



LOCAL TRANSPORT PLAN REVIEW

December 2014

FEEDBACK FROM STAKEHOLDER WORKSHOPS

AUTUMN 2014

Version	1.0
Last Revised	December 2014
Review Date	Ongoing
Category	Strategic Infrastructure
Owner	Ben Watts
Target Audience	Anyone wishing to obtain information on Gloucestershire County Council's Local Transport Plan consultation process

GLOUCESTERSHIRE COUNTY COUNCIL

Local Transport Plan Review

December 2014

Feedback from stakeholder workshops

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Signed
1.0		Agreed document	08/01/15	BW

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1.0 Introduction

In response to feedback received by Stakeholders at the Information Sharing event in July 2014 a revised consultation strategy was developed for the Local Transport Plan (LTP) Review which included a series of stakeholder workshops held during the autumn 2014.

This document sets out the headlines from those workshops alongside the secondary documents which form part of the wider evidence base to inform the development of the Connecting Places Strategies (CPS). A public consultation on the Local Transport Plan Review including details of the Connecting Places Strategies is planned for spring 2015.

Please note that the information provided within this summary document does not provide a definitive record of everything which was discussed at the consultation events and are not representative of the views of Gloucestershire County Council, Atkins or Harris Ethical. It is simply a collation of the frequent ideas/suggestions/issues which stakeholders at the workshops shared with the facilitation team.

2.0 Workshops

During October and November eight consultation workshops were held at locations throughout the County. 160 stakeholders attended representing 105 different organisations. The majority of these who attended were either County or District Councillors or representatives of Parish and Town Councils. **Figures 1 and 2** illustrate the attendance at each workshop in addition to the type of organisation they represented.

For more information on the process used to inform the CPS's please refer to the Connecting Places Strategy Methodology Statement available on the County Council's website.

Figure 1 – Stakeholder attendance at workshops

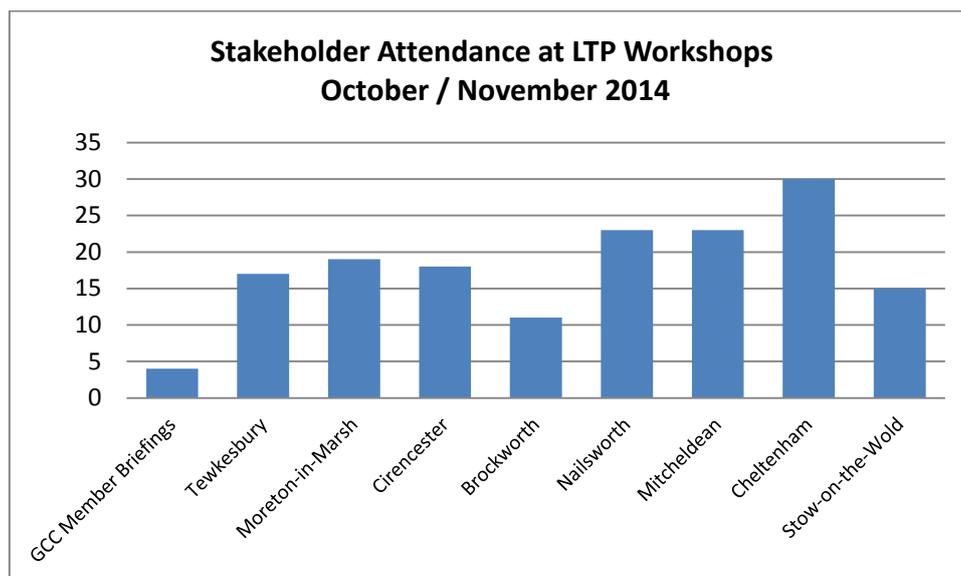
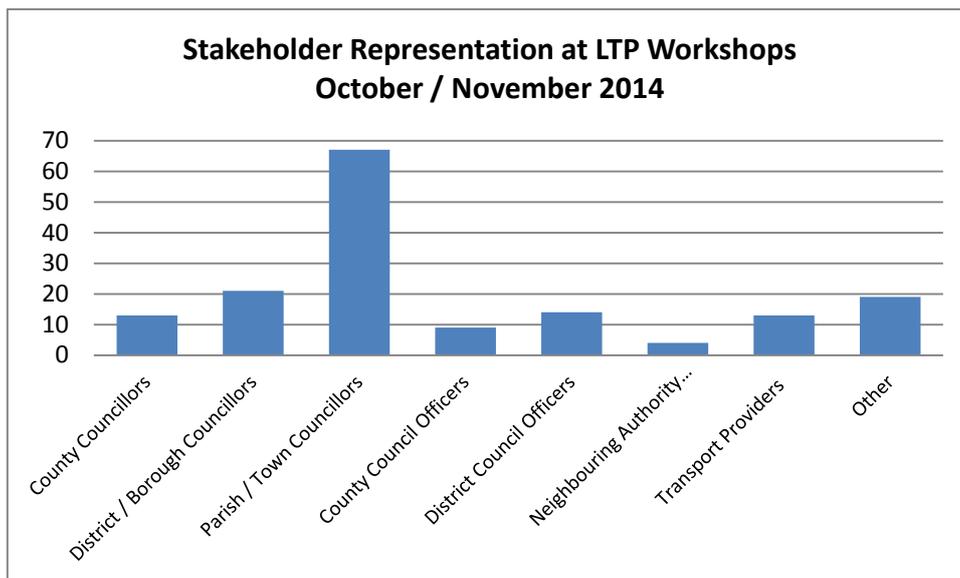


Figure 2 – Stakeholder representation at workshops



Each workshop began with a brief explanation regarding the shift in emphasis within the LTP from transport being considered only in terms of its operation to transport's role as an enabler to improve the quality of place and enhance Gloucestershire's potential for its residents and local businesses.

