



Rural-Urban Outlooks: Unlocking Synergies (ROBUST)  
ROBUST receives funding from the European Union's Horizon 2020  
research and innovation programme under grant agreement No 727988.\*



September 2018

Gloucestershire County Council

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## Rural-Urban Governance Arrangements and Planning Instruments

### Gloucestershire Local Transport Plan (LTP)

Gloucestershire, UK

#### 1. Overview

The Gloucestershire Local Transport Plan (LTP) is a strategic county-wide document which sets out the long-term transport strategy to 2031. The LTP is delivered in partnership with parish and district councils, organisations, businesses, transport operators and individuals. Gloucestershire County Council is the local Highway and Transport Authority. Gloucestershire's adopted LTP has been updated to support delivery of the Strategic Economic Plan (Note: refer to *Rural-Urban Governance Arrangements and Planning Instruments: Gloucestershire Local Enterprise Partnership*) and the emerging local plans.

During the plan period from 2015-2031 Gloucestershire will see unprecedented change in terms of population growth, housing development, its economy and technological advancement. Local Transport Plan (LTP) policies aim to ensure that transport will be an enabler and driver of these changes. This must be balanced against the need for reduced carbon emissions agreed as part of the COP21 agreement.

Within the LTP, 'Transport' refers to the following modes: highway, bus, rail, bicycle and pedestrian.

#### 2. Main Challenges

Gloucestershire is at a crossroads both in terms of transport pressures and in terms of its location. The county connects with strategic rail and road networks and has good transport links to major cities, such as Birmingham and Bristol.

The LTP sets out the issues and priorities for the county and identifies the approach to manage increased transport demand, which will increase with projected housing development and accelerated economic growth. The main challenges include:

- > To support sustainable economic growth through the clear role of transport to support existing and new economic growth, securing sufficient resources to deliver the

transport scheme priorities, providing a modern reliable transport network that meets travel demand.

- > To enable community connectivity by ensuring individuals can access employment, education, leisure, sport, recreational and training opportunities, healthcare and other key services.
- > To conserve the environment by increasing sustainable transport behaviours and facilities and, ensuring new transport infrastructure limits the adverse impact on the natural, built and historic environments.
- > Improve community health and wellbeing by reducing the risk of collisions on the transport network; communicating the benefits of active travel modes; and delivering a transport network that enables and promotes walking and cycling.

Transport provision and infrastructure must be able to respond to future pressures as the national economy grows and modernises, so that Gloucestershire is always a place to do business and attract investment.

### 3. Main Insights

#### 3.1 Insights related to mechanisms of cross-sectoral coordination and cooperation

##### **Connecting Places Strategy**

The LTP is delivered in partnership with parish and district councils, organisations, businesses, transport operators and individuals. The LTP is structured around a transport picture of Gloucestershire based on a geographical patchwork of travel corridors, each of which has its own unique transport opportunities and pressures. This is addressed through six 'Connecting Places Strategy' areas. The CPS focusses on the issues related to individual areas but also the broader transport infrastructure links beyond these and possibly Gloucestershire's boundaries. For example, the road network, rail service, national cycle routes, etc.

##### **The A417 Missing Link**

For more than 20 years, Gloucestershire and the surrounding counties have been looking for a solution for a 5 km stretch of road in a rural area is the only single carriageway along the strategic 50 km route between two major motorways (M4 and M5). Highways England (UK government agency) is working with local businesses, political, council and environmental representatives to develop route options. This will be followed by further public consultation.

### 3.2 Insights related to the role of (actual, potential) social, organizational, institutional innovations

This LTP has benefited from Gloucestershire County Council's active participation in a European Union project entitled '*Boosting Urban Mobility Plans*' (BUMP). This enabled expertise sharing amongst nine European partners. BUMP is an initiative which supports local authorities in enabling people to travel safely, affordably and in ways that cause minimal environmental harm and promote healthy living.

The project outcome has been the development of six spatial delivery strategies entitled "Connecting Place Strategies" (CPS), reflecting transport issues and priorities across the county. These CPS are included in the Gloucestershire LTP.

