

Stroud District Area Transport Strategy

Context

Stroud District is predominantly rural in nature. The 2007 mid-term estimate population for the District is 113,676, which is 19.2% of the County's population)¹. Approximately 60% of the District's population live in urban areas. It contains 6 distinct market towns – Berkeley, Dursley, Nailsworth, Stonehouse, Stroud and Wotton under Edge. Stroud town acts as a key service, administrative and transport centre for the surrounding semi-urban and rural hinterland. Stroud District also encompasses parts of the Gloucester urban area, namely Hardwicke to the south of Gloucester and Upton-St-Leonards to the east. The remainder of the County is mainly used for agricultural purposes and contains a number of villages and hamlets.

Stroud is generally an affluent district, but with pockets of deprivation and an ageing population. Being a largely rural district, there are issues around poor accessibility and reliance on private car use. The Stroud District Sustainable Community Strategy (2008-09) highlights the importance of accessing services, particularly by environmentally friendly means such as walking, cycling and public transport and ensuring access for all.

Vision and objectives

In transport terms the vision for the District is centred on creating viable and self sufficient communities, focussed around the key market towns in the district. These market towns will increasingly act as focal points for the rural hinterland, providing a primary means for work, school, shopping and leisure. This focus on self-sufficiency will be supported by strong sustainable accessibility links to key centres in Stroud, Gloucester and Cheltenham for wider employment opportunities.

As such, a primary goal is to reduce the need to travel, supported by more opportunities to use public transport, walk and cycle to key local and county centres. This vision of a more sustainable transport future, with a district which is more 'self sufficient' and 'self contained', will bolster the local economy, but also reduce carbon emissions by encouraging the adaptation of lifestyles to limit environmental impact.

National transport objectives	Stroud objectives
Support economic growth	<ul style="list-style-type: none"> • Provide the transport infrastructure necessary to accommodate new development and the increasing population predicted for Stroud District. • Support the local economy in Stroud District, by providing the transport and communications infrastructure necessary to support existing and new local businesses and provide access to employment for local residents.
Reduce carbon emissions	<ul style="list-style-type: none"> • Encourage the use of sustainable modes of transport in Stroud District for all means of travel.
Promote equality of opportunity	<ul style="list-style-type: none"> • Provide access to services, jobs and local facilities for all Stroud District residents.
Contribute to better safety, security and health	<ul style="list-style-type: none"> • Improve air quality and road safety in Stroud District. • Make the transport network in the district of Stroud

¹ Maiden Research Team, Gloucestershire County Council

	more resilient.
Improve quality of life and a healthy natural environment	<ul style="list-style-type: none"> • Manage the negative impacts of traffic on local communities and the natural environment in Stroud District.

Transport Policies for Stroud District

The transport network in Stroud District faces increased pressure from new developments in the Borough as well as from a general growth in traffic. If these trends were left un-addressed, this could hamper economic growth in the district, lead to an increase in carbon emissions and leave a considerable part of the population without access to services.

The following chapter describes the transport policies developed for Stroud District.

Provide the transport infrastructure necessary to accommodate new development and an increasing population

The transport network in Stroud faces increased pressure from development as well as from general growth in traffic.

This scale of future housing growth is unclear at present, but will lead to an increase in traffic and could bring the network to capacity on the strategic and local road network.

Developers will be expected to provide both hard infrastructure and soft measures to ensure that the developments are accessible by sustainable transport modes, as well as by private car.

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and mitigate the impact of the development on the highway network.

We will require developers to ensure that new development sites are sufficiently linked to the nearest existing settlements by sustainable modes of transport and are accessible for those without the use of a car.

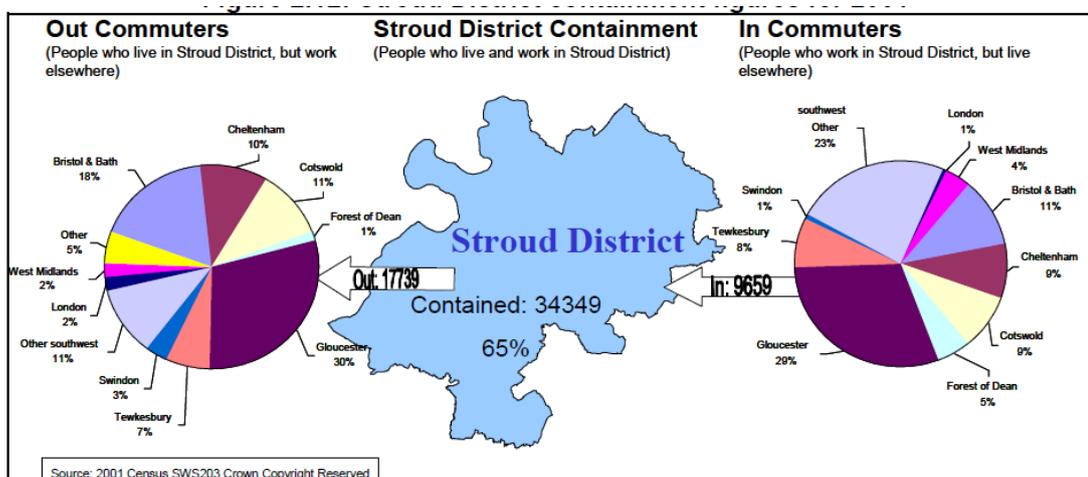
We will continue to work closely with the Highways Agency to manage traffic demand on the A38 / M5 corridor, given the projected growth in population in this area.