Each session was highly interactive with stakeholders given the opportunity to discuss their existing 'issues' with transport before being invited to share their 'ideas'. This was considered in the context of the local Connecting Places Strategy (CPS) areas (see Appendix A), before countywide and out of county travel were considered. 803 issues were raised and 712 ideas were generated and feedback on the workshops has been very positive.

Section 3 of this report outlines the feedback from each workshop along alongside the related secondary documents.

3.1 Tewkesbury 3rd October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Tewkesbury	<ul style="list-style-type: none"> Improved access to shops within Tewkesbury town centre through the improvement of parking capacity/park and ride facility located off Junction 9. Use of technology to manage congestion on key trunk roads around Tewkesbury; in particular the A46 between Junction 9 and Aston Cross and the A38 between Gloucester and Tewkesbury Reduce congestion around the M5 Junction 9 Sustainable and ecological schemes Improved cycling and walking routes from peripheral settlements (such as Ashchurch and Twynning) into Tewkesbury town centre and places of work, through the conversion of disused railway lines and/or working alongside land owners to upgrade existing public rights of way into a mixed cycle/ pedestrian route. New developments to provide sustainable travel options for new and existing residents. Improve Ashchurch for Tewkesbury station – frequency, facilities and access to and from the station. Improve the bus services to rural towns and villages- Winchcombe, Bishops Cleeve, Woodmancote. Completion of the Tewkesbury ring road Flood protection and quality infrastructure on new developments Improving the road infrastructure and reducing congestion to eliminate the problem of ‘rat runs’ through smaller villages in the corridor. <p>Neighbouring Councils Feedback on the LTP <i>Warwickshire</i></p> <ul style="list-style-type: none"> <i>Warwickshire CC has identified a significant growth hub along the A46 around Warwick and Coventry (between M40 and M69). The section of the A46 within Worcestershire and Gloucestershire is part single carriage and viewed providing issues (particularly in Ashchurch) for longer distance traffic=</i> <i>Warwickshire CC has no plans to review their LTP at this stage.</i> <p>Neighbouring Councils Feedback on the LTP <i>Worcestershire</i></p> <ul style="list-style-type: none"> <i>Worcestershire CC is supporting the approach of working with satellite navigation companies to illustrate preferred freight routes.</i> <i>Worcestershire CC approach to encourage model shift the ‘Choose how you move’ campaign in Redditch is a success. They confirmed the switch to electronic materials moving forward and highlighted the importance of creating apps for live travel reports and information on alternative routes.</i> <i>Worcestershire CC does plan to provide an update as their District based Local Plans have now advanced to a stage where a detailed implementation plan can be produced.</i> 	<p>SEP</p> <ul style="list-style-type: none"> Congestion at A46 and junction with M5 <p>LTP Evidence Base</p> <ul style="list-style-type: none"> Cycle routes limited between Tewkesbury and Cheltenham Congestion hotspots at A38/A4019 junction and A438 (M5 to Shannon Way) Gap in rail services and potential upgrade to Ashchurch station to accommodate growth aspirations including increase in car parking spaces Health quality indicators where area is worse than England average Pockets of income and overall deprivation JCS strategic allocation at former MoD site and land south of Alexandra Way Business case to upgrade M5 J9 to support future growth Junctions on M5 identified for development in LEP growth strategy Winchcombe has limited public transport access to vocational education providers <p>Tewkesbury Borough Plan</p> <ul style="list-style-type: none"> Concern about capacity of existing infrastructure to deal with further development Seeks to support a transport system that is balanced in favour of sustainable modes <p>Winchcombe with Sudeley Draft SEA scoping document</p> <ul style="list-style-type: none"> Want improved public transport for leisure and tourism Good access to public transport, cycling and walking facilities 	<p>Validated themes</p> <ol style="list-style-type: none"> Congestion along the A46, at Junction 9 on the M5 and along the A38 Cycle routes limited between Tewkesbury and Cheltenham Gap in rail services and potential upgrade to Ashchurch station to accommodate growth aspirations. Limited public transport access to and from rural areas within the Tewkesbury Corridor. E.g. Winchcombe and Bishops Cleeve. Improve the public transport network beyond Tewkesbury, Gloucester and Cheltenham. <p>New Themes</p> <ol style="list-style-type: none"> Cycle routes beyond the main urban areas are poor- connecting villages and rural areas to main shops and services. Make better use of technology to manage congestion Rural roads used as ‘rat runs’ as a way of avoiding congestion leading to road safety issues. New developments to provide a sustainable transport network connecting new developments to retail, services and employment. Park and Ride off of the M5 – addressing parking capacity in town and promotes sustainable tourism.

