

Emergency Active Travel Fund - tranche 2 survey

General

Q1. What is your local transport authority name?

Gloucestershire County Council

Strategic case

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

We are aware, that Gloucestershire is bidding for several times its indicative allocation. Our schemes are presented in priority order, with the B4063 cycling scheme being our highest priority. Funding even for some of the segments of the scheme would enable us to hold on to in excess of £6m matched funding which may be withdrawn if the outstanding funding can not be found.

Gloucestershire's growth ambition will see 60,000 new homes and 300ha employment land delivered. The majority of this unprecedented volume of development will be focussed on Gloucestershire's key urban areas. This growth will inevitably generate growth in cycling and the necessary infrastructure needs to be in place to accommodate for that. The priority of the following schemes therefore reflects this.

Gloucestershire encompasses two closely located urban centres in Cheltenham and Gloucester, and a mix of smaller towns and villages across the more rural parts of the County. These two, at times contrasting, settings require a tailored response that addresses local needs and exploits specific opportunities in order to maximise the benefits of interventions that encourage more active modes of transport.

Gloucestershire's EATF Tranche 2 bid is therefore presented as two distinct elements.

1. a substantial, transformative scheme of exceptional strategic significance for Gloucestershire, linking its two central conurbations;
2. a number of smaller schemes that capitalise on local opportunities to benefit cyclists and pedestrians where this is seen as making a considerable contribution to the economic recovery and post-lockdown reopening.

It has long been considered a barrier to economic, environmental and wellbeing growth that there is no clear, fast and direct cycle way between Gloucester and Cheltenham. They are the two main economic hubs in Gloucestershire and therefore draw in large numbers of commuters generating significant congestion and pollution. This highlights a demand for sustainable transport infrastructure linking Gloucestershire's two largest urban centres.

At its peak, cycling in Gloucestershire increased by 190% during the coronavirus lockdown. Urgent investment in Gloucestershire's Cycle network is therefore needed to capitalise on and lock in these changes in travel behaviours and the resulting benefits. Using the Propensity to Cycle (PtC) tool, we can see that there is potential to increase cycling threefold through the area of the proposed B4063 scheme. This is a minimum, amount, as the PtC tool looks at a local area, which can sometimes feel restrictive when connecting two substantial sized places. Hence we see this as a direct output, with substantially increased outcomes across the local, regional and national arena, as the sustainable connectivity is greatly improved. The B4063 scheme is also a continuation of the Tranche 1 London Road, B4063, scheme identified as the number one of the top ranked roads, in terms of cycling potential and spare space criteria by the Rapid Cycleway Prioritisation Tool (RCPT).

The delivery of a central spine of cycle infrastructure which links Gloucestershire's two major conurbations, a distance of only 11km, will be a major catalyst to deliver change and pivotal to enabling a growing network of cycle routes as outlines in Gloucestershire's LCWIP. Currently there is no route for cyclists, as the A40 linking Cheltenham and Gloucester is unsafe for cyclists due to its great segregated junctions and high traffic volumes and speed. Providing a high quality route for cyclists and walking along the existing B4063 which runs parallel to the A40 will for the first time provide a viable

fast, convenient and safe route for cycling between Cheltenham and Gloucester. The A40 corridor is so congested that even the express bus service is scheduled to take over 50 minutes between Cheltenham and Gloucester in the peak period. Therefore a high quality cycle route will provide quicker journey times for cyclists than can be achieved by bus and at peak times by car. Its ability to reduce congestion on one of the busiest urban corridors in Gloucestershire will also reduce overcrowding on Gloucestershire's most popular bus routes. Covid policies on social distancing on public transport threaten to increase single occupancy car trips and congestion therefore encouraging people to switch to cycling will be vitally important to ensure that the transport network continues to function. At the same time, Gloucestershire has applied for a 12 month e-scooter trial in Cheltenham and Gloucester which would be greatly enhanced and complimented by a cycle scheme connecting the two.

As typical for a largely rural county, well over 50% of people commute by car. This is caused by poor public transport connectivity from residential areas to Gloucestershire's main nodes of public transport expressed e.g. in a rail mode share of just 1%. This package of measures being put forward aims to address these issues in both, the urban and rural context of Gloucestershire. It will provide between links to key public transport access points, including Cheltenham and Gloucester stations. A dramatic increase in levels of walking and cycling and public transport is entirely possible, as though up to 60% of commuters (depending on the District) have less than 5km journey to work⁽²⁾; a distance considered 'easy' by cycling advocacy groups.