Provide improved transport links and manage out-commuting

Stroud experienced a “large increase in the number and length of travel to work journeys between 1991-2001”. Most of this was on increased car use whilst public transport usage barely changed for work journeys according to the Census². In 2001, the average distance travelled to work by Stroud

² Stroud District Story, 2006, Maiden

residents was 15km, compared with 13km for across England and Wales. 6,310 indicated to be working from home in Stroud district in 2001.



Stroud District containment figures for 2001

As shown in the figure above, Stroud District experiences a significant outflow of commuters (based on 2001 census data). The data shows that 30% commute to Gloucester district, with 18% to Bristol and Bath. 29% of commuters are travelling into Stroud from Gloucester. "Poor rail and bus links means most of the **17,739** out-commuters are making their journey by car"³.

It is also worth noting, however, that 65% of trips by commuters are self-contained in Stroud.

To stem the high level of out-commuting from the District, the emerging Stroud Core Strategy has indicated the need to focus upon more knowledge-based industries 'enabling greater employment opportunities for the highly skilled and well qualified working population'⁴. Importantly the Core Strategy is indicating a policy of decreasing the number of people travelling to towns and cities beyond the District for work purposes.

As such, there is a need for a policy approach which balances the need to provide sustainable links for Stroud commuters travelling to major centres in the region, and more localised links to ensure access for residents to existing and new local employment opportunities.

Developers will be expected to provide both hard infrastructure and soft measures to ensure that the developments are accessible by sustainable transport modes, as well as by private car.

³ Gloucestershire Local Transport Plan 2006-2011 (page 67)

⁴ Stroud Core Strategy Alternative Strategies Consultation, February 2010

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and mitigate the impact of the development on the highway network.

We will require developers to ensure that new development sites are sufficiently linked to the nearest existing settlements by sustainable modes of transport and are accessible for those without the use of a car.

Parking

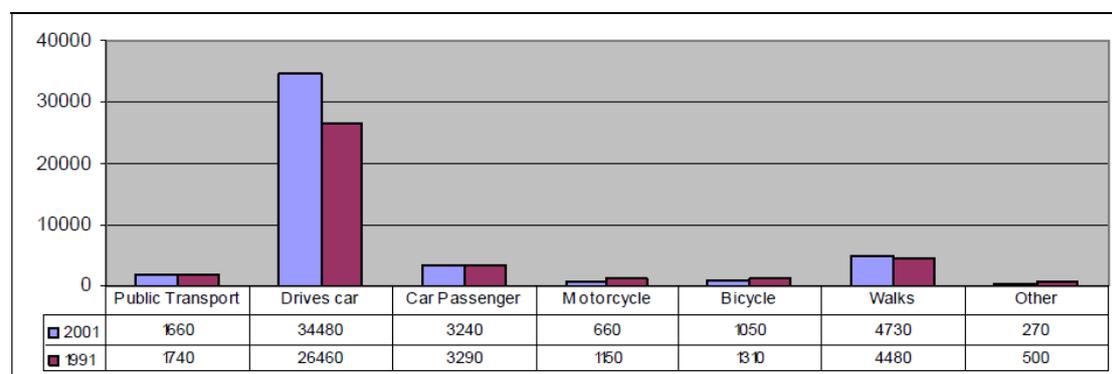
A large proportion of the towns and villages in Stroud District have indicated through parish plans and consultation that they experience local parking problems. In towns such as Nailsworth, Dursley and Wotton-under-Edge, there are noted concerns for greater public car parking for accessing the local amenities. In other small settlements within the District, inconsiderate and a lack of parking is highlighted in central and residential areas.

We will work with the District and Town Councils to implement a parking strategy that supports the local economy but discourages commuting by car.

Encourage the use of sustainable modes of transport in Stroud District

Increased housing, employment opportunities and population in Stroud District will inevitably lead to increased trips. Car use already accounts for a high proportion of commuter trips in the County – the District has a strong reliance on use of the private car.

The figure below shows the level of transport use for the various modes of transport, taken from the 1991 and 2001 census. This shows the significant dominance and increasing use of the private car by district residents. Comparatively trips by public transport, walking and cycling are very low.

