation and continuous improvement. • Embed carbon reduction requirements within procurement processes and contracts. • Apply 'build less, build smart' principles to minimise the need for new infrastructure and maximise the use of existing assets. • Use low-carbon materials and construction methods, including recycled and locally sourced materials where appropriate. • Use carbon modelling tools at early design stages to inform decision-making and option selection. • Monitor and report on embodied and operational carbon performance across the programme including sharing best practice and lessons learnt from initiatives which have gone well.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Identification of appropriate KPI's for all our term contracts and framework to ensure carbon reduction is considered throughout a schemes lifecycle. • Undertake whole-life carbon assessments for transport schemes, covering design, construction, operation and maintenance. • Work with contractors and suppliers to drive innovation and continuous improvement in low-carbon delivery. • Use recycled materials for any highways resurfacing projects. • Use battery operated compaction plates, cut off saws and breakers, with defect gangs being swapped entirely to battery where practicable.
Supporting documents	Gloucestershire Climate Change Strategy, Highway Asset Management Strategy



Objective 7: Making travel safer and more secure	
Policy Name	Policy 31: Supporting safer streets and roads
Policy	Ensure Gloucestershire's streets and roads are safe to use for everyone, by reducing the number of people who are killed and seriously injured in line with the governments Road Safety Strategy and achieving our Vision Zero road safety ambition through the Safe System. This will reduce the risk of death, injury or illness arising from travel and ensure that all road users feel safe when travelling on Gloucestershire's roads.
Proposal	Gloucestershire will: • Focus on the safety of the most vulnerable road users such as pedestrians, cyclists, motorcyclists, horse riders, young people, the elderly and people with disabilities. • Adopt a safe system approach to road safety which recognises that collisions are preventable and that the responsibility for safety is shared across those who design, operate, manage and use the transport network. • Seek to create safer roads and streets through infrastructure improvements, speed management, education and enforcement, while supporting walking, wheeling and cycling as safe and attractive travel choices. • 20mph speed limits will be introduced alongside reductions to existing speed limits to lower speeds and help accommodate alternative modes of transport and create safer environments for vulnerable road users and reduce the risk and severity of road traffic collisions. • Safety enforcement cameras including speed, red light and any other appropriate enforcement camera for the highway, will be installed to improve road user behaviour including with respect to speeds and other behaviours as applicable. • Install highway infrastructure to reduce the risk and severity of collisions and improve the road user experience of using the highway. Undertake initiatives to educate, promote and encourage safer road user behaviour. • Use data and evidence to identify risks, prioritise interventions and monitor progress. • Work collaboratively with communities, emergency services, National Highways, public health partners and other stakeholders to improve road safety outcomes and promote a culture of shared responsibility for safety across Gloucestershire. • Work with and as an integral part of the Gloucestershire Road Safety Partnership.
Mode	All modes



Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain and deliver its road safety policy and annual collision reduction programme, prioritising sites and routes with the highest concentration of serious casualties and using evidence-based interventions. • Apply Safe Systems principles in the planning, design, operation and maintenance of the transport network, reducing the likelihood and severity of collisions through a holistic approach to road safety. • Deliver road safety education, training and publicity programmes targeted at all road users, with a particular focus on drivers, young people, pedestrians, cyclists and motorcyclists, promoting the Highway Code hierarchy of road users and safer interactions across the network. • Ensure that road safety audits are carried out for all transport schemes at appropriate design stages • Design and retrofit junctions and side street entries in town centres and residential areas with tighter corner radii and appropriate setbacks, to reduce vehicle turning speeds and provide safer, more direct pedestrian crossing opportunities. • Design and implement highway infrastructure according to needs identified by data and evidence. • Monitor and report on road casualty data annually, disaggregated by mode, location, age group and collision severity, to track progress against safety targets and inform future interventions. • Support the delivery of Local Cycling and Walking Infrastructure Plans (LCWIPs), school safety initiatives and other measures that improve safety for people walking, wheeling and cycling. • Deliver improvements adhering to design standards such as LTN 1/20 and Active Travel England Rural Design Guidance for urban and rural areas. • Implement speed management measures, including 20mph schemes and reductions to existing speed limits, to lower speeds, reduce the risk and severity of collisions, create safer environments for sustainable travel and vulnerable road users. • Installation of speed management measures including safety enforcement cameras to include speed, red light and any other enforcement camera for the highway, where appropriate and in accordance with council policy, to improve road user behaviour and including with respect to speeds and other behaviours as applicable. • Work with Gloucestershire Constabulary, National Highways, public health organisations, emergency services and local communities to coordinate road safety activity and support the delivery of Vision Zero objectives.
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	• Support as appropriate community-led initiatives that encourage safer road user behaviour and improve local road safety outcomes. • Develop and maintain guidance, toolkits and prioritisation processes to support the consistent assessment and delivery of road safety interventions. • Promote Vision Zero principles and a culture of shared responsibility for road safety through engagement, communications and partnership working. • Work with Gloucestershire Road Safety Partnership to deliver the Vision Zero ambition.
Supporting documents	Gloucestershire County Council Road Safety Policy