3.2 Moreton-in-Marsh 7th October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
<p>Moreton-in-Marsh</p>	<ul style="list-style-type: none"> • Improve access to key health services in Cheltenham and Gloucester through the implementation of improved bus services/community transport schemes to tie into early appointment times. • Improve access to the public transport network in rural settlements within the North Cotswold Corridor. • Provide integrated transport information- e.g. community bus services, stagecoach, carshare, real time bus information- to improve confidence the public transport network. In essence making sense of all public transport that is available to the North Cotswold corridor through one user-friendly interface. • Improve management of freight on smaller roads within the North Cotswold corridor through a combination of enforcement and working alongside freight distributors with sat nav technology. As well as working alongside neighbouring authorities. • Work alongside developers to ensure that new housing development within the North Cotswold cater for the higher demand for public transport. • Work alongside developers to ensure that safe footpaths and cycle paths connect housing development to local shops and services. • Improve broadband connections to enable people to work from home • Make use of disused railway lines as cycle paths to connect urban centres whilst also drawing upon bike tourism and helping to preserve the natural environment and addressing road safety concerns. • Ensure safe cycle and pedestrian routes connecting residential areas to local schools to encourage children to access school in a sustainable and healthy manner. • Much better directional signage to parking areas required. • Address the demand for increased parking capacity to support market towns. • Recognise the reliance on the car within the rural areas and work upon the encouragement of electric cars through the installation of electric charging points- to be used by bikes as well as cars. • Improving the rail network out of county as well as in county travel such as between Worcester, Ashchurch and Gloucester. <p>Neighbouring Councils Feedback on the LTP <i>Oxfordshire</i></p> <ul style="list-style-type: none"> • <i>Freight, Oxfordshire are looking at applying weight restrictions in Chipping Norton and Burford. Signage would then encourage access to Evesham via the A40 and A429 / A424. This will be an impact to the community at Bourton-on-the-Water / Stow-on-the-Wold and potentially Moreton-in-Marsh.</i> • <i>Freight Gateway Scheme</i> 	<p>CPS Profiles</p> <ul style="list-style-type: none"> • Concerns with freight on A44/A429 • Pinchpoint in Moreton at railway bridge • A429 (Fosse Way) is a road safety concern with speeding traffic • Improved rail links to Kingham station and long term aim of reopening Chipping Campden station (subject to rail strategy review) <p>Evidence Base Review</p> <ul style="list-style-type: none"> • Tourist related traffic congestion in Bourton and Stow • Impact of Oxfordshire de-priming the A44 which could affect local communities in the North Cotswolds by pushing vehicles onto less suitable routes • Interchange between bus and rail likely to be a future opportunity, potentially including development of bus services for Oxford and London • Poor access to rail stations • Road deaths in District higher than national average • Tourist activity can constrain parking availability in towns • Poor journey times to access academic and vocational learning opportunities <p>GRCC Parish/Community Led Planning Database General call from parishes for an improvement in bus services</p>	<p>Validated Themes</p> <ol style="list-style-type: none"> 1. Poor access to rail stations. 2. Road safety issues for motorists and cyclists along A429. 3. Freight management on the A44/A429/A40 4. Parking capacity in the Market towns- Bourton, Stow and Morton. 5. Poor journey times to access academic and vocational learning opportunities. <p>New Themes</p> <ol style="list-style-type: none"> 1. Poor journey times to access health services to make early appointments. 2. Social isolation due to poor rural public transport facilities. 3. Supporting the movement towards electric cars and bikes. 4. Improve broadband connections to enable work from home. 5. Ensure developers provide sustainable travel networks to key shops, services and employment. 6. Improvements to the rail network out of county as well as in county to Worcester, Ashchurch and Gloucester 7. Impact of Oxfordshire's freight strategy on the A40/A429/A424 and to the towns of Bourton, Stow and Moreton. 8. Oxfordshire are participating in the Freight Gateway Scheme. 9. Real time passenger information 10. Freight Gateway Strategy.