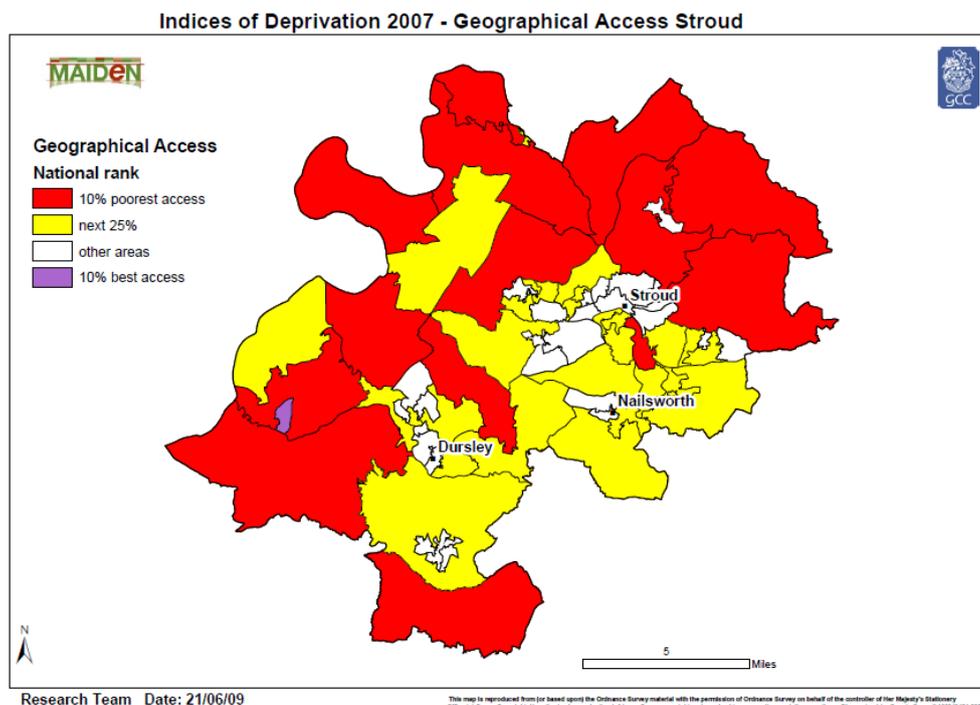


Stroud Residents Transport Use, 1991 and 2001 Census data⁵

⁵ The Stroud Story, 2006

Improve public transport provision in Stroud District

Poor public transport provision is raised in a number of the Stroud district rural parish plans developed over recent years. Reasons mentioned are the lack of any, or frequent enough, services, and/or the lack of information. There is also identified to be poor accessibility east-west through the District strategically. The LTP initial consultation indicates that in terms of tackling climate change, over 50% put 'improving bus and rail services' as their top priority⁶.



Map showing indices of deprivation for Stroud District (Maiden, Gloucestershire County Council)

In Stroud town, the bus station is located on the A46 at the lower part of the town centre. This is felt to be an accessible location for users and services, however, it is poorly integrated with the rail station in the town.

There is also scope to improve the accessibility of Cam and Dursley rail station with Cam and Dursley given that it is located 1.5 miles from Cam itself.

In addition, as shown in the trip containment figure on page 3, although a large proportion of the district travel to Bath and Bristol, the only rail station in the District is Cam and Dursley station, which is in a remote location to the main towns and villages in the district.

Further to this, with significant expansion in housing and population (both current and proposed), there is potential to locate a new rail station at Hunt's Grove on the Gloucester-Bristol line, to encourage trips by public transport.

⁶ Local Transport Plan 3 Consultation: Phase One Report, GCC, March 2010

Bus-rail integration is essential to ensure that longer distance journeys can be made by public transport. Transport hubs are proposed in Stroud to include display boards containing public transport maps, information on bus stop locations, timetables and any additional relevant information.

We will work with train operators and bus operators in the Stroud area to promote public transport services and to improve information about services for residents and employees in the Stroud District area.

We will work with Stroud District Council and the bus and train operating companies to improve access to and facilities at Stonehouse, Stroud and Cam & Dursley Stations, including information and car parking.

Improve walking and cycling

Based on the 2001 census, only 2% of the population aged 16-74 cycle to work (KS15 Travel to Work: Census 2001, Key Statistics for urban areas)⁷. In comparison to wider areas this indicates:

Stroud District	2.00%
Gloucestershire	4.18%
SW Region	3.34%
England	2.83%

There are two sustrans cycle routes through the District:

- Route 41 – passing Berkeley, Frampton on Severn, Saul, Gloucester
- Route 45 – passing Saul, Stonehouse, Stroud, Nailsworth, Cherington

Route 41 runs north-south between the M5/A38 corridor and the River Severn and links only small communities, whilst Route 45 is a spur off Route 41 and follows the A419 and A46 from the M5 along valley routes to link up Stonehouse, Stroud and Nailsworth before heading eastwards⁸.