Objective 7: Making travel safer and more secure	
Policy Name	Policy 32: Ensuring personal safety when travelling
Policy	Improve personal safety and perceptions of safety by addressing crime, fear of crime and harassment across vehicles, stops, stations and public spaces.
Proposal	Gloucestershire will: • Ensure that everyone can travel safely and confidently at all times of the day by creating a transport network that is secure, inclusive, accessible and welcoming. • Deliver improvements to enhance perceptions of safety and reduce the risk of crime, harassment and antisocial behaviour across all modes of transport, vehicles, stops, stations, streets and public spaces. We will embed best practice across all service and infrastructure design and provision to improve perceptions of personal safety and security for all users, with resources prioritised to support higher-risk groups. • Strengthen engagement and data collection platforms and work with local partners such as the Community Rail Partnership, transport operators, Gloucestershire Constabulary, the British Transport Police and private organisations such as Galop to identify and address safety concerns across the network and improve travel confidence. • Review local design guidance to ensure our streetscapes, interchange hubs and local places embed safety into scheme design, including facilitating on-street activity to reduce isolation and provision of Safe Spaces for anyone travelling who feels vulnerable and/or in need of assistance and enhancing passive surveillance. • Support informational campaigns to promote personal safety when travelling by public transport or when walking, wheeling and cycling, to increase travel confidence, encourage reporting and reduce incidences of discrimination, harassment and violence of any kind as far as possible. • Use the Passenger Charter to set clear service standards, passengers' rights and expectations for public transport users across the county.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Embed personal security considerations into the design of public transport infrastructure including lighting, surveillance and the design of waiting environments with particular attention to the needs of women and girls, older people, people working night shifts and those who are travelling alone.



Outcome 2: A green and healthy Gloucestershire

	• Apply Manual for Gloucestershire Streets to support safe walking, wheeling and cycling by setting clear objectives and principles for good street design. • Equality Impact Assessments and Inclusive Design Reviews will be undertaken for all transport schemes to ensure that safety of all users and vulnerable groups has been considered, and that further engagement is undertaken with higher-risk groups if required. • Auditing tools (such as Getting Home Safe) and co-design approaches will be utilised as far as reasonably practicable to assess proposals and ensure safety concerns early in the design process. • Support the Community Rail Partnership and other local partners to undertake engagement and travel confidence initiatives with vulnerable users across the county. • Improve data collection on incidences of Violence Against Women and Girls to better target safety interventions.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 8: Enabling people to lead active and healthy lives	
Policy Name	Policy 33: Delivering our Active Travel Strategy
Policy	Gloucestershire will enable, prioritise, and integrated walking, wheeling, cycling and horse-riding with other forms of local transport in line with government priorities, Gloucestershire's Active Travel Strategy and the LTP outcomes.
Proposal	Gloucestershire will: • In line with Gloucestershire's Active Travel Strategy, we will prioritise walking, wheeling, and cycling as the first choice for everyday journeys, such as to school, to work and to local services. This will support public health outcomes, contribute toward delivery of the LTP outcomes, and align with national guidance such as LTN 1/20, Active Travel England Rural Design Guidance and Local cycling and walking infrastructure plans technical guidance. • Work with local stakeholders, partners, and in engagement with the public to deliver local schemes and initiatives including on the Public Rights of Way Network. • Ensure that the LTP active travel policies as well as Gloucestershire's Active Travel Strategy align with other local plans and strategies including local plan policies, supplementary planning documents, design codes and guides, and development management practices.
Mode	Walking, wheeling and cycling
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Integrate walking and cycling with public transport by providing secure cycle parking and first-/last-mile links at stations and hubs and improve pedestrian access to bus stops and interchanges. • Deliver travel planning, school streets, and workplace programmes through the Thinktravel Team. • Promote walking and cycling through targeted campaigns.
Supporting documents	Gloucestershire Active Travel Strategy



Objective 8: Enabling people to lead active and healthy lives	
Policy Name	Policy 34: Gloucestershire's walking, wheeling, and cycling network
Policy	Deliver appropriate infrastructure for walking, wheeling, and cycling as part of the Local Walking and Cycling Infrastructure Plans (LCWIPs) for Gloucestershire in line with LTN 1/20 Active Travel England Rural Design Guidance and Local cycling and walking infrastructure plans technical guidance.
Proposal	Gloucestershire will: • Deliver a high quality coherent, direct, safe, comfortable and attractive cycle network by improving active travel routes and reinforcing quiet highway connectivity. • Prioritise high-quality segregated cycling routes on strategic corridors, enhance walking routes to town centres, schools, and transport hubs, reallocate road space where appropriate and enhance public realm to prioritise pedestrians and cyclists. • Ensure communities in Gloucestershire are connected with employment, education, public transport, healthcare, retail and leisure destinations, supporting healthier lifestyles, reducing transport emissions and improving travel choice. • To ensure networks and spaces are suitable for everyone, we will seek to reach out to experts and local stakeholders in the LCWIP development process, including local residents, businesses, emergency services, disabled persons' groups, MPs/councillors, places of education, and protected characteristics groups. • Keep Gloucestershire's LCWIPs up to date, follow the latest guidance published by Active Travel England, and align LCWIPS with design codes and guides, and development management practices. • Work with key stakeholders and partners such as the Walk, Wheel, Cycle trust to ensure that Gloucestershire's LCWIP consider other networks such as the National Cycle Network and Public Rights of Way Network. • Work with key stakeholders and partners to secure funding for the maintenance of the Public Rights of Way Network, ensuring it forms suitable routes for everyday use rather than just recreational journeys.
Mode	Walking, wheeling, and cycling
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Collect and use gender-disaggregated data on travel behaviour, safety perceptions and trip patterns. • Design networks to reflect trip-chaining patterns (e.g. school, care, shopping trips more common among women). • Undertake Equality Impact Assessments (EqIAs) for all schemes.



