

Transport in Gloucestershire – Looking Ahead

Presentation to the Gloucester City Council - Overview
and Scrutiny Committee

Living our values every day




Accountable



Integrity



Empower



Respect



Excellence



Transport in Gloucestershire – Looking Ahead

- Strategic Context -

Luisa Senft-Hayward

Transport Planning Team Manager

Gloucestershire County Council

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Transport policy context

GCC Strategic Transport Plans

GCC Evidence Base

Gloucestershire's Local Transport Plan

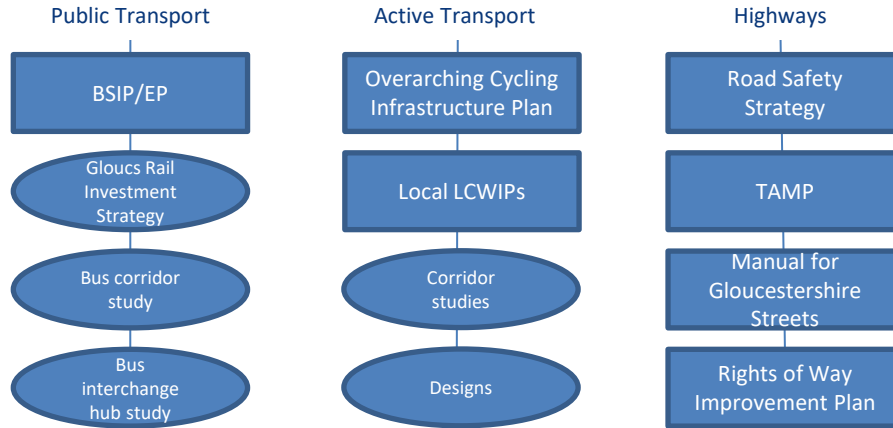
ISA

Carbon reduction pathway

LTP Implementation Plan

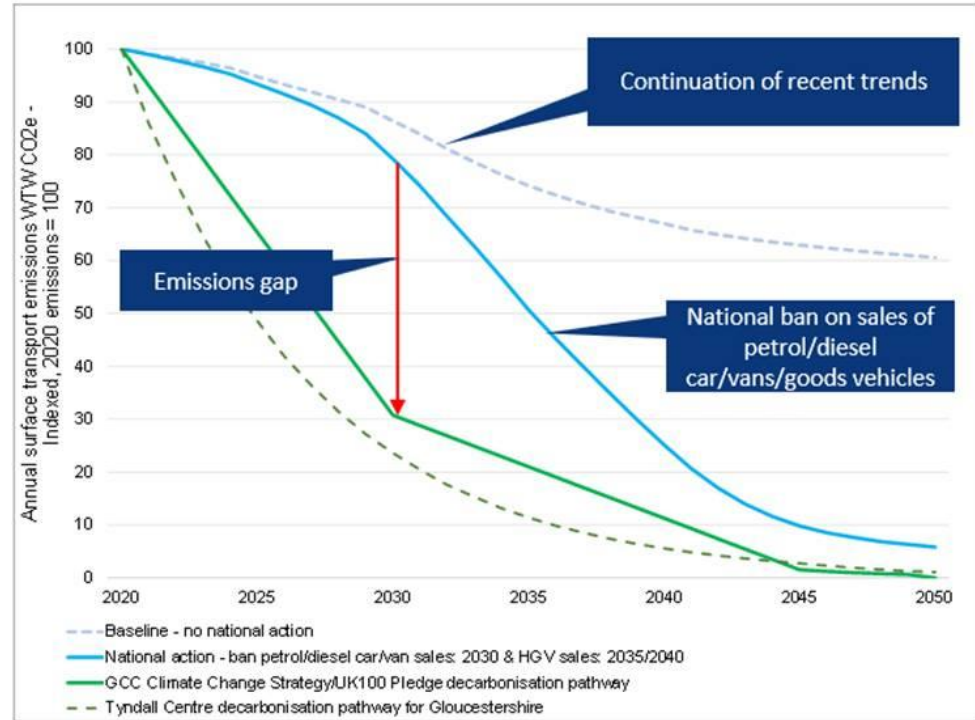
Non GCC Strategic Documents of Influence:

- District Local Plans
- LEP draft Industrial Strategy
- DfT Gear change and LTN 1/20
- DfT Bus Back Better
- Etc.