Promoting and encouraging utility cycling in the District is a challenge given the generally hilly terrain. However, there is scope within flatter development areas and via valley routes to increase cycle journeys in the District for work, school and shopping trips.

Walking and cycling has significant potential in the District when recognising that approximately a third of all journeys to work are less than 5km and almost half are less than 10km. In addition, the anecdotal demand for cycle parking at Cam and Dursley and Stroud stations indicates the potential to encourage cycling for part journeys by train.

There is scope to improve cycle conditions in the District, based on a combination of road-based and off-road facilities. There is an increased desire to commute by bicycle from the local community in Stroud, including cycling groups and other interested organisations such as schools.

⁷ Stroud District Council Cycling Strategy final report, Cycling England, July 2008

⁸ Stroud District Council Cycle Strategy Final Report, July 2008

Work is being commissioned by Stroud District Council, in collaboration with Gloucestershire County Council and other key stakeholders, to establish commuter / utility cycle routes between key towns, villages and employment areas in the District. This will lead to proposed infrastructure improvements along each of these key routes, for which future funding will be sought.

In terms of trips on foot, aside from the promotion of walking to replace short car trips, there is scope to improve pedestrian conditions and pedestrian priority in key centres in the towns and villages in Stroud district. As raised in Chapter 4, there are already schemes planned or proposed to improve the pedestrian environment in the centres of Stroud, Stonehouse, Dursley and Berkeley.

Further to this, there is scope to build upon the success of 'Trip Switch' project. *"The primary aim of Trip Switch is to encourage people of the Stroud District area to decrease sole occupancy car travel in favour of more sustainable travel options, such as walking, cycling, public transport and car share. In so doing, the benefits are expected to be an increase in community resilience against environmental and economic challenges such as Climate Change and declining fuel reserves (Peak Oil)."*

The 2009 project included the following:

- Week 1 – Low Gear Use Week (parents / staff)
- Week 2 – Public Transport Week
- Week 3 – National Bike Week
- Week 4 – Low Carbon Week

Research has been undertaken to evaluate travel behaviour in the three English Sustainable Travel Towns (STTs), namely Darlington, Peterborough and Worcester. The towns shared £10 million of revenue funding between 2005 and 2008 to support the delivery of schemes to promote walking, cycling, public transport and car sharing.⁹

The research has indicated that in terms of personal travel behaviour in the three Towns there has been:

- Reductions in car-as-driver trips of between seven and nine percent;
- Increases in walking trips of up to 14%;
- Increases in cycling trips of up to 113%¹⁰;
- Increases in bus use of up to 35%; and
- Increases in time spent travelling by active modes (walking and cycling) of up to 16% (or an additional 16 hours per person per year).

This demonstrates the sheer scope in the potential transfer of trips from marketing schemes and their merits for further application in Stroud District.

⁹ Travel behaviour research in the Sustainable Travel Towns, Social Data and Sustrans, June 2009

¹⁰ The 113% increase in cycling trips was observed in Darlington, which received funding through the 'Cycling England' Cycling Demonstration Towns programme in addition to its STT grant.

We will support funding bids for the development and implementation of marketing schemes in Stroud District which aim to encourage travel by more sustainable means such as walking, cycling public transport and car sharing.

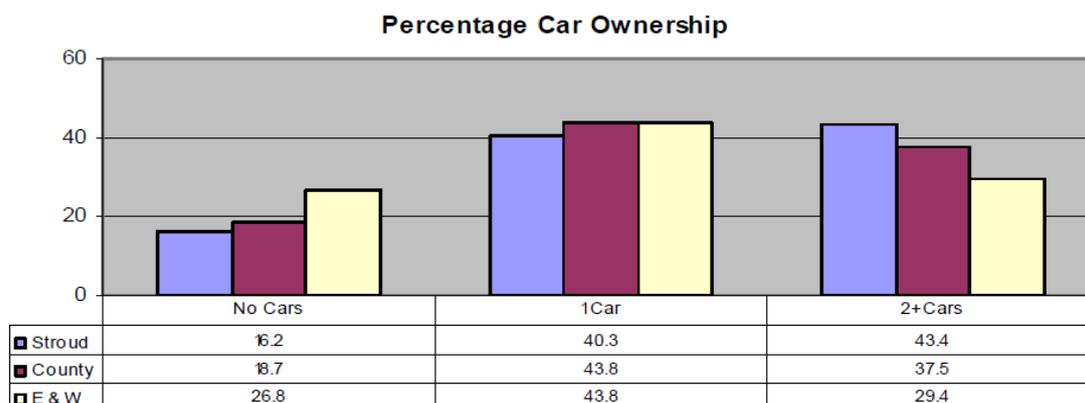
We will also encourage more people to walk and cycle as part of their daily routine through improved information provision, improving road maintenance and safety and working with third parties such as Sustrans to obtain funding to extend and improve the National Cycle Network.