	• Maintain and develop network planning in LCWIPs with a focus on coherent, long term plans through engagement. When developing LCWIPs, Gloucestershire will identify existing patterns of walking, wheeling and cycling and potential new journeys and identify barriers to walking, wheeling and cycling. • The LCWIP network development process will identify key trip generators, core walking, wheeling and cycling zones and routes, audit existing provision and determine the type of improvements required. LCWIPs will identify origin and destination points and travel flow, convert flows into a network of routes and determine the type of improvements required, with appropriate coverage for urban areas, towns and cities. • Ramps for pushchairs, cemetery seating, changes to parks to make them more welcoming, wide pavements to keep children away from roads, after dark/lit routes in line with the LCWIP proposals. • Adherence to design assurance process for schemes, bringing together experts on different transport modes to ensure integrated designs that consider the needs to all road users.
Supporting documents	Cycling and Walking Infrastructure Plans, Gloucestershire Rights of Way Improvement Plan



Objective 8: Enabling people to lead active and healthy lives	
Policy Name	Policy 35: Providing shared micromobility services
Policy	Develop a Shared Micromobility Strategy for Gloucestershire to lead the delivery of schemes.
Proposal	Gloucestershire will: • Support well-regulated shared micromobility services that provide convenient, low carbon travel options while protecting safety, accessibility and public space.
Mode	Walking, wheeling and cycling
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Develop a Shared Micromobility Strategy • Work with commercial and community-led operators to deliver shared micromobility services in Gloucestershire • Undertake e-scooter trials to meet specific user needs within the transport system • Deployment of shared micromobility schemes in key corridors and centres • Align provision with Transport Interchange and mobility hubs • Expansion and upgrade of cycle and e-scooter compatible infrastructure



Objective 8: Enabling people to lead active and healthy lives	
Policy Name	Policy 36: Support opportunities to create quiet lanes where appropriate
Policy	Support opportunities to create quiet lanes across minor rural roads in Gloucestershire. Quiet lanes are intended for shared use by walkers, cyclists, horse riders and motor vehicles with an emphasis on low speeds and protecting rural character. These routes would be delivered in line with Active Travel England Rural Guidance.
Proposal	Gloucestershire will: • Apply a network-based approach to quiet lanes to rebalance traffic across the wider highway network, making better use of adjacent A and B roads that are more suitable for accommodating higher traffic volumes. Where parallel routes exist, there is a clear opportunity to reduce traffic pressure on minor roads without significantly affecting overall network capacity or journey times. • Work with communities, landowners and user groups in the designation and design of quiet lanes, prioritising vulnerable road users in both design and operation.
Mode	Walking, wheeling, cycling, equestrians
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Coordinate delivery with wider active travel, road safety and rural accessibility programmes. • Reduce through traffic on quiet lanes through traffic management measures, including modal filters, access restrictions and re-routing strategies • Reinforce the road hierarchy, ensuring quiet lanes are not used as informal cut-throughs where suitable alternatives exist
Supporting documents	Active Travel Strategy, Manual for Gloucestershire Streets



Objective 8: Enabling people to lead active and healthy lives	
Policy Name	Policy 37: Access to greenspaces and Public Rights of Way
Policy	Improve access to green spaces and support the Rights of Way and Countryside Access Improvement Plan through identifying and seeking to support measures to improve safety, accessibility and the quality of the experience where there is an identified need.
Proposal	Gloucestershire will: • Recognise the importance of the network in providing access to the countryside, supporting active travel and connecting communities. The Council will ensure that routes are well maintained, easy to use and accessible to a wide range of users. • Prioritise improvements where there is an identified need, focusing on enhancing connectivity, removing barriers and improving route quality. This will support a more inclusive and attractive network that encourages use for everyday journeys, recreation and access to nature, contributing to health and wellbeing. • Prioritise connections to National Trails and regionally promoted routes where improvements schemes to the general highway network are considered. • Ensure the Public Rights of Way network is protected and improved where new general highways schemes are proposed. • Adhere to Active Travel England Urban and Rural Guidance when delivering this policy.
Mode	Walking, wheeling and cycling
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain and improve the Public Rights of Way network in line with the Rights of Way Improvement Plan and asset management priorities. • Upgrade routes to improve accessibility and usability, including improvements to surfaces, gradients and barriers. • Improve signage, wayfinding and route information to support navigation and encourage use. • Enhance connections between Public Rights of Way routes and the wider transport network, including links to settlements, key destinations and greenspaces. • Allow green and blue infrastructure to underpin the overall sustainability of new development. This will perform a range of functions including flood risk management, accessible green space transport corridors, climate change adaptation and supporting biodiversity net gain. • Prioritise improvements in areas where there is identified demand or accessibility need.