Challenge: carbon emissions

- Gloucestershire targets:
 - Emissions from all sources: net zero by 2045
 - 80% emissions reduction by 2030
- Electric cars not in time to close 2030 gap
- Emissions gap needs to be closed by reducing emissions



Some key findings to date

Trip type: Trips > 20km make up c. 15% of trips but c. 60% of emissions

- EV for high mileage, complex trips
- Bus and rail: highest potential to replace most emitting trips
- Extend cycling reach through better facilities and e-bikes

Geography: Transport emissions are highest in rural areas

- Find solutions for local context
- Integrate Land Use and Transport planning



Potential interventions

Smarter access

Area of influence

Land use planning - e.g. 20 min neighbourhoods

Districts

Digital connectivity – work with employer and service providers. Needs access to 5G and good broadband connections

Private sector, districts, GCC, public

Travel planning – e.g. delivery hubs

GCC, private sector, districts

Mode shift

Area of influence

Shift to public/shared transport – e.g. Mass Rapid Transit and delivering BSIP

GCC, transport operators, public

Shift to active mode – e.g. Gloucestershire Cycle spine and e-scooters

GCC, public

Demand management – e.g. manage parking

Districts, GCC

Behaviour change – e.g. Thinktravel and travel planning

All stakeholders

Improve vehicles

Area of influence

Shift to Zero Emissions Vehicles – e.g. for buses, car clubs and corporate fleet

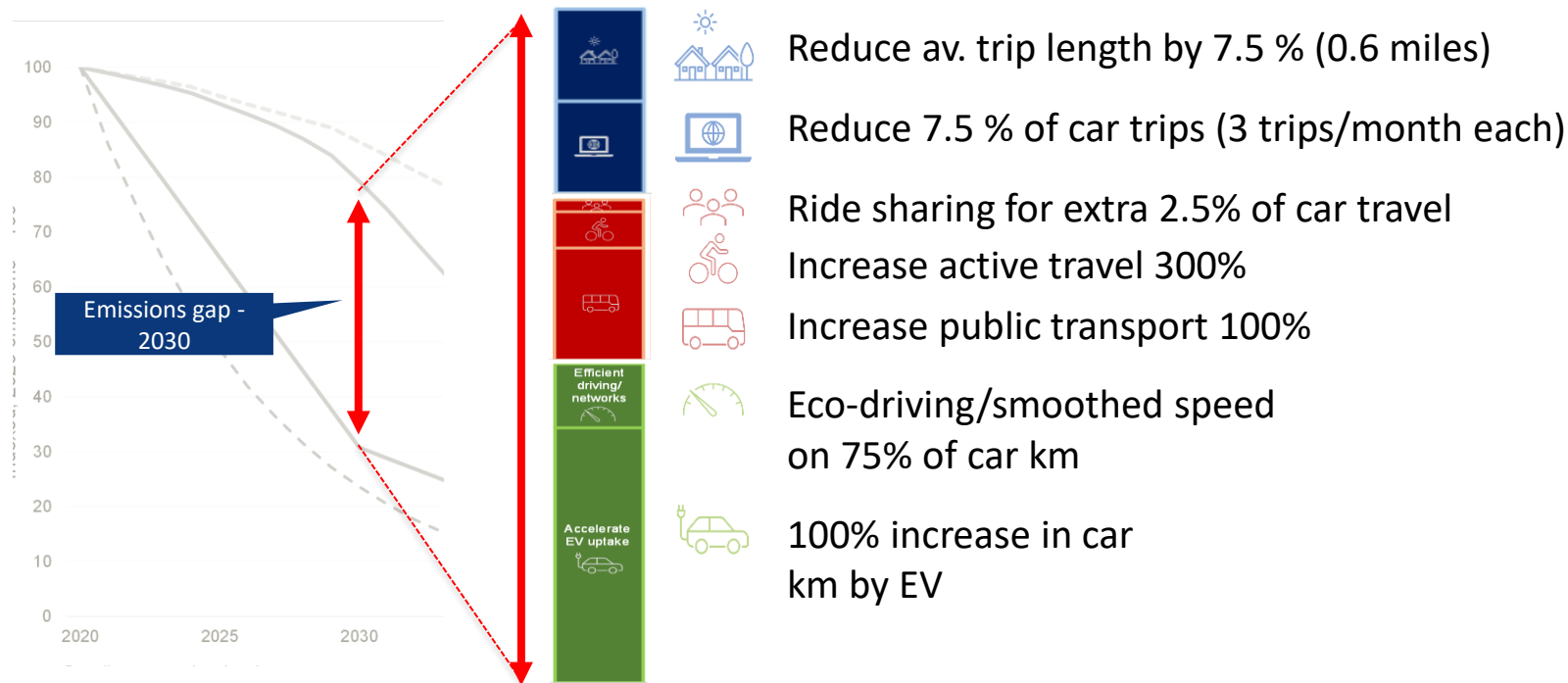
Public, private sector, districts, GCC

Effective Network Management – e.g. maximise use of information

GCC, National Highways

Sketching the scale of ambition needed ...

...by all actors: general public, private and public sector organisations



A vision for Gloucestershire 2030?

Excellent bus services – bus use per person as in Oxfordshire.

New apps make **ride sharing** easy for up to 2.5% of car travel.

EV car clubs and company fleet upgrades bring EV uptake forward by 4.5 years.

Excellent active travel provision - 'Go Dutch' (propensity to cycle tool) for all routes, with widespread e-bike use.

Increased online activity e.g. Cotswolds 2020 WfH levels countywide & similar change for other purposes

Better land use planning reduces average car trip length by 7.5% (0.6 miles)

Smart road network management, speed limits and eco-driving apps make **car travel more efficient** by 6%

Gloucestershire 2030

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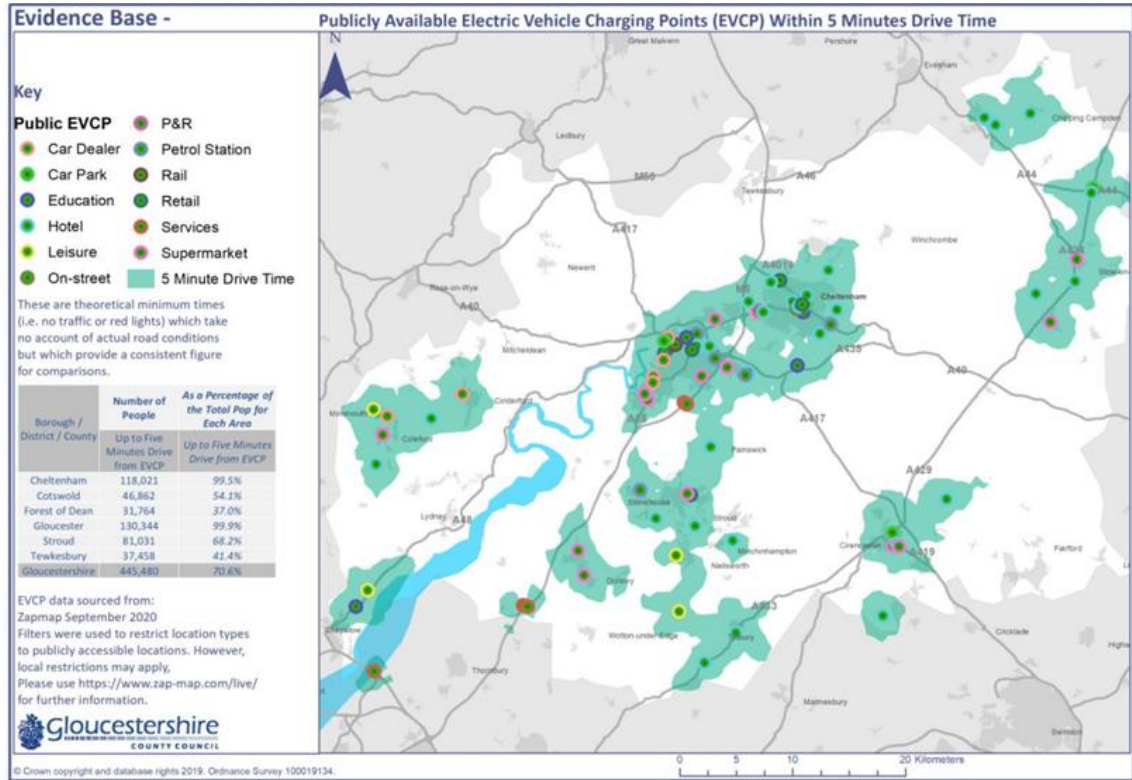