Provide access to services, jobs and local facilities for all Stroud residents

From the 2007 ONS mid-year estimates, Stroud district has the highest number of people aged 50+ of all Gloucestershire Districts at 43,500.

As reflected at a County and National level in general, based on 2006 projections, the 65+ population in Stroud District would increase from 19,050 in 2001 to 27,950 by 2026¹¹. As such, the District has a significantly ageing population, which will result in increased reliance on access to key services such as hospitals or care services by non-car means.

Car ownership in Stroud District is quite high, with 16.2% of the District's residents owning no car, compared to 18.7% for the County and 26.8% for England and Wales. This reflects the fact that the District has a high number of car users compared with the use of other transport means.



Percentage of car ownership in the County¹²

Although car ownership is significant in the District, there are still 16% of residents, based on the census figures, who may require accessibility by other means of travel.

¹¹ Stroud District Story, 2006, Maiden

¹² The Stroud Story, 2006 (taken from census data, 2001)

We will work with public transport and community transport operators to establish a network of public transport services on strategic routes between the market towns in Stroud District and Gloucester, supported by rural bus services, community transport services and taxis to maintain accessibility in rural areas.

Improve air quality and road safety in Stroud District

Road safety in Stroud District

The need to reduce the number of people killed or injured on our roads was expressed as a top priority by a large majority of respondents to the initial LTP consultation.¹³

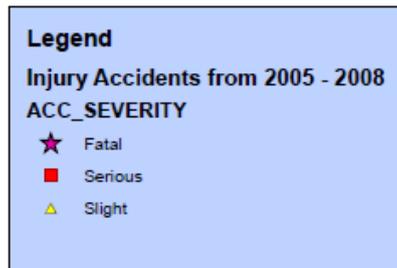
The map below provides an overview of KSI accidents in the district from 2005-2008. Based 2007 data, Stroud district had the highest number of 'all severity' accidents across all of Gloucestershire's districts with 415 (of all severities)¹⁴. In 2007, Stroud also had the highest incidence of Powered Two Wheeler casualties of all Gloucestershire districts, and the highest car passenger casualties.

In terms of trends, casualty numbers of all severity types have broadly remained in the same ballpark for the last 5 years, peaking at 447 in 2005. Across Gloucestershire, the general trend in the last few years is a decline in casualties across the County.

¹³ Local Transport Plan 3 Consultation: Phase One Report, GCC, March 2010

¹⁴ Casualty information bulletin 2007, Accessed from:

<http://www.gloucestershire.gov.uk/index.cfm?Articleid=18571> on 02/03/09



Injury accidents in Stroud District – 2005-2008

Speeding traffic is also a common theme mentioned in the Parish Plans in the District which needs to be addressed. Plans have suggested measures such as reduce speed signs, 20 mph zones and physical traffic calming measures.

Subject to funding, we will identify road safety hot spots and continue countywide education and enforcement programmes targeted at young drivers, motorcyclists, alcohol and drug related driving

Stroud air quality

Stroud District Council has been conducting its Review and Assessment of air quality since 1996. Following the last review in 2009, it was evident that as in

the past, the only air quality objective of concern is Nitrogen Dioxide (NO₂) from traffic emissions¹⁵.

There are currently no designed Air Quality Management Areas (AQMAs) in Stroud District. Further to this, the assessment identified that one location from the diffusion tube network – Cainscross, Stroud – has been identified as a potential location of exceedance for NO₂. The current location of the diffusion tube is on a traffic island within a roundabout complex, and is not therefore representative of relevant exposure. This location is being reviewed and changed as necessary.

Another potential location of concern is the High Street in Painswick. This location exhibits all the characteristics of a canyon with residential property each side and very slow moving traffic. Stroud District Council monitor NO₂ at this location with a diffusion tube but, as yet, the location does not exceed limits for NO₂.

We will continue to liaise with Stroud District Council on the review and assessment process.

Make the transport network in Stroud district more resilient

Flooding events and major traffic incidents can have a significant effect on the operability of the transport network. The major July 2007 floods, which significantly affected Gloucestershire, demonstrated the vulnerability of the transport network.

In particular in Stroud, a major traffic incident on the M5 between Gloucester and Bristol for example, can cause major traffic problems on the A38 alongside it.

Appropriate measures should be maintained and developed to minimise disruption to the transport network during unusual events such as those described above.

We will continue to work with other agencies to provide a co-ordinated approach to flood alleviation and to ensure that structural maintenance schemes follow the latest guidance on highway drainage.