In addition to the strategic B4063 scheme this bid will therefore focus on a number of schemes that address high potential interventions in smaller towns and villages in Gloucestershire. In these locations, links between schools, residential areas, shopping and leisure facilities can create a sustainable local community. There are multiple small 'wins' to be made which will contribute to encouraging cycling and walking in areas that are perceived – by a certain mindset – as being the preserve of the internal combustion engine. That does not have to be the case, Rural and small town areas have potential to be opened up as cycling areas, if we can provide the right infrastructure interventions at the right time and place. With the emergence of e-bikes, cycling will become an increasingly viable mode of transport also for longer, rural trips – provided that adequate cycle infrastructure is in place.

We will particularly focus on schemes that support the re-opening of schools, or the local economy (e.g. for tourism) through improved environments for pedestrians and cyclists. In the short term, this will aid Gloucestershire's Covid Recovery. In the long term it will create suitable travel opportunities that provide access to education and economic growth while delivering significant health, environmental and localised congestion benefits.

(1) <https://meetingoftheminds.org/the-5-transformative-urban-impacts-of-cycling-for-transportation-30692>

(2) LEP Local Industrial Strategy Evidence Base, pg. 83. 'Gloucestershire Commuting Choice'

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

As described above, our bid consist of two distinct parts. A transformational scheme in the urban environment and schemes that will focus on schemes that will make real difference to local communities in smaller towns. However, both approaches are designed to address the journey within the first 5km of homes be it to a work place, town centre or public transport interchange.

A transformational scheme for Gloucestershire:

- The B4063 Cycle Scheme is a permanent intervention that will see the creation of a continuous corridor of walking and cycling facilities for all abilities along the B4063 between Cheltenham and Gloucester. It includes the re-allocation of road space, improvements to existing facilities, signal improvements and other interventions. By creating a central spine of continuous active travel infrastructure between Cheltenham and Gloucester it will create the backbone of Gloucestershire's emerging walking and cycling network and reduce congestion on one of the business urban corridors in Gloucestershire thus reducing overcrowding on Gloucestershire's most popular bus routes.

Localised interventions to aid post-lockdown reopening and create long term active travel opportunities:

- Implementing the Central Severn Vale LCWIP – This package of interventions will build on the B4063 scheme to implement walking and cycling improvements identified in Gloucestershire's LCWIP. In Cheltenham these permanent interventions will focus on Tewkesbury Road, High Street and Gloucester Road and include conversion of existing footway into shared use, with improved crossing facilities and traffic calming features to create better conditions for walking and cycling. In Gloucester the focus of the permanent interventions will be on the on the identified strategic cycle corridor linking the canal towpath to the city centre and London Road. Measures include a raised junction at Llanthony Road, city centre signage, tiger crossing at Kimbrose, widened cycle lanes and footways on Southgate Street and other measures to remove barriers to cycling. These schemes will benefit user groups of all abilities in the centre of Cheltenham and Gloucester, thus reducing congestion and delivering environmental and health benefits.
- The Tewkesbury connections scheme will see a light segregated pedestrian and cycle route to extend the well established Newtown Cycle Link further towards Tewkesbury Town Centre, the route connects the wider residential areas of Newtown, Northway and Ashchurch with Tewkesbury Primary School and the Town Centre. It will also include measures to remove barriers to cycling. These permanent interventions will particularly support the re-opening of schools and support the local economy by providing walking and cycling access to shops and employment.
- Stroud walking and cycling access improvements: This scheme will provide a step change to walking and cycling access to Stroud town centre from the east and west; re-allocating space on a sub-standard traffic dominated radial street to provide a safe and accessible route into the town; and permanently allocating space on a key link in the cycle network by adding segregation to existing advisory lanes. It will permanently alter the status quo and make walking and cycling a real alternative to other modes of transport on these corridors.
- The Rural connectivity package of interventions in Lydney and Moreton-in-Marsh will provide permanent infrastructure including an off-carriageway route for cycles and pedestrians its primary benefit will be to support localised walking and cycling trips as well as the tourist economy.

**Q4. What prioritisation has been undertaken to identify these proposed scheme(s)?
Please tick all that apply**

Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)

Scheme(s) identified in Local Transport Plan

Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)

Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)

Scheme(s) identified through consultation with stakeholders

Other (please specify):

Highways' England identified both safety and cycling connectivity problems along the A40 but their consultants could not find a way of safely providing online cycle facilities due to slip roads and high traffic volumes and speed. Highways England and their consultants approached Gloucestershire County Council with the suggestion that a high quality cycling route can be provided along the B4063 as a parallel route alternative. Highways England have undertaken initial design work and are funding a further £1.165m detailed design for the scheme and offered £5m capital funding, for delivery subject to us securing the remaining funding gap.

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

The Central Severn Vale, Cycling and Walking Investment Plan (CSV CWIP) aims to provide the urban core of Gloucestershire with realistic and achievable cycling routes, including a connection across the two areas. The plan recognises that these two places have the highest Propensity to Cycle score of anywhere in Gloucestershire.