Excellence



EV for high mileage, complex trips

GCC is moving forward with plans to install 1,000 on-street electric vehicle charging points over the next three years



Bus and rail potential to replace most emitting trips

Rail:

- Commissioned joint study with Western Gateway
- Lobby Government and Network Rail for new infrastructure and more services

Mass Rapid Transport:

- Progress business case
- Enable development

Bus:

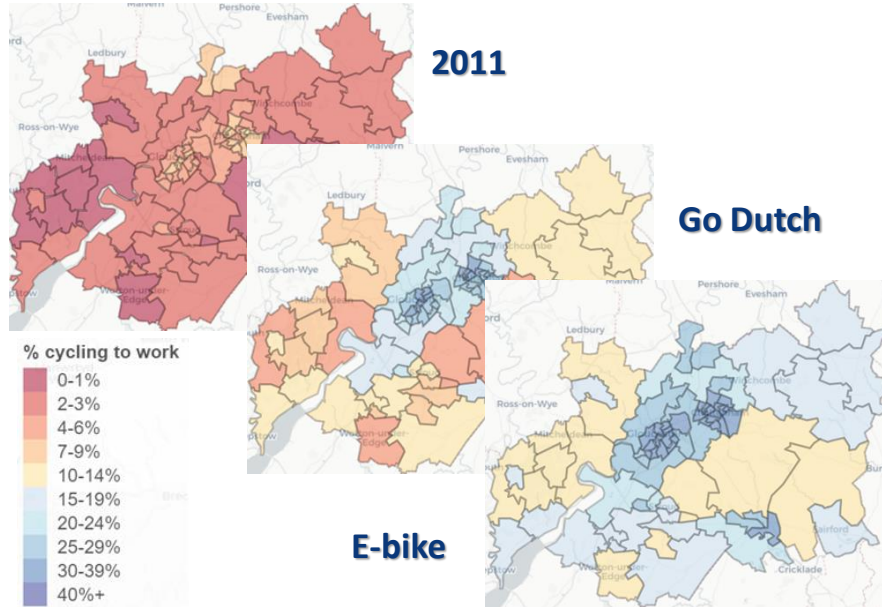
- Major challenges due to driver shortages and impacts of Covid on passenger numbers.
- GCC protected c. 350,000 journeys at risk from Stagecoach cuts.
- Enhanced Partnership (EP) agreement with bus operators to improve the overall bus passenger experience.
- Set up Gloucestershire Bus Board and Bus Forum