¹⁵ Air quality – Stroud District Council: Updating and Screening Assessment, June 2009

Manage the negative impacts of traffic on local communities and the natural environment in Stroud District

Improving the built environment in towns and villages, addressing the negative effects of through traffic

A number of parish plans in the District raise the issue of too much traffic in their village and town centres, and problems of speeding traffic and HGVs.

In particular, through traffic in many of the small towns and villages in the District can cause localised congestion and potential air quality issues. In addition, tourist traffic can also cause localised problems in some of the historic and pretty towns and villages in the District. Associated with this, a lack of car parking capacity can cause vehicles to park in inappropriate locations, causing problems on the highway.

Many of these centres are not designed to cope with these sorts of traffic flows and therefore appropriate highway improvement and public realm schemes may be required to mitigate such problems. In addition, measures which encourage local residents and visitors to travel by walking, cycling, public transport and car sharing, where feasible, for specific trips would also help tackle the problems experienced.

We will support funding bids for urban realm improvement schemes in the district's towns and villages if they are proven to deliver evident transport benefits, such as making the environment safer for local residents.

Protecting the natural environment

Half of the district lies within the Cotswold Area of Outstanding Natural Beauty (AONB)¹⁶. The figure below shows the extent of the AONB area in the County; it is the largest of 40 AONBs in England and Wales. 11% of the area is contained within the District. The Cotswold Way also weaves through the district, passing the towns and villages of Painswick, Stroud, Dursley and Wotton-under-Edge.

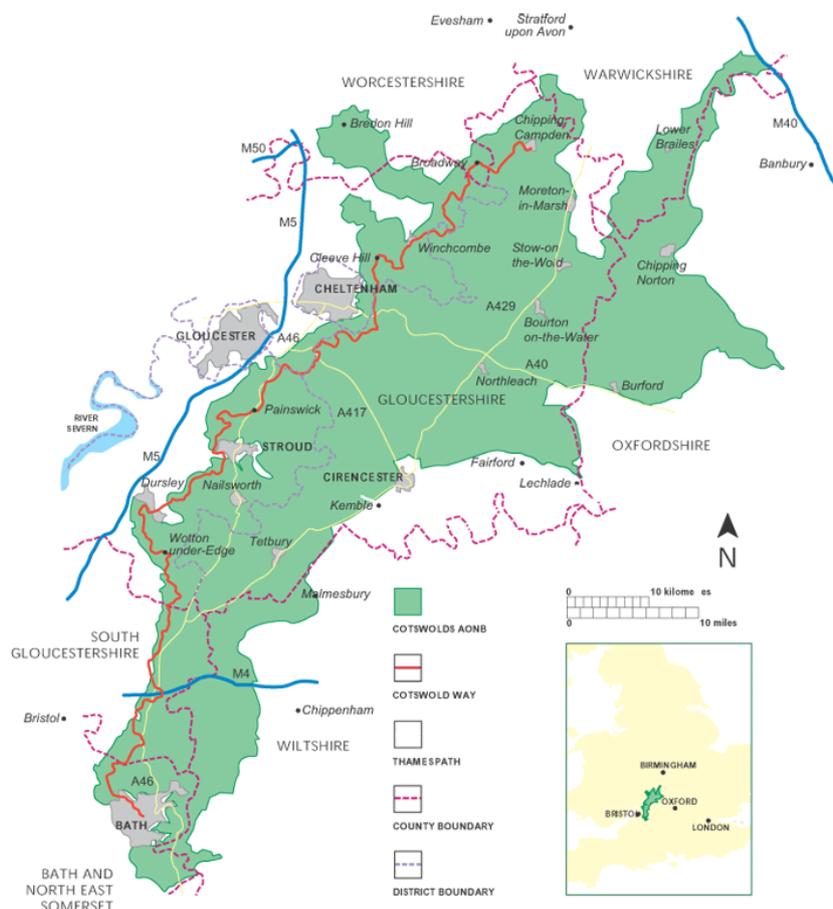
The AONB is managed by the Cotswold Conservation Board. The Board has developed a position statement on transport¹⁷. Of particular relevance, this statement highlights:

- The high level of outcommuting and car ownership, with increasing traffic volumes on major rural routes.
- Ease of access by car with the triangular network of the M40, M5 and M4 and the dualled A417.
- The resulting peak hour congestion, noise and visual disturbance close to major routes.

¹⁶ Stroud Core Strategy Issues and Options discussion paper, 2009

¹⁷ <http://www.cotswoldsaonb.org.uk/?page=PositionStatements>

- The need for traffic calming measures to make rural lanes and roads safer for walker, cyclists and horseriders.
- The need to encourage greater bus use in the AONB area to reduce the impact of car traffic.