Outcome 2: A green and healthy Gloucestershire

	• Work with landowners, local communities and stakeholders to deliver coordinated improvements. • Provide safe crossings and links between Public Rights of Way routes and highways. • Promote the use of the network for both everyday journeys and recreational activity.
Supporting documents	Rights of Way and Countryside Access Improvement Plan, Highway Infrastructure Asset Management Strategy



Objective 8: Enabling people to lead active and healthy lives	
Policy Name	Policy 38: Influencing travel behaviour change
Policy	Continue to influence travel behaviour change and promote the benefits and use of sustainable modes of transport.
Proposal	Gloucestershire will: • Continue to use the 'Thinktravel' brand and associated marketing and information tools to carry out a range of travel awareness initiatives to encourage more journeys by walking, wheeling, cycling and public transport, helping residents make informed and sustainable travel choices. • Integrate Thinktravel behaviour change programmes with transport schemes and infrastructure projects and develop targeted interventions for corridors, communities and destinations where mode shift potential is greatest. • Work with employers to reduce single-occupancy car travel and encourage employers to support hybrid working, where appropriate, and to provide facilities such as cycle parking, changing facilities and public transport incentives. • Encourage schools, colleges and universities to use travel plans to promote sustainable travel from an early age and reduce congestion associated with the education journey. We will continue to work with schools to support cycle training, road safety education and independent travel training. • Require new developments to provide robust travel plans that support sustainable travel from the outset through a vision-led approach to planning and development as set out in Gloucestershire's travel plan guidance for developers.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Personalised travel planning and journey advice for residents, workplaces and new developments. • School travel planning, education and training (e.g. Bikeability, assemblies, events). • Workplace engagement, including travel plans, on-site advice and employer networks. • Behaviour change campaigns and challenges (e.g. cycling and active travel promotions) • Community engagement activities, including events, led walks/rides and local initiatives. • Incentives and trials (e.g. e-bike hire, grants, micromobility schemes). • Marketing, communications and information provision to promote sustainable travel choices.



Outcome 2: A green and healthy Gloucestershire

	• Partnership working with schools, businesses, developers and community organisations. • Use travel behaviour data to target interventions where they can achieve the greatest impact.
Supporting documents	Active Travel Strategy

Outcome 3: A Gloucestershire which supports local communities





Objective 9: Integrating different types of transport to make it work better for the community	
Policy Name	Policy 39: Improving Gloucestershire's local bus network
Policy	Through the Enhanced Partnership, develop and maintain a comprehensive fixed local bus network across urban and rural areas in Gloucestershire, that feeds into the Bus Rapid Transit system, is complemented by Demand Responsive Transport and integrates seamlessly into rail services to provide a fully integrated public transport network.
Proposal	Gloucestershire will: • Work closely with bus operators through the Enhanced Partnership to support the provision of commercially operated and socially necessary bus services, undertaking periodic network reviews to bring forward service improvements. • Continue to support the operation of socially necessary bus services and invest in bus stop upgrades, shelters, interchange hubs, information and passenger facilities. Through the Enhanced Partnership, we will ensure that public investment in infrastructure and services is complemented by operator investment to make bus travel more reliable, accessible and attractive. • Seek contributions to bus services and associated infrastructure from developers, where development generates additional travel demand. • Work with operators to support investment in ultra-low emission vehicles, improving the passenger experience and supporting the transition to net zero for the county's bus operation. • Work with operators and Gloucestershire's local passenger forum to understand how bus services can be made more accessible for all users and how to reduce barriers to public transport use.
Mode	Bus
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Continue to review and implement our Enhanced Partnership Plan and Bus Service Improvement Plan, working with operators and local operators to maintain and enhance the local bus service offering and associated infrastructure • Review and update our Bus Service Delivery Plan through our Enhanced Partnership, which outlines our programme of bus service improvements and associated infrastructure upgrades to be funded through Central Government funding



	• Work with operators to identify improvements to bus services which can be delivered through operational savings • Secure contributions from developers for new/enhanced local bus services and bus priority infrastructure, satisfying the tests as set out in the Community Infrastructure Levy Regulations and other relevant planning legislation • Work with bus operators and partners to accelerate the transition to zero-emission buses by 2029 • Develop a Bus Accessibility Plan and engage with local passenger groups and operators through the Enhanced Partnership to deliver improvements to services
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 9: Integrating different types of transport to make it work better for the community	
Policy Name	Policy 40: Integrated public transport timetabling, ticketing and payments
Policy	Seek to deliver simple, integrated and interoperable ticketing across modes, enabling seamless journeys, fair and transparent fares, and convenient pay-as-you-go travel.
Proposal	Gloucestershire will: • Work with bus operators through the Enhanced Partnership to deliver Gloucestershire's first multi-operator ticket. The County will also continue to engage in Project Coral to expand multi-operator ticketing further in the future. • Continue to work with bus operators to complete the roll out of contactless "tap on, tap off" payment systems. • Work with bus operators and partners through its Enhanced Partnership to further simplify fare structures. • Work with transport operators and partners to build on existing initiatives such as 'Plusbus' to deliver seamless journeys between bus, rail, demand-responsive transport and shared mobility services. We will also explore integration of micromobility services, including bike and e-bike hire, within the wider public transport network. • Seek to maximise the benefits of the establishment of Great British Railways to advocate for simpler, better value fares to support passenger journeys across and beyond Gloucestershire. • Seek to improve first-mile and last-mile connections to railway stations, making it easier, safer and more attractive to access rail services by sustainable modes. • Deliver improved and coordinated timetables for public transport services.
Modes	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Work with the Enhanced Partnership to deliver an integrated multi-operator ticketing product and payment platforms across the county. • Engage with DfT's Project Coral, a national programme to create a single, integrated contactless ticketing "broker" system enabling multi-operator, multi-modal pay-as-you-go travel with fare capping across England. • Work with partners to improve provision and accessibility of bus ticketing information, digitally and at bus stops, interchange hubs and on-board vehicles.