Extend the reach of cycling

Ambition

Propensity to Cycle tool – Scenarios for Gloucestershire



Plan

- Overarching Cycling Infrastructure Plan
- LCIPS in Cheltenham, Gloucester, Stroud, Tewkesbury Cam and Dursley and Cirencester

Invest

- Build on our success and continue to attract Government and external funding for cycling



Unlocking Potential of Bus Services

Mass Rapid Transit

- £850k to progress business case

Express Bus Network

- Commissioned study and £2.6 million for bus priority at signals

Interchange Hub strategy

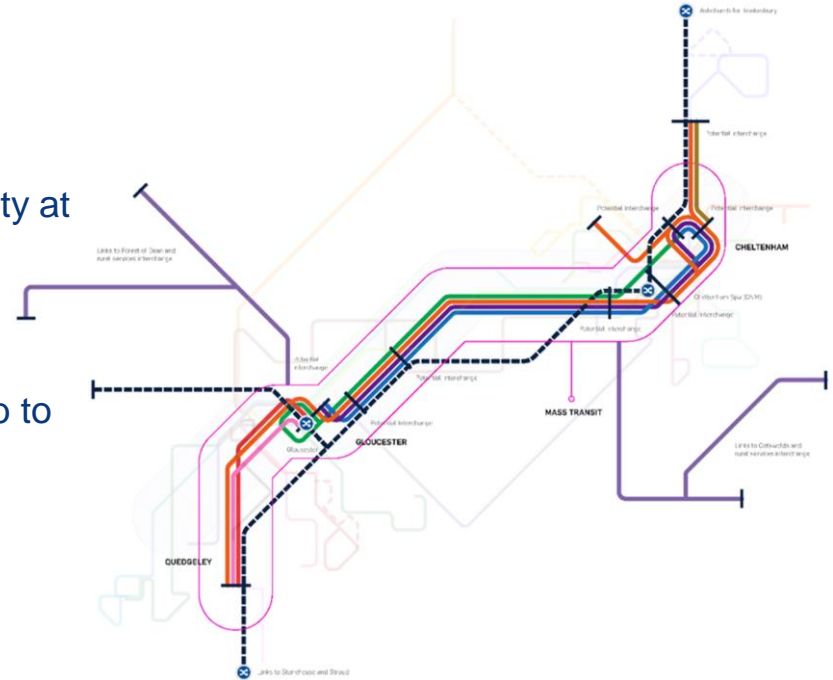
- £20m investment in Arlecourt Interchange
- Study completed and £1.2 million for one small hub to be delivered in each District

Demand responsive transport

- £1.3 million Rural Mobility Fund – Robin launched

Bus electrification

- £2 million to enable us to bid for matched funding



Potential interventions (selection) & responsibilities

Every Individual

Individual travel choices

Districts

Third Party

(Government, Transport Operators, Private Sector, Public)

Land Use Planning planning for localisation of activity, e.g. 20-minute neighbourhood

Demand management: E.g.: manage parking

Off street EV charging

Land Use Planning around public transport hubs

Behaviour change: Targeted campaigns, e.g. workplace travel plans

Digital connectivity

Mass Rapid Transit

High quality, direct, segregated cycle routes, e.g. Gloucestershire cycle spine

Reduce public transport fares

Public transport reliability

Promote and incentivise ULEV uptake

Efficient network management and minor road capacity increases to reduce congestion

Demand management: E.g.: 20mph/ traffic calming

On street EV charging

GCC

Next steps

- Summer 2023 – **Transport Carbon Reduction Strategy**: A plan setting out detailed steps and phasing required to reduce Gloucestershire’s transport emissions in order to align with emissions reductions targets.
- Autumn 2023 – **Bus Service Improvement Plan (BSIP) review**
- 2023 (expected) - **Local Transport Plan (LTP) review**
- 2023 (expected) – **next round of Active Travel Fund bidding**

