

## Response 105

### SECTION A: BACKGROUND

Q1. What is your local transport authority name?

Gloucestershire County Council

Q2. Which geographical region are you in?

South West England

Q3. What type of authority are you?

County Council

Q4. How would you classify yourself geographically?

Other – please specify below if you feel you do not fit into one of the categories given:  
evenly mixed urban and rural (population over 640,000)

### SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

1. Bath Road, Cheltenham
2. Bourton-on-the-Water
3. High Street, Tewkesbury
4. London Road, Gloucester
5. District council priority schemes in Cheltenham, Gloucester & Stroud
- 6 Countywide low cost high impact measures

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

Gloucestershire is piloting a number of schemes across trial sites spanning urban centres, public transport and cycle corridors and market towns to enable people to travel safely observing social distancing guidelines during the Covid-19 recovery and to stimulate sustainable active travel habits across our diverse communities. We have started work on the first four projects/sites and asked our six district councils to nominate their top priorities. We wish to include the top priority schemes from three districts which have responded to date.

1. Bath Road, Cheltenham - temporary signs and pavement widening along a busy arterial urban shopping street by reallocating parking bays using barriers.
2. Bourton-on-the-Water, Cotswolds - temporary signage and footway markings in the centre of the village to enable residents & visitors in this tourist hotspot to maintain social distancing.
3. Tewkesbury High Street - temporary signs and pavement widening along a busy road in market town by reallocating parking bays to enable social distancing by shops.
4. London Road, Gloucester - to trial and accelerate the first element of an LCWIP strategic cycle scheme linking Gloucester and Cheltenham (combined population approx. 230,000) along a high frequency interurban bus and cycle corridor. To enable rapid delivery temporary works are proposed pending more permanent measures which include continuous mandatory cycle lanes from the City centre past the Hospital to the University campus, removing parking and islands that create pinch point hazards and installing temporary zebra crossings and signals to provide safer cycle lanes, advance stop lines and enable social distancing by pedestrians.
5. District council priority schemes: (i) point closure and junction alterations to trial restricted motor vehicle access onto Cheltenham High Street from Rodney Road to reduce vehicular conflict with pedestrians and enable social distancing - this is a high footfall town centre location by John Lewis; (ii) public transport modal filter on Barton Street, Gloucester, temporary measures to reduce through traffic and enable social distancing with localised footway widening - this is a public transport corridor, an AQMA and home to one of the UK's most diverse communities with a high proportion of people from BAME groups at greater risk from Covid-19; and (iii) pedestrian priority measures, temporary reallocation of road space and cycle signage in Stroud town centre to enable social distancing and encourage walking and cycling.
6. Countywide low cost high impact measures - supporting delivery of top priority social distancing, walking and cycling schemes submitted by Gloucestershire's 6 districts with temporary measures including cycle parking in town/city centres, signage outside schools to aid social distancing, traffic regulation orders and engaging businesses to support active travel in the Covid Recovery.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£518,500

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£340,000

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£178,500

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

Yes

**If yes please provide details**

£10k for intensive engagement with major employers and businesses to support behaviour change and the Tranche 1 schemes by focussing on major public transport corridors. We propose using an established VCSE active travel organisation with a strong track record working with business groups in the South West.

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

## LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

Yes

## SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (permanent)

Segregated cycleway (temporary)

New temporary footway

Widening existing footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Bus corridor

Other (please specify):

Replacing substandard crossing points/refuges with temporary zebra and signals; Point closure with restricted vehicle access to Cheltenham High Street; Modal filter to enable two way bus access on urban bus corridor in Gloucester.

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

The programme comprises several elements: 1 mile of inbound and outbound cycle lanes in Gloucester, three 0.25 mile lengths of temporary pavement widening in Cheltenham, Tewkesbury, and Gloucester; an area-wide treatment in the centre of Bourton-on-the-Water and Stroud town centre.

Q16. When are the works expected to be completed?

We have implemented the first three elements in the past week, with the remainder to be completed within 8 weeks

Q17. When is the scheme(s) expected to be open to the public?

Three have opened and are in use, the others will be open in the next 8 weeks.

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