	• Working with neighbouring Enhanced Partnership and operators to expand offer of regional bus tickets. • Campaign for better value rail fares in Gloucestershire, particularly for routes which lack off-peak ticketing options, lack transparent fare structures and/or appear disproportionately expensive to distance travelled. Where reasonably practicable, we will explore opportunities with rail and regional partners to expand existing pay-as-you-go areas or introduce new area-wise pay-as-you-go schemes and fare capping. • Support Train Operating Companies and bus operators to promote existing rail “Plus Bus” ticketing zones in Gloucester and Cheltenham. • Work with the rail industry and bus operators to introduce new “bus branch” lines in Gloucestershire (currently branded “Rail Links” by Great Western Railway). Through these schemes, bus service timetables will be aligned with rail services and through ticketing enabled, extending the reach of rail services in rural parts of the county.
Supporting documents	Gloucestershire's Bus Service Improvement Plan, Gloucestershire Rail Strategy



Objective 9: Integrating different types of transport to make it work better for the community	
Policy Name	Policy 41: Establishing high-quality and safe interchange hubs
Policy	Deliver a countywide network of strategic and local transport interchange hubs to enable seamless transfer between modes, improve access to services and support sustainable travel choices across the county.
Proposal	Gloucestershire will: • Continue investment in interchange hubs to improve first- and last-mile connectivity and transport integration across the county, prioritising hubs along BRT corridors and other strategic public transport routes. • Seek to improve access to interchange hubs by walking, wheeling, cycling and public transport and integrate shared and flexible mobility services to enable access to reliable and connected transport services without needing a car. • Ensure interchange hubs are inclusive, accessible, safe and easy to use, with good-quality waiting facilities and clear information, incorporating lighting, natural surveillance and other measures that improve personal safety and security. • Ensure that interchange hubs are designed and delivered in accordance with national design guidelines and Manual for Gloucestershire Streets and make a positive contribution to local placemaking and regeneration.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Continue to review our Interchange Hub network and monitor delivery of our rolling interchange hub investment programme. • Secure contributions from developers for new and enhanced interchange hub facilities, satisfying the tests as set out in the Community Infrastructure Levy Regulations and other relevant planning legislation. • Review design guidelines for Interchange Hubs to ensure accessibility and placemaking opportunities are maximised. • Consider roll out of micromobility services, car club and other auxiliary services such as parcel hubs.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 9: Integrating different types of transport to make it work better for the community	
Policy Name	Policy 42: Delivering railway station improvements
Policy	Maximise the desirability, demand and customer experience of using railway stations within Gloucestershire, to support modal shift to rail and remove accessibility barriers for local communities.
Proposal	Gloucestershire will: • Work with the rail industry and other partners to enable the development of railway stations as accessible, high-quality transport hubs that provide seamless interchange between transport modes and provide high-quality facilities that meet current and future passenger demand. This is outlined in our Stations Improvement Programme in the Rail Strategy. • Work with the rail industry and other partners to ensure stations are safe, inclusive and valued community assets. Stations should be safe, accessible and welcoming for all users, while contributing positively to local communities and placemaking.
Mode	Rail
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Maintain an up-to-date Rail Strategy which outlines our strategic priorities, schemes and short, medium and long term station improvement programme. • Deliver the Station Improvements Programme identified in the Gloucestershire Rail Strategy. • Work with rail industry and local partners to secure investment in the county's station portfolio, including waiting and commercial facilities, first-and-last mile connections, real time passenger information, parking facilities, cycle parking and bus stop facilities • Support station car park expansion where justified by demand and where accompanied by measures that improve sustainable access. • Provide evidence and support feasibility work to develop station improvement proposals, working in partnership with local and rail industry partners. • Secure contributions from developers for new and enhanced station facilities and first-and-last mile connections to a railway station, satisfying the tests as set out in the Community Infrastructure Levy Regulations and other relevant planning legislation.



	• Continue to engage with the DfT and rail industry partners to accelerate delivery of Access for All schemes at Cheltenham Spa and Stroud railway stations. • Work with station managers and rail industry partners to improve accessibility across our entire station portfolio, including providing access points and basic facilities on each side of the railway without step-free access. • Advocate for CCTV, lighting and help points across all stations to improve personal safety and accessible, working closely with the DfT, TfW and rail industry partners. • Encourage the use of innovative design, including biodiversity net gain and gender mainstreaming approaches, and support funding applications to deliver improvements to the attractiveness of station environments. Improvements must meet operational and safety requirements and protect and enhance heritage facilities where applicable.
Supporting documents	Gloucestershire Rail Strategy