Cotswold Area of Outstanding Natural Beauty (AONB)¹⁸

The District is also bordered by 42 kilometres of Severn Estuary coastline and is open to the sea via Sharpness Docks. The Severn Estuary and its foreshore is an internationally recognised wetland and wildfowl habitat.

The Severn Estuary Partnership is an independent, estuary-wide initiative led by local authorities and statutory agencies who work with all those involved in the management of the estuary. The Severn Estuary Strategy was launched in 2001 after several years of work developing consensus and agreement. It now provides a strategic management framework¹⁹.

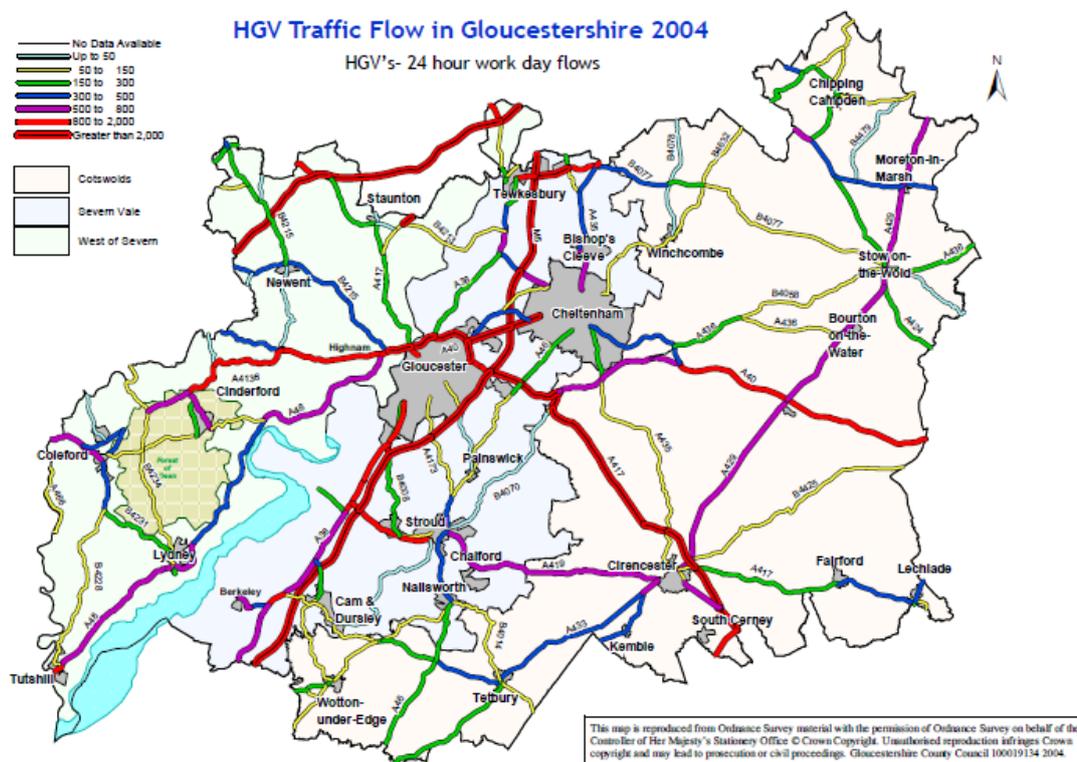
Reducing the impact of Heavy Goods Vehicles (HGVs)

¹⁸ Available from the Cotswold AONB website at:

<http://www.cotswoldsaonb.org.uk/?page=Map>. Accessed on 03/03/10.

¹⁹ Severn Estuary website at: <http://www.severnestuary.net/> Accessed on 03/03/10.

Heavy Goods Vehicle traffic can have a significant effect on local communities, particularly in rural areas, especially where lorries are using inappropriate routes for access. The figure below provides an indication of HGV flows across Gloucestershire (based on 2004 data).



Heavy Goods Vehicle flows in Gloucestershire, 2004

To manage the effects of HGVs in the County, Gloucestershire County Council has established a Lorry Management Zone in the Cotswolds. The initial zone represents an area bounded by the M5 to the west, the A429 to the east, the A40/A436/A417 to the north and across Minchinhampton Common, running largely parallel with the A419 to the south. Legitimate routes for HGVs to complete through and local journeys are designated as the: A417, A419, A436, A40, A429 and the A46 south of Stroud.

Specific to Stroud District, Sharpness is the County's main port and also has an existing railway connection with the Birmingham to Bristol line. There is scope to make use of this connection to provide more sustainable means of freight transfer from the Docks, and reduce the impact of HGVs in the area.

Stroud to Gloucester canal may have potential for canal side waterway freight activity. The restoration of the Stroudwater canal also provides scope movement of freight by water and therefore reduce the impact of HGVs on the highway network.