3.3 Cirencester 8th October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Cirencester	<ul style="list-style-type: none"> Increase pedestrian access- Waitrose/hospital roundabout; between college/university; amphitheatre/Sheep Street and Market Place. Map routes to be agreed for specific developments. Use of traffic management to achieve lower speed limits. Improve car parking capacity in town centres and promote car sharing. Use weight restriction to protect Cirencester town centre. Work alongside freight operators to manage freight routes- e.g. through Sat Nav. Make use of disused railway lines and greenways to connect towns and villages to one another and to connect to the wider public transport network e.g. Kemble train station. Modernise facilities and access to Kemble station which currently acts as a key hub for train travel out of the county. The A417 missing link at the Hot Air Balloon round about. Management of motorists using the A417 as a cut through between the M5 and M4. Promote sustainable tourist travel throughout the AONB through the completion of coherent cycle and walking routes which provide safe access (through the use of bridges or subways) to and from key destinations. Park and Ride/Park and Stride to reduce need for town centre parking and congestion. Lack of public transport matching growth within the South Cotswolds- improve rural to town bus frequency- Fairford, Tetbury, Kemble <p>Neighbouring Councils Feedback on the LTP <i>Swindon Borough Council</i></p> <ul style="list-style-type: none"> <i>The A417 Missing to Link to improve employment growth within the Borough including Honda</i> <i>The re-doubling of the rail line at Kemble – with improved inter-city services – although mixed opinion regarding new stations within Swindon and Wiltshire</i> <i>Significant levels of existing commuting to Swindon from county</i> <i>Some out commuting from Swindon to higher education facilities</i> <i>There are a number of infrastructure projects to improve pinch points within the network including junction (White Hart junction) improvements on the A420 / A419 to the M4.</i> <i>Funding is also been made available for sustainable travel packages including a green bridge over the A419.</i> <i>They also have plans for a rapid transit scheme between their new strategic allocations (bus priority schemes)</i> 	<p>CPS Profiles</p> <ul style="list-style-type: none"> HGVs using A417 Significant employment expansion at Swindon and also links with London commuting Desire to improve sustainable transport links from Kemble Station to Cirencester <p>Supplementary Planning Document</p> <ul style="list-style-type: none"> Castle Street in Cirencester has high levels of illegal on-street parking which obstructs traffic and causes localised congestion On-street parking along Black Jack Street causes vehicles to mount and drive along footway Cirencester suffers from relatively high traffic levels, the impact of which is accentuated by narrowness of streets and poor pedestrian and cycle facilities Cricklade Street/Market Place – existing traffic calming and regulations restricting access fail to deter all vehicles from entering 'A' class ring road presents intimidating barrier for pedestrians and cyclists – proposal that NMUs should be segregated from ring road Rationalisation of speed limits needed to improve conditions for cyclists alongside creating a network of meaningful cycle routes and linkages National Express service should stop at Market Place to allow for better interchange – also long distance coach services need to terminate in the same location as local services Improved passenger waiting facilities at bus stops near Parish Church Significant amount of traffic passing through town due to rat running <p>Cotswold Cycle Strategy (around Cirencester)</p> <ul style="list-style-type: none"> Lack of connected routes / Lack of cycle parking Difficult crossings to important destinations Traffic speeds and driver behaviour a concern Poor road surfaces / Poor signage of cycle routes Lack of awareness of the health and social benefits of cycling Traffic congestion in town centre Personal injury accidents for vulnerable road users (26% involving pedestrians and 22% cyclists) <p>Evidence Base Review</p> <ul style="list-style-type: none"> Poor access to rail stations, particularly by public transport Pockets of income and overall deprivation in Cirencester and wider area cause by geographical barriers reflecting sparseness of service and public transport provision Looking to address car parking capacity issues in Cirencester Need to encourage sustainable access to tourism Improving sustainable transport offer in Cirencester <p>GRCC Parish/Community Led Planning Database</p> <ul style="list-style-type: none"> General call from parishes for an improvement in bus services 	<p>Validated Themes</p> <ol style="list-style-type: none"> Cycling – lack of connected routes, lack of parking, busy road creating intimidating barriers for cyclist and pedestrians to cross, rationalisation of speed limits needed to improve conditions for cyclists. Access to train stations – lack of public transport available into and out of train stations. Improve public transport throughout the rural parishes. Increase car parking capacity in Cirencester. Freight control on roads throughout the Cirencester corridor- e.g. A417. Protect Cirencester from high traffic levels and freight. A417 missing link. Control 'ray running' through villages <p>New Themes</p> <ol style="list-style-type: none"> Park and Ride/Park and Stride for Cirencester to preserve the town environment. Making use of improving technology to better manage Freight e.g. Sat Nav Developing sustainable tourism through an integrated sustainable transport network. Improved inner-city rail services available from Kemble rail station. Improve road safety for cyclists through traffic speeds and driver behaviour.

3.4 Brockworth 9th October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Brockworth	<ul style="list-style-type: none"> • Encourage active travel to improve health • Reduce speeds around Gloucester Business Park • Increase the number of walking and cycle route through Gloucester- which in turn will help in encouraging active travel to improve health. • Improve public transport services available to new housing developments. • New bus and HGV lanes on key congested routes needed/ enforced high occupancy vehicle lanes. • Address the challenges of ageing population and potential social exclusion particularly in peripheral settlements within the CSV corridor. • Ensure that new developments plan and consider a sustainable transport network to meet the demands of new residents- e.g. bus routes, cycle and pedestrian paths to key shops, services and employment sites. • The challenge facing motorist in terms of peak hour congestion along key routes into and out of Gloucester and Cheltenham- A48/A40/A417. • Address the challenges of increasing Gloucester and Cheltenham's economy whilst simultaneously managing the increasing volume of freight on the road network- not just HGV's but also LGV's- potentially through increasing the availability to use rail as a means of transporting goods throughout Gloucestershire. • Producing a comprehensive cycle network which joins not only the centre of Gloucester and Cheltenham but also key employment sites around and between which will enable cyclists to travel safely and directly from home to work. • Minimise the levels of congestion on the A48 at Over through improving the public transport network and building new road infrastructure such as a bridge south of Over connecting the Forest to Gloucester. 	<p>CPS Profiles Known delays:</p> <ul style="list-style-type: none"> • A417 Air Balloon to Nettleton Bottom • A40 around Gloucester (Over and Longford) • Inner / Outer ring roads – Gloucester • Shurdington Road • A38 Cross Keys roundabout and M5 J12 <p>Gloucestershire Strategic Infrastructure Delivery Partnership</p> <ul style="list-style-type: none"> • Community severance at J9 • Limited access at J10 • Safety concerns at J11 • Complex layout and development pressure at J11a • Limited access and development pressure at J12 • Safety issues at J13 <p>SEP</p> <ul style="list-style-type: none"> • A417/A436 roundabout and approach from Crickley Hill – safety concerns • A417 Missing Link • M5 J10 • Elmbridge Transport Scheme • A40 Bus Lane at Benhall • A40 corridor bus priority • Kings Quarter • B4063 Staverton Bridge Junction • A38 St Barnabas Roundabout Scheme • Gloucester SW bypass <p>Evidence Base Review</p> <ul style="list-style-type: none"> • Cycling infrastructure concerns on A40 corridor between Cheltenham & Gloucester • No formal cycling routes along A40 from Forest of Dean into Gloucester City Centre • Need for better cycling connections between Cheltenham and Gloucester • Lack of utility cycle routes e.g. between Gloucester and Stroud • Between 2008/09 and 2010/11 gradual worsening of congestion on key corridors • Current bus services are focussed on radial movements but orbital movements likely to become more important as housing and employment areas developed • Regeneration of Kings Quarter to include bus station improvements • Rail services to Worcester have poor service frequency • Car parking CCTV and general capacity issues at Cheltenham and Gloucester rail stations • Train capacity on Gloucester to Bristol (via Yate) line an issue as is pathing constraints for trips to Cardiff 	<p>Validated Themes</p> <ol style="list-style-type: none"> 1. Congestion around the A417 Air balloon to Nettleton Bottom. 2. A40 – Over to Longford 3. Limited access at Junction 10 4. A417 missing link 5. No formal cycling routes along the A40 Cheltenham to Gloucester, Forest of Dean to Gloucester and from Stroud to Gloucester along the A38 6. Train constraints between Gloucester and Bristol via Yate. 7. Impact of JCS allocations in Innsworth, Churchdown, Brockworth, NW Cheltenham and South Cheltenham. 8. Encourage bus travel through fare reductions, increased frequency and time reliability. 9. Provision of formal cycle path between Cheltenham and Gloucester. 10. New developments to provide a suitable public transport network. 11. Congestion across the CSV Corridor to reduce delay time. 12. Work alongside schools to promote sustainable travel 13. Modernise bus and rail stations in both Gloucester and Cheltenham 14. Consider Churchdown station