Objective 10: Ensuring travel is affordable for all	
Policy Name	Policy 43: Reducing transport poverty
Policy	Ensure transport is not a barrier to opportunity by improving affordable, accessible and reliable travel options that connect people to jobs, services and opportunities across Gloucestershire.
Proposal	Gloucestershire will: • Seek to address the most significant transport poverty barriers in Gloucestershire, working with partners in the transport sector and across health, housing, employment and social care to ensure transport is planned and delivered with equity as a core objective. • Ensure that transport services, infrastructure, information and ticketing are designed to be accessible and inclusive for all users, including disabled people, older people and those with additional needs. • Work with transport operators, partners and employers to explore opportunities for affordable fares and targeted ticketing initiatives for groups at risk of transport poverty. • Continue to provide affordable demand-responsive transport and support community transport services. • Seek to prioritise investment in communities with limited transport access to jobs, education, healthcare and essential services, and improve bus service frequencies and operating hours on key corridors. • Expand walking, wheeling and cycling infrastructure and shared mobility options to provide low-cost travel alternatives.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Mapping areas and groups most affected by transport poverty in Gloucestershire and setting out targeted interventions to improve connectivity and affordability. • Work with bus operators and the Enhanced Partnership to ensure that concessionary travel, affordable ticketing and targeted support e.g. job seeker bus ticket. • Work with health, housing, employment and education partners to identify transport barriers to accessing services and opportunities, and to develop joint solutions where transport is a key enabler. • Support community transport and volunteer-led transport schemes where they address transport poverty in areas not served by conventional public transport. • Ensure that network planning decisions consider their impact on transport poverty



Outcome 3: A Gloucestershire which supports local communities

	• Explore opportunities with operators and providers to develop ticketing products and payment platforms, such as an area wide smartcard system, to improve fares and ticketing offers across modes, including micromobility.
Supporting documents	Gloucestershire's Local Growth Plan, Digital Strategy 2024-2027, Digital Infrastructure, Inclusion and Innovation Strategy



Objective 10: Ensuring travel is affordable for all	
Policy Name	Policy 44: Transport for children and young people
Policy	Provide and promote safe, accessible, affordable and sustainable transport options that enable children, young people and those with special educational needs and disabilities to access education, training, employment, healthcare, leisure and social opportunities.
Proposal	Gloucestershire will: • Give special consideration to the transport needs of eligible children and young people, ensuring they can access education, training, employment and other opportunities safely, confidently and sustainably. • Provide free school travel for children who meet the national eligibility criteria for free travel to school, as set out in our 'Transport Policy for Students Aged 16-19' and our 'Local Authority Post 16 Travel Policy Statement'. • Offer support for children and young people with special educational needs, including help with travel to school or college. This can range from door-to-door transport to financial support for travel expenses, in line with our 'Home to School Travel Assistance Policy'. • Promote the use of public transport and address barrier to walking, wheeling and cycling to school and places of education through travel plans and the provision of safe school travel infrastructure, including crossings, footways, cycle facilities and traffic management measures. • Promote a transport network where children and young people can travel independently and safely, in line with national guidance such as LTN 1/20 which promotes a cycle network suitable for "everyone from 8 to 80 and beyond".
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Engage with schools, colleges, transport operators and communities to improve transport options for children and young people. • Promote safe, direct and attractive walking, wheeling and cycling routes to schools, colleges and key destinations aligning to the LCWIP. • Support Demand Responsive Transport and Community Transport services where they can improve accessibility for young people. • Deliver road safety education and training to help children and young people travel safely and independently.



	• Engage with children and young people in the development of schemes to ensure their needs are reflected in decision-making. • Work with the Integrated Transport Unit to communicate between schools and operators. • Increase access to transport through ticketing initiatives, bursary scheme. • Continue young people-focused activities under the ThinkTravel programme. • Continue to develop and review school travel plans.
Supporting documents	Transport Policy for Students Aged 16-19, Home to School Travel Assistance Policy



Objective 10: Ensuring travel is affordable for all	
Policy Name	Policy 45: Shared mobility
Policy	Encourage the uptake of shared mobility options as part of an integrated and sustainable transport network, such as car clubs, car sharing, hire schemes, shared micromobility, demand responsive transport and other emerging shared transport solutions.
Proposal	Gloucestershire will: • Work with mobility providers and developers to attract and establish car club services in all major settlements across Gloucestershire. • Encourage shared mobility provision through the planning process and major development schemes. • Expand the Gloucestershire bike, e-bike and e-scooter hire scheme to serve more communities, destinations and transport interchanges. • Seek to improve integration between hire schemes, active travel infrastructure and public transport services to support first-mile and last-mile journeys. • Promote awareness and uptake of shared travel schemes through targeted marketing and engagement campaigns. • Work with employers, business parks, education providers and public sector partners to establish and support car share and share mobility initiatives and mandate the incorporation of shared mobility measures within travel plans for new developments and major employers.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Develop a shared mobility strategy include policies to deploy car clubs and car sharing in Gloucestershire. This will include consideration of appropriate delivery models across the county as well as support for operating electric vehicles as part of such schemes. • Extend the e-scooter and e-bike provision in Gloucester and Cheltenham. • Deploy shared micromobility schemes in key corridors and centres. • Update guidance on car clubs to provide advice for developers, planning officers and highways development management officers. This will: ○ Set a clear charging framework for development ○ Require dedicated car club bays for large developments ○ Integrate car clubs in Gloucestershire's travel plan guidance.