## 4 Effectiveness Indicators

Gloucestershire County Council is the local Highways and Transport Authority but it does not have sufficient resources to address all the issues without a close working partnerships and shared responsibility. Funding streams are needed to support the delivery of the strategy and the LTP is not allocated a budget to fund its delivery. Therefore, proposals within it can only rely on opportunities for delivery rather than more systematic funding streams.

Much of the capital funding for projects comes from Government via the Local Growth Fund, which is administered through the Local Enterprise Partnership. Other development funding is secured through S106 agreements in partnership with Local Planning Authorities.

The LTP sets out the priorities for Gloucestershire for the period to 2031 and includes a list of potential priority projects for delivery. Projects can vary in scale, purpose, location and outcome. For example, projects delivering major road junction improvements, cycle infrastructure improvements, and local Park and Ride facilities.

Projects are delivered within a climate of significant financial constraints and funding will be sought to deliver the transport schemes identified. A key element of delivery will be to develop and use the existing transport network to full capacity. The car will always have a vital role to play in Gloucestershire – especially within the more rural areas. However, advances in technology will become increasingly important and influence the way we travel. Open source data will enable transport operators and entrepreneurs to flourish and reduce the burden on local authorities in its role as a traditional transport provider. In tandem with these fundamental shifts to the delivery of transport, increasing the speed and accessibility of broadband will change the way services are delivered, and developing technology means that people can, increasingly, use their private vehicles, public transport and cycle routes based on real time information.

## 5 Illustration and further information

### 5.1 Transport Scheme - Elmbridge Court Roundabout improvements.

One of the busiest traffic junctions in the county is located between the two major settlements of Cheltenham and Gloucester. An improvement scheme completed in 2017 tackles the congestion and aims to reduce journey times. An important package of bus priority measures, including a dedicated lane, will improve journey time predictability for the 2 million plus passengers each year who use the 94 bus route. This scheme will encourage modal shift from the private car to public transport - critical in mitigating the impact of future development on our roads. The project was delivered by a partnership involving the central government (Department for Transport), local government (Gloucestershire County Council), Gloucestershire Local Economic Partnership (LEP), and Infrastructure Delivery Agent (AMEY).

### 5.2 A417 Missing Link

(Please refer to section 3.2 above) Where a project based in a rural area has far reaching implications for road travellers within and through Gloucestershire and for the local and regional economy. The link carries a high volume of traffic and is a vital segment of the Strategic Road Network (SRN). However, it exhibits unacceptably high levels of fatal and serious crashes and congestion. Partnership approach to solving this issue.

### 5.3 New Gloucester Transport Hub

Adjoining the rail station and connecting to the City Centre, the New Gloucester Transport Hub is nearing completion. The GFirst LEP, Gloucestershire Local Transport Board, Gloucestershire County, and Gloucester City Councils are investing £7.5 million into the redevelopment of a new bus station / transportation hub. Plans for the new hub include a modern, fully enclosed concourse, 12 bus bays, a manned ticket office, electronic timetable displays, a new café, and a closed-captioned television system for security. This project is vital for the ongoing regeneration of the city and to making public transport use more attractive and accessible.

### 5.4 Gloucestershire Local Cycle and Walking Investment Plan (LCWIP)

This new initiative will be rolled out across Gloucestershire in phases. The Department for Transport launched the Cycle and Walking Investment Strategy in April 2017. Phase 1 seeks to identify a prioritised list of cycling and walking infrastructure improvements which will provide the basis of future funding bids and developer delivery. Cycling focusses on sections of the countywide cycleway. Walking focusses on accessing the Cheltenham Spa station and Gloucester bus and rail stations.

## 6 Resources

Gloucestershire Local Transport Plan(LTP)

<http://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/introduction/>

The A417 Missing Link

<http://a417missinglink.co.uk/>

BUMP website

<http://www.bump-mobility.eu/en/home.aspx>

Elmbridge Court Roundabout Improvements

<https://www.gloucestershire.gov.uk/roads-parking-and-rights-of-way/major-projects/elmbridge-court-roundabout-improvements/>

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