		<ul style="list-style-type: none"> • Most deprived LSOAs are largely confined to the urban areas in Gloucester and Cheltenham, with Gloucester’s health and quality of life indicators performing worse than the England average • Reference back to SEP to M5 junctions problems and Missing Link <p>Gloucestershire Rail Strategy Draft for Consultation</p> <ul style="list-style-type: none"> • As of 2017 there will be an hourly service between Cheltenham Spa, Gloucester, Stroud and London <p>JCS</p> <ul style="list-style-type: none"> • Strategic allocations at Innsworth, Churchdown, Brockworth, NW Cheltenham and S Cheltenham <p>Economic Impact of Public Transport in Gloucestershire</p> <ul style="list-style-type: none"> • Those who walk to Gloucester and Cheltenham tend to spend the most in the centres, followed by bus users than those who cycle. The lowest spenders where those who used P+R • Top factors to encourage bus use for non-bus users were lower fares, more frequent buses, direct routes, faster journey, more conveniently located bus stops and less congestion <p>Personalised Travel Planning</p> <ul style="list-style-type: none"> • Following engagement in Cheltenham the mode share for trips by car decreased from 59% to 48% during the week and 59% to 50% at the weekend <p>Cheltenham Transport Plan</p> <ul style="list-style-type: none"> • Local Sustainable Transport Fund • AQMA – promoting sustainable travel on school run, more efficient traffic signals, low emission buses. • Reducing traffic congestion – improve signage for pedestrians and cyclists, promote P+R sand active travel, low carbon transport opportunities <p>Churchdown & Innsworth Neighbourhood Development Plan</p> <ul style="list-style-type: none"> • Traffic has been highlighted as an area of opportunity <p>Gloucester City Plan</p> <ul style="list-style-type: none"> • All aspects of the City Plan to be supported by transport 	
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3.5 Nailsworth 22nd October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Nailsworth	<ul style="list-style-type: none"> • Recognise and prioritise the environmental, social and economic importance of conserving and enhancing the natural environment. • Transport infrastructure on new housing developments must be high quality not tokenistic. • Address the increasing commuter demand on the existing public transport network for in county commuting as well as recognising the out of county commuting- especially south of the county to Bristol and Bath. • Modernise bus services within the South Stroud corridor to increase confidence in the public transport network- e.g. real time bus times. • Modernise the facilities and services available at Cam and Dursley station and recognise the station as a key hub in accessing both in county and out of county commuting – limited parking capacity, improving facilities at the station and increasing the train capacity to meet the demands of commuters, raising awareness to the existing public transport network that currently provides access into and out of the station. • Provide alternative sustainable travel to rail to allow commuters to travel by bus to out of county employment sites or car share schemes. • Improve road safety for cyclists through the provision of designated cycle lanes/ improved signage to keep cyclist off of the dangerous roads- currently feedback is that roads are too dangerous for cyclists, with no speed enforcement and roads too narrow to safely pass cyclists (A419, A46, A4093 Stroud to Fitchcombe to Gloucester). • Work alongside developers to consider a sustainable transport network to meet the demands of new residents- e.g. bus routes, cycle and pedestrian path to key shops, services and employment sites. • Produce an integrated transport network to serve Cam and Dursley station which is rapidly becoming a commuter hub from the surrounding area. • Improve transport for the ageing population to avoid social exclusion and lack of access to key health services. • Support the market towns within the Stroud district through the provision of park and ride schemes for tourists, improved public transport, cycle paths- draw upon sustainable methods of tourism into the towns. • Encourage work place green travel plans- introduce work bus schemes, car sharing etc. • Work to reduce or abolish tolls on the Severn Bridge to minimise congestion at Over. • Large number of comments regarding the quality of existing cycle routes, the implementation of designated cycle routes beyond Stonehouse- Nailsworth-Stroud path, and an overall campaign to improve the safety for cyclists along key commuter routes. <p>Neighbouring Councils Feedback on the LTP <i>West of England Travel Partnership</i></p> <ul style="list-style-type: none"> • <i>Transit from Gloucestershire to Bristol for a range of services, retail and employment</i> • <i>Metro West and rail aspirations – increased frequency from Yate to Bristol</i> • <i>WoE supports an increase in services to the Severn Tunnel Junction.</i> • <i>Conflicting rail station proposals were discussed, WoE would like to see Charfield as an aspiration in the Gloucestershire LTP, although it is not part of the MetroWest project. Network Rail, having spent a great deal on line times are not keen on additional stations.</i> 	<p>CPS Profiles</p> <ul style="list-style-type: none"> • Cam and Dursley rail station car park capacity issues • South Gloucestershire potentially developing new railway station at Charfield • Residents tend to look towards Bristol • A38 as alternative route to M5 • Potential long term travel impacts (late 2020s or early 2030s) during construction of the new site at Oldbury Nuclear Power Station • M5 J12 + J13 nearing capacity • A419 accessing M5 busy at peak times • Aspirations for improved station facilities at Stonehouse (through LTB) • Canal restoration within Stroud with improved cycling and walking links may assist local active trips • Topography major constraint promoting active travel within the valleys <p>LTP Evidence Base Review</p> <ul style="list-style-type: none"> • Interchange between bus and rail likely to be a future opportunity including developing bus services to Cam and Dursley/Berkeley to Bristol Parkway • Sharpness Docks raised as a potential future location for an intermodal freight facility • Lack of cycle routes between Gloucester and Stroud, and Cheltenham to Stroud • Pockets of income and overall deprivation exist in Stroud and Stonehouse • Swindon to Kemble re-doubling will increase capacity of the Stroud Valley line to four trains per hour in each direction as well as offer improvements in reliability <p>SEP</p> <ul style="list-style-type: none"> • £1.15 million to improve access to the Berkeley site • £1.99 million provisional allocation to repair the Berkeley bridges, reducing travel times on the A38 • £4.36 million for A419 Stonehouse corridor improvements to access the M5 	<p>Validated Themes</p> <ol style="list-style-type: none"> 1. Develop an expanded transport network between Gloucester and Bristol to access retail, employment and services through improved rail and bus 2. Increased use of Severn Tunnel Junction 3. Rail station facilities improvements to Cam and Dursley station- parking, waiting facilities etc. 4. Develop new railway station either Huntsgrove, Stonehouse or Charfield, South Gloucestershire 5. Improve cycle/pedestrian paths through the use of canal pathways and disused railway lines. 6. Improve access to and from Cam and Dursley station- bus and cycle 7. Poor rail frequency to Gloucester and Bristol through Kemble and Cam and Dursley stations. 8. A419 access to the M5 9. A38 congestion <p>New Themes</p> <ol style="list-style-type: none"> 1. Address concerns over issues surrounding social isolation due to lack of mobility to access retail, services, hospitals and employment. 2. Workplace travel planning 3. Developers to plan and provide a coherent sustainable travel network to retail, services and employment.