The Lorry Management Zone will be monitored until April 2011 to determine whether it has reduced the number of HGVs transiting through the Cotswolds using inappropriate routes.²⁰ A decision will then be made on whether to continue the LMZ.

We will also maintain a number of Lorry Information Boards that display the County's Advisory Freight Route Map.

Transport Issues and Policies

Headline Issues

10.29 The transport issues for Stroud are:

- Regeneration of Stroud and the severance effect of traffic around the town centre;
- The effect of heavy goods vehicles in Stonehouse and on the B4008;
- Poor frequency and reliability of rail services between Stroud, Stonehouse and the rest of the rail network;
- Highway maintenance;
- Access to services, especially in rural areas.

Key actions and policies

10.30 The following table identifies the main transport actions and policies developed specifically for Stroud District. Other policies in the LTP that are countywide, will also apply to the Stroud District but are not mentioned here.

We will require developers to ensure that the necessary transport infrastructure is provided to accommodate housing growth and the forecasted increase in population.
We will continue to work closely with the Highways Agency to manage traffic demand on the A38 / M5 corridor, given the projected growth in population in this area.
We will work with Stroud District Council (SDC) and town and parish councils to develop a Stroud parking strategy.
We will work with SDC and town and parish councils and interest groups to develop and implement a cycling strategy for Stroud District for adoption within Stroud's Local Development Framework.
We will identify means to reduce the level and impact of Heavy Goods Vehicles (HGVs) in Stroud District, in a way which is not detrimental to the

²⁰ <http://www.gloucestershire.gov.uk/lmz>

local economy.
As a member of the Stroud Concordat, we will work with the group to explore the feasibility of traffic management and transport-based schemes proposed by the public realm strategy.
We will continue to work with SDC and Stonehouse Town Council to improve conditions for pedestrians within the town centre and surrounding residential areas.
We will continue to work with SDC, Dursley Town Council and Vale Vision to improve conditions and accessibility for users of Dursley town centre and surrounding residential areas.
We will continue to work with SDC and Nailsworth Town Council to improve conditions and accessibility for users of Nailsworth centre and surrounding residential areas

The implementation plan includes the detail of major and large schemes. Smaller safety and maintenance schemes will be included in the programme of works to be reviewed each year but are not individually listed in the LTP.

Our plans for 2011-14

The following table summarises the planned LTP3 programme for 2011-14.

County Council (GCC) and Partnership schemes

Scheme Name	Area	Category	Funding Sources
School Travel Plan Support	Countywide	Accessibility/Carbon reduction	Area based grant
Workplace and leisure Travel Plans	Countywide	Accessibility/Carbon reduction	GCC/Area based grant
Improvement and adoption of Stonehouse to Nailsworth Pedestrian & Cycle Path	Stroud	Accessibility	GCC & Sustrans
Various Safety Schemes in the Stroud District Council area	Stroud	Safety	GCC

Developer and third party funded schemes

Scheme Name	Area	Category	Funding Sources
Re-instatement of Rail access to Sharpness Dock	Stroud	Accessibility	Third Party
Cross Keys roundabout signalisation	Stroud	Accessibility	Developer
A38 Waterwells roundabout capacity	Stroud	Accessibility	Developer

improvements			
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Our plans for 2014-19

For 2014-19, the following programme of schemes is proposed, subject to further review as part of the LTP3 Review in 2013/14.

GCC and Partnership schemes

Scheme Name	Area	Category	Funding Sources
Quality Bus Corridor: Stroud-Gloucester	Stroud	Accessibility	DfT/GCC

Developer and third party funded schemes

Scheme Name	Area	Category	Funding Sources
Stroud Town Centre Public Realm Improvements	Stroud	Quality of Life	Third Party/Developer

Our plans for 2019-26

The 2019-26 programme, listed below, contains only those major schemes that are identified as being necessary to support LTP3 objectives, but which are considered to be undeliverable, either for financial or for other delivery reasons, prior to 2019. These schemes will be reviewed as part of the LTP3 Reviews planned for 2013/14 and for 2018/19.

GCC and Partnership schemes

Scheme Name	Area	Category	Funding Sources
Area wide Individualised Travel Marketing	CSV	Carbon Reduction	GCC & Third Party
Cycling Schemes in CSV	CSV	Carbon reduction	GCC /Developer /Thirdparty
Corridor based Individualised Marketing Projects	CSV	Carbon Reduction	GCC & Third Party

Developer and third party funded schemes

Scheme Name	Area	Category	Funding Sources
Hunts Grove Railway Station	CSV/Stroud	Public Transport	Developer/Third Party

For Further Information

This strategy form part of Gloucestershire's Local Transport Plan (LTP3) and should be read alongside and with reference to the main LTP3 Document.

For further information, please visit www.gloucestershire.gov.uk/LTP3 .