Supporting documents	Manual for Gloucestershire Streets, Active Travel Strategy
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Objective 10: Ensuring travel is affordable for all	
Policy Name	Policy 46: Expanding our demand responsive transport offer
Policy	Build upon and further develop the Demand Responsive 'Robin' service across rural Gloucestershire to provide flexible, accessible and sustainable travel options where conventional public transport services are not viable or do not fully meet local travel needs.
Proposal	Gloucestershire will: • Continue to support the Robin, improving access to employment, education, healthcare, retail and leisure opportunities, for all residents, particularly in rural and underserved communities. • Continue to work with bus and DRT operators, through the Enhanced Partnership, to ensure 'the Robin' is fully integrated with other bus services, including marketing and awareness campaigns to drive further patronage growth. • Continue to work with local partners and operators to encourage the use of Robin for all journey purposes and improve accessibility reducing the reliance of some passengers on community transport, allowing community transport providers to focus their services on people with accessibility and mobility needs.
Mode	Bus
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Encourage communities to recognise the role of Community Transport when writing their Neighbourhood Development Plans. • Work with developers and Gloucestershire's Thinktravel team, to ensure that Demand Responsive Transport promotion is included in Travel Planning initiatives. • Support community transport operators to invest in ultra-low emission vehicles and maintain the quality of their vehicles to ensure high quality fleet. • Through Gloucestershire's Enhanced Partnership continue to support promotional initiatives to increase usage and awareness of DRT services. • Work with Gloucestershire Community Rail Partnership to identify and address accessibility barriers to using Demand Responsive Transport in Gloucestershire. • Work with NHS/public health to promote the Robin for access to health services and green/leisure spaces to encourage healthier lifestyles. • Continue to monitor Demand Responsive Transport patronage, particularly where services may be oversubscribed, to target future interventions.



	• Promote the Robin to access less busy destinations in the Cotswolds and support the visitor economy across the county through promotion in our other rural districts. • Promote Demand Responsive Transport at all railway stations to support rail-bus integration, including at key rail interchanges in neighbouring areas which are covered by the Robin, including Chepstow and Kingham. • Work with neighbouring authorities to improve cross-boundary promotion of Demand Responsive Transport services where they operate across county boundaries.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 10: Ensuring travel is affordable for all	
Policy Name	Policy 47: Taxis and personal hire provision
Policy	Work with licensing authorities and operators to ensure that taxis and private hire vehicles (PHVs) provide a safe, accessible and reliable part of the transport network, supporting inclusive mobility, first- and last-mile journeys, and a transition to low-emission travel.
Proposal	Gloucestershire will: • Support the integration of Taxis and PHVs with bus, rail and demand-responsive services to enable seamless door-to-door journeys. • Promote high standards of safety, accessibility and personal security, including vehicle standards, driver vetting and safeguarding, so that all users can travel with confidence. • Encourage the uptake of zero-emission vehicles.
Mode	Taxi
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Review of taxi and PHV licensing following local government reorganisation. • Work closely with Taxis and PHVs operators to promote high standards of safety, accessibility and personal security, including vehicle standards, driver vetting and safeguarding. • Work with Taxis and PHVs operators towards the decarbonisation of the Taxis and PHVs vehicle fleet.



Objective 11: Ensuring travel is accessible for everyone	
Policy Name	Policy 48: Considering accessibility and inclusion in transport
Policy	Work to create a transport system, streets, roads and paths that are accessible and inclusive by design, enabling people of all abilities, ages and backgrounds to travel independently and with confidence including those with protected characteristics.
Proposal	Gloucestershire will: • Apply the social model of disability, recognising that barriers to travel are often created by the design of transport systems, services and environments rather than by an individual's condition. • Deliver an inclusive transport system that enables people to access opportunities safely, independently and with dignity. This includes disabled people, those with reduced mobility, people on low incomes, those without access to a car, and communities in rural or poorly connected areas. • Accessibility will be embedded across all transport modes, services and infrastructure. We will identify and seek to address physical, financial, geographic and service-related barriers. • Support rail industry partners to deliver schemes that promote step-free access at railway stations and on regional rail services. • Pursue rolling stock improvements with GBR and regional partners to ensure that all local stopping services provide level boarding at all stations, to improve accessibility of rail services. • Strengthen its approach to inclusive transport by aligning with recognised good practice and will adhere to the principle of the Accessible Transport Charter when it is published. This includes embedding the lived experience of users in decision-making, development, delivery and evaluation of transport policies, services and infrastructure. • Meet statutory duties under the Equality Act 2010 and work with communities and representative organisations to understand and address intersecting forms of exclusion, including those related to disability, income, age, caring responsibilities and location. Equality Impact Assessments are required for all key decisions on schemes over £500,000. • Adhere to the latest Government design guidance to improve accessibility of walking, wheeling cycling and public transport for disabled and older people. • Consider the needs of disabled passengers as legally requirement under the Enhanced Partnership. • Develop a Network Accessibility Plan.
Mode	All modes



Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Apply inclusive design principles and the social model of disability to all transport schemes and interventions. We will engage with people with protected characteristics (as defined in the Equality Act 2010), alongside other under-represented groups and their representative organisations, in the design and review of transport schemes and services, applying co-design approaches where appropriate. • Conduct Equality Impact Assessments for all transport schemes and major service changes, ensuring that the needs of protected characteristic groups are identified and addressed in design and delivery. • Apply inclusive design standards across all new and upgraded transport infrastructure including bus stops, cycle parking and road crossings. • Work with transport service providers to improve the physical and operational accessibility of vehicles, stops, stations and interchanges. • Provide training to elected officials and officers to support the consideration of inclusion and accessibility in transport. • Monitor accessibility and personal safety performance across the transport network through user satisfaction surveys and accessibility audit outcomes.
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Objective 11: Ensuring travel is accessible for everyone	
Policy Name	Policy 49: Improving customer experience for all people travelling
Policy	Put the passengers, customers, communities, and infrastructure users at the heart of transport planning, investment and service delivery. We recognise that journeys are often complex, involving multiple modes, operators, destinations and decision points. Transport schemes, services and network management will therefore be planned and assessed from the perspective of the end user, improving reliability, simplicity, comfort and confidence across the whole journey experience.
Proposal	Gloucestershire will: • Establish continuous engagement with passengers, customers and infrastructure users to understand their needs, experiences and priorities through the National Highways and Transport Public Satisfaction Survey. • Plan the transport network as a complete customer journey, recognising that people often use multiple modes and interact with different parts of the transport system during a single trip. • Use customer insight alongside technical, environmental and economic evidence to shape transport policies, priorities and investment decisions. • Work with bus operators through the Enhanced Partnership to regularly update the bus passenger charter.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Monitor customer satisfaction and user feedback to identify issues and inform service improvements. • Ensure schemes are designed with user needs in mind, including accessibility, simplicity and ease of use. • Complete Equality Impact Assessments for all transport schemes with a value of more than £500,000.
Supporting documents	Gloucestershire's Bus Service Improvement Plan