3.6 Mitcheldean 24th October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Mitcheldean	<ul style="list-style-type: none"> • Improve rail station facilities and integrate other forms of public transport • Better access into Gloucester/Cheltenham including possible Park and Ride at Highnam • Direct rail link from Bristol to Lydney. • Improving the public transport network to other areas within in Gloucestershire such as Gloucester and Cheltenham. Installing confidence in the network through real time bus services and modernising the bus services available. • Improve facilities (parking, waiting facilities etc.) at Lydney rail station and an integrated transport system which provide access to and from the station from across the Forest. • Improve the public transport available to tourists to minimise the level of tourist traffic on the network to preserve the natural environment. • Work alongside the Forestry commission to improve the cycle network across the forest to make it available to not only tourists but also commuters wishing to access Lydney station. • Improve access to key health and education services for the less mobile members of the community- i.e. those unable to drive- to tie in with appointment times • Further road provision into the rest of Gloucestershire via a new bridge below Over. <p>Neighbouring Councils Feedback on the LTP <i>Monmouthshire</i></p> <ul style="list-style-type: none"> • <i>Monmouthshire has more focus across the Severn Bridge, towards Wales and Herefordshire in their transport plans.</i> • <i>Cross boarder issues were mainly identified as a transit through Chepstow to Bristol and Bath and Tutshill residents accessing health care services in Monmouthshire.</i> • <i>Education (particularly HE) was identified as a possible attractor from Monmouthshire into Gloucestershire and vice versa, although there is no longer any funding for HE travel.</i> • <i>Secondary education attracts Gloucestershire school children in Monmouthshire – hence Gloucestershire’s funding of service 35 Ross-Coleford-Monmouth</i> • <i>Chepstow AQMA was identified as a problem area for which several proposals are being driven up the agenda. Lack of funding was recognised as the key inhibitor;</i> <ol style="list-style-type: none"> 1. <i>Second bypass (route already protected)</i> 2. <i>Third bridge (Nr Lydney)</i> 3. <i>Bridge tolls (remove)</i> 4. <i>Rail improvements</i> 5. <i>M4 link</i> • <i>Bus services</i> • <i>Monmouthshire is willing to work together on cross boundary issues and to attend the local CPS workshop.</i> <p>Neighbouring Councils Feedback on the LTP <i>Herefordshire</i></p> <ul style="list-style-type: none"> • <i>The missing link was discussed as having a possible influence on the ability</i> 	<p>LTP Evidence Base</p> <ul style="list-style-type: none"> • Bus and rail opportunity for future improvement in particular bus services from Forest of Dean to Severn Tunnel Junction station for Bristol, Cardiff and Newport. • Cinderford and Coleford have poor access to rail stations by public transport. • Pockets of income and overall deprivation in Cinderford and Lydney. • Forest of Dean has significantly above national average levels of obesity and lower % of candidates achieving more than 5 GCSE grades A-C. • Lydney congestion issues on Newerne Link, Forest Road Junction, Bream Road and Albert Street. <p>Gloucestershire Rail Strategy Draft for Consultation</p> <ul style="list-style-type: none"> • Gaps in service provision <p>SEP</p> <ul style="list-style-type: none"> • Cinderford Northern Quarter Relief Road • £1m to start delivering Lydney Transport Strategy (possible cycle path to station) <p>CPS Profiles</p> <ul style="list-style-type: none"> • A48 as alternative route to Severn Crossings • A48 safety concerns • Aspirations to improve walking and cycling for local trips in Lydney <p>GRCC Parish/Community Led Planning</p> <ul style="list-style-type: none"> • General call from parishes for improved bus stops and shelters <p>Cinderford Northern Quarter Area Action</p> <ul style="list-style-type: none"> • New access road from A4136 to bypass Steam Mills Rd • Create a pleasant, safe walking environment with good permeability • Traffic free cycle paths • Reduce private vehicle use • Increase bus service frequency and RTPi <p>Forest of Dean Core Strategy</p> <ul style="list-style-type: none"> • Sustainable transport modes that can be maintained or developed to meet community need and will aid economic development • Better road, pedestrian, cycle and public transport facilities to and in Cinderford. Road access for heavy traffic is currently poor • Make optimum use of railway station in Lydney which should offer improved facilities including parking. • Provide better road, pedestrian and cycle access to and within Coleford and Newent. Improvements to public transport where they can be made. <p>Lydney Neighbourhood Development Plan</p> <ul style="list-style-type: none"> • Lydney is an important transport hub for surrounding villages and wider community 	<p>Validated Themes</p> <ol style="list-style-type: none"> 1. Bus and rail improvements to encourage sustainable travel out and into the Forest corridor. 2. Access to Lydney train station from Cinderford and Coleford through cycle and pedestrian routes. 3. Encourage business growth in the Forest through improving broadband and access into the Forest corridor. 4. Improve access to higher education within Gloucestershire and out towards Herefordshire and Monmouthshire. 5. A48 road safety concerns. 6. Real time passenger information at bus stops. 7. Congestion along the A40 and at Over, Newerne Link, Forest Road Junction, Bream Road and Albert Street. 8. Gap in rail service provision. <p>New Themes</p> <ol style="list-style-type: none"> 1. Improve access to health services in Monmouthshire and inter county access (Gloucester and Cheltenham) 2. Provide sustainable travel options for tourists visiting the forest. 3. Modernise the public transport network – bus stops and shelters, increase frequency. 4. Improve road, pedestrian, cycle and public transport facilities into and out of Cinderford, Coleford and Newent.

	<p><i>of Herefordshire businesses (particularly HGVs) accessing the South East.</i></p> <ul style="list-style-type: none"> • <i>Lack of funding for public transport was acknowledged</i> • <i>The Hereford Enterprise Zone, Arts College and shopping centres were identified as attractors for employment, education and shopping.</i> 	<ul style="list-style-type: none"> • Need to improve road network • Bream Road / Hill Street junction – congestion and air quality • Forest Road / Newern Street junction – pedestrian conflict • Swan Road link – alleviate town centre congestion • Link between Naas Lane to proposed spine road from Highfield Hill to the bypass to alleviate congestion • Alternative access to rear of Harbour Road Industrial site from bypass • Transport Policy 1 – Improvements to the Highway Infrastructure • Transport Policy 2 – Pedestrian Infrastructure: Safer Walking 	
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Transport Policy 3 – Public Rights of Way and Wildlife Corridors

3.7 Cheltenham 28th October 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Cheltenham	<ul style="list-style-type: none"> • A417 road improvements at the Air Balloon roundabout. • More park and ride schemes • Improved cycle access between the main urban areas in the CSV to key shops and services and places of employment- help in promoting bike tourism also. • A46 heavily congested regularly • Rail station improvements and clearer information • Better co-ordination of bus routes/companies ticketing scheme/discount card that can be used across providers. • Make full use of Junction 10 by turning it into a four way junction • Encourage sustainable travel to schools through safe access • Better enforce freight movement across the CSV- potentially use freight hubs as a way of reducing freight on already congested roads such as the A40 and A417 	<p>CPS Profiles Known delays:</p> <ul style="list-style-type: none"> • A417 Air Balloon to Nettleton Bottom • A40 around Gloucester (Over and Longford) • Inner / Outer ring roads – Gloucester • Shurdington Road • A38 Cross Keys roundabout and M5 J12 <p>Gloucestershire Strategic Infrastructure Delivery Partnership</p> <ul style="list-style-type: none"> • Community severance at J9 • Limited access at J10 • Safety concerns at J11 • Complex layout and development pressure at J11a • Limited access and development pressure at J12 • Safety issues at J13 <p>SEP</p> <ul style="list-style-type: none"> • A417/A436 roundabout and approach from Crickley Hill – safety concerns • A417 Missing Link • M5 J10 • Elmbridge Transport Scheme • A40 Bus Lane at Benhall • A40 corridor bus priority • Kings Quarter • B4063 Staverton Bridge Junction • A38 St Barnabas Roundabout Scheme • Gloucester SW bypass <p>Evidence Base Review</p> <ul style="list-style-type: none"> • Cycling infrastructure concerns on A40 corridor between Cheltenham & Gloucester • No formal cycling routes along A40 from Forest of Dean into Gloucester City Centre • Need for better cycling connections between Cheltenham and Gloucester • Lack of utility cycle routes e.g. between Gloucester and Stroud • Between 2008/09 and 2010/11 gradual worsening of congestion on key corridors • Current bus services are focussed on radial movements but orbital movements likely to become more important as housing and employment areas developed • Regeneration of Kings Quarter to include bus station improvements • Rail services to Worcester have poor service frequency • Car parking CCTV and general capacity issues at Cheltenham and Gloucester rail stations • Train capacity on Gloucester to Bristol (via Yate) line an issue as is pathing constraints for trips to Cardiff 	<p>Validated Themes</p> <ol style="list-style-type: none"> 1. A417 Road safety concerns 2. No formal cycle path connecting Gloucester and Cheltenham (via Churchdown). 3. A46 Congestion 4. Access all way to Junction 10 M5 5. Encourage sustainable travel to schools within the CSV corridor. 6. Congestion across the CSV – improve traffic light systems to help better manage the traffic. 7. Rail improvements – station improvements, parking capacity, service frequency and service destinations. 8. Continue to modernise bus facilities in both Gloucester and Cheltenham – stations, shelters, reliability and priority during peak congestion hours. <p>New Themes</p> <ol style="list-style-type: none"> 1. More P & R schemes between Cheltenham and Gloucester, and at Over. 2. Rail station improvements at Cheltenham and Gloucester 3. Better coordination of bus services – routes/ticketing 4. Freight hubs to reduce freight within the CSV corridor. 5. Ensure developers are providing sustainable transport networks to encourage new residents to travel sustainably to work, retail and services. 6. Work place travel planning 7. Electric cars and bikes 8. School travel planning