Objective 11: Ensuring travel is accessible for everyone	
Policy Name	Policy 50: Providing accessible and inclusive travel information
Policy	Provide clear, accurate and accessible travel information about transport services and infrastructure, through a variety of outlets. This will include travel information, real-time updates, wayfinding, signage and route information, for all residents, businesses and visitors across Gloucestershire.
Proposal	Gloucestershire will: • Ensure that information is available through a range of formats and channels, supporting both digital and non-digital access, and meeting the needs of users with different requirements. • Provide consistent and high-quality travel information, including timetables, real-time updates, wayfinding, mapping and clear communication during disruption. • Integrate information across services and modes, making it easier for people to navigate the transport network and make informed travel choices. • Adhere to DfT's Accessible Travel Charter when published to improve accessibility for disabled people travelling in Gloucestershire.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Provide accurate, up-to-date and consistent travel information across all transport modes, including services, routes and journey options. • Deliver real-time information systems, where appropriate, for public transport and key parts of the highway network, improving visibility of delays and disruption. • Improve multi-modal information to support integrated and seamless travel across services. • Ensure information is accessible through both digital and non-digital channels, recognising that not all users have access to smartphones or online tools. • Standardise signage, mapping and wayfinding across the network to improve clarity and ease of use. • Improve communication during disruption, including clear, timely and coordinated messaging. • Work with operators to improve data quality and consistency across information systems. • Promote awareness and use of travel information tools to support informed decision-making.



Supporting documents	Gloucestershire's Bus Service Improvement Plan, Gloucestershire Rail Strategy, Active Travel Strategy
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Objective 12: Local transport that reflects community needs	
Policy Name	Policy 51: Working with local communities
Policy	Work collaboratively with local communities, transport operators, businesses, public service providers and representative groups to develop, deliver and monitor transport solutions that reflect our communities' needs and aspirations. Through meaningful engagement, we will create a transport system that is inclusive, safe, affordable and responsive to the diverse needs of Gloucestershire's communities.
Proposal	Gloucestershire will: • Engage communities early in the development of transport schemes through a transparent and inclusive engagement processes. • Ensure the voices of under-represented groups are reflected in transport decision-making, including disabled people, older people, young people and communities at risk of transport-related exclusion. • Work with town and parish councils to provide advice and comment on Neighbourhood Development Plans to reflect LTP policy and strategy.
Mode	All modes
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Ensure engagement is embedded in the design and decision-making process of all major transport schemes. • Complete Equality Impact Assessments for all transport schemes with a value of more than £500,000. • Give consideration on how to ensure engagement and promotion activities reach under represented groups. • Comment on all emerging Neighbourhood Development Plans in Gloucestershire.



Objective 12: Local transport that reflects community needs	
Policy Name	Policy 52: Community Led Transport
Policy	We recognise the role of community-led transport in addressing gaps in the network and providing flexible, responsive travel options. Gloucestershire will support communities to deliver their own innovative transport services where provision is limited, and people are under-served including mini-bus, car share, car club and bike share, where such support is consistent with council policy and resources are available.
Proposal	Gloucestershire will: • By working with public transport operators (Bus, Community Transport and Rail), we will encourage service timetables which complement one another, to enable these services to complement the wider transport network, improving connectivity and supporting access to essential services. • Work with community transport providers and other transport operators to jointly promote available transport services, improving awareness of travel options and encouraging greater use of sustainable and inclusive transport. • Support community transport providers and community-led mobility initiatives by providing advice, facilitating partnership working, and considering appropriate supporting measures, including parking arrangements, where these improve accessibility, align with council policy and represent a financially viable use of public resources.
Mode	Bus
Actions and Interventions	To achieve this policy, the following actions and interventions will be implemented: • Support the development and operation of community transport services in areas where conventional provision is limited. • Identify gaps in transport provision and work with local communities to develop appropriate, locally-led solutions. • Provide advice, technical support and facilitation to groups developing transport schemes. • Support volunteer-led transport and shared mobility initiatives, including car clubs and community minibuses, where such support is consistent with council policy and resources are available. • Integrate community-led transport with the wider network, improving connectivity with bus, rail and demand-responsive services. • Work with partners to secure funding and long-term sustainability for community transport schemes.



Outcome 3: A Gloucestershire which supports local communities

	• Promote awareness and use of available community transport services. • Monitor service performance and coverage to ensure effectiveness and support future planning.
Supporting documents	Gloucestershire's Bus Service Improvement Plan

Appendix A – Gloucestershire Advisory Freight Route Map