		<ul style="list-style-type: none"> • Most deprived LSOAs are largely confined to the urban areas in Gloucester and Cheltenham, with Gloucester’s health and quality of life indicators performing worse than the England average • Reference back to SEP to M5 junctions problems and Missing Link <p>Gloucestershire Rail Strategy Draft for Consultation</p> <ul style="list-style-type: none"> • As of 2017 there will be an hourly service between Cheltenham Spa, Gloucester, Stroud and London <p>JCS</p> <ul style="list-style-type: none"> • Strategic allocations at Innsworth, Churchdown, Brockworth, NW Cheltenham and S Cheltenham <p>Economic Impact of Public Transport in Gloucestershire</p> <ul style="list-style-type: none"> • Those who walk to Gloucester and Cheltenham tend to spend the most in the centres, followed by bus users than those who cycle. The lowest spenders where those who used P+R • Top factors to encourage bus use for non-bus users were lower fares, more frequent buses, direct routes, faster journey, more conveniently located bus stops and less congestion <p>Personalised Travel Planning</p> <ul style="list-style-type: none"> • Following engagement in Cheltenham the mode share for trips by car decreased from 59% to 48% during the week and 59% to 50% at the weekend <p>Cheltenham Transport Plan</p> <ul style="list-style-type: none"> • Local Sustainable Transport Fund • AQMA – promoting sustainable travel on school run, more efficient traffic signals, low emission buses. • Reducing traffic congestion – improve signage for pedestrians and cyclists, promote P+R and active travel, low carbon transport opportunities <p>Churchdown & Innsworth Neighbourhood Development Plan</p> <ul style="list-style-type: none"> • Traffic has been highlighted as an area of opportunity <p>Gloucester City Plan All aspects of the City Plan to be supported by transport</p>	
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3.8 Stow-on-the-Wold 11th November 2014

Workshop	Key headlines from the Workshops	Key headlines from secondary documents	Summary- comparing the existing documents against the workshop feedback
Stow	<ul style="list-style-type: none"> Lack of overtaking places on Fosse Way (A429) Better East West road connections through North Cotswolds Strict routing for HGVS in area Lack of travel choice dictates use of private motor vehicle as default mean of transport through the Cotswolds Congestion in Morton-in-Marsh inc. Railway Bridge improvements Traffic management in Stow- issues with signal priorities A417 missing link to improve access to M5 A40/A44 improvements between Evesham and Oxford Agreeing advisory freight routes with full agreement with neighbouring authorities Incentivise good freight behaviour by developing tolls / fines for using inappropriate routes 	<p>CPS Profiles</p> <ul style="list-style-type: none"> Concerns with freight on A44/A429 Pinchpoint in Moreton at railway bridge A429 (Fosse Way) is a road safety concern with speeding traffic Improved rail links to Kingham station and long term aim of reopening Chipping Campden station (subject to rail strategy review) <p>Evidence Base Review</p> <ul style="list-style-type: none"> Tourist related traffic congestion in Bourton and Stow Impact of Oxfordshire de-priming the A44 which could affect local communities in the North Cotswolds by pushing vehicles onto less suitable routes Interchange between bus and rail likely to be a future opportunity, potentially including development of bus services for Oxford and London Poor access to rail stations Road deaths in District higher than national average Tourist activity can constrain parking availability in towns Poor journey times to access academic and vocational learning opportunities <p>GRCC Parish/Community Led Planning Database General call from parishes for an improvement in bus services</p> <p>Community Strategic Plan</p> <ul style="list-style-type: none"> Emphasis on the importance of public and community transport links between Stow and surrounding villages and the need to maintain and improve them Need for additional parking and traffic management Improve approaches to town centre and High Street <p>Improve public transport</p>	<p>Validated Themes</p> <ol style="list-style-type: none"> A429 Fosse way – road safety concern Freight issues on A44/A429 Pinchpoint in Moreton at the railway bridge Improve rail links to Kingham station. Poor traffic management and congestion in Stow and Bourton. Improve access to rail stations through bus, pedestrian and cycle links Parking capacity inadequate. Access to health services, education and vocational learning opportunities. <p>New Themes</p> <ol style="list-style-type: none"> Agreeing advisory freight routes with full agreement with neighbouring authorities. Improvements to public transport links between market towns and surrounding villages.