Through evidence and consultation, a strategic county cycleway desire line, which links settlements along the M5 corridor, was established. The CWIP connects and routes the strategic cycleway desire lines across Cheltenham and Gloucester, linking the A438 from Bishops Cleeve to Cheltenham, across the town centre to Cheltenham Station and along the A40, changing to the parallel B4063, before the A40 junction with the M5. The corridor then covers the B4063 through Churchdown between Cheltenham and Gloucester. From Gloucester the corridor then connects to London Road, across the city, to Kimbrose Triangle and Southgate Street linking the canal and river trust towpath improvements, which run from Gloucester towards Quedgeley.

The measures proposed take into account the need to create inclusive corridors that serve the wider population and can help to encourage those returning to cycling as well as new and younger cyclists.

The routes were audited using the Department for Transport route assessment tools, this information was used to propose infrastructure – which is now forming the basis of the LCWIP schemes in this bid - to encourage and improve cycling conditions.

The cycling route assessment tool considers;

- The directness and gradient of routes, to avoid long deviations and ensure ease of use for people with all abilities.
- The safety in terms of natural surveillance; proximity to vehicles and traffic speeds and volume.
- The connectivity and comfort of the routes, looking at the destinations relative to origins and gauging physical conditions such as surface quality which can also impact cycle comfort and safety.
- Crossings to identify waiting times and conflict with other road users which can discourage cycling as a travel option

Q6. Please provide a URL to the LCWIP if available

<https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/local-cycling-and-walking-infrastructure-plans/>

Scheme 1

Q7. Scheme name

B4063 Cycle Scheme

Q8. Total scheme cost (£)

£5,441,000 requested from the Emergency Active Travel Fund, Tranche 2
£6,165,000 other public sector funding (already identified, subject to leverage).

Total Scheme Cost - £11,606,000

*Note that funds from both EATF and the other committed sources (Highways England) are apportioned across all sections. We would seek to develop all sections in parallel to ensure that the whole project, and not discrete sections, can be delivered as quickly as possible to achieve economies of scale and efficiencies during construction. However, if funding only became available for a limited number of sections, these could be delivered while funding for subsequent phases is secured.

Cost breakdown by section:

Section 1: £ 2,558,340 TOTAL

- EATF ask: £ 1,033,340

- Other funding secured: £1,541,250

Section 2: £ 3,096,940 TOTAL

- EATF ask: £ 1,571,940

- Other funding secured: £1,541,250

Section 3: £ 2,814,300 TOTAL

- EATF ask: £ 1,289,300

- Other funding secured: £1,541,250

Section 4: £ 3,071,420 TOTAL

- EATF ask: £ 1,546,420

- Other funding secured: £1,541,250

Q9. Please provide a clear description of the scheme, including : • the location of new cycle lanes proposed to be introduced; • types of road that they are located on; • the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent. If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The B4063 Cycle Scheme

The new DfT Rapid Cycleway Prioritisation Tool (RCPT) identifies London Road, B4063, as the number one of the top ranked roads, in terms of cycling potential and spare space criteria outlined by the tool. The B4063 cycle scheme will continue the EATF Tranche 1 scheme on London Road, and run for approximately 6 miles, extending from Arle Court roundabout on the western outskirts of Cheltenham to London Road in central Gloucester. Upon completion, the scheme will provide a continuous cycle link between Gloucestershire's two main urban centres, their train stations and hospitals by tying directly into the West Cheltenham Walking and Cycling Improvement (WCWCI) scheme and the London Road (temporary) cycle scheme. Both of these schemes have recently secured funding and will be operational by 2022, the proposed opening year for the B4063 cycle scheme. In combination, these schemes will provide a seamless and uninterrupted path for cyclists from Cheltenham Spa railway station to Gloucester City Centre.

Background to the scheme:

Highways England have developed the scheme up to the end of preliminary design stage, and funding has been secured for £1.165million of further detailed design costs. Highways England has allocated £5million of construction costs; however, there is currently a budget shortfall of circa £5.4m to deliver the scheme in its entirety. The original scheme was designed by Highways England according to DMRB. The revised scheme developed for Tranche 2 will be enhanced and take account of latest guidance, specifically the Cycle infrastructure design (LTN 1/20) published in July 2020.

The proposed B4063 scheme will directly link to the £1.6m West of Cheltenham Walking and Cycling Infrastructure Scheme (WCWCI) that was recently approved by the LEP Board and which benefits GCHQ and the proposed Cyber Central development, with its proposed 1,100 homes and 7,500 jobs. A further c. 575 homes are planned in other developments along the route. In total, the adopted JCS identified c.9,000 homes and c. 100 hectares of employment land in the strategic allocations for the north-west and west of Cheltenham.

The WCWCI project continues east from Arle Court Roundabout, and at the eastern end of the scheme links to a proposed GWR access to the railway station. As an active transport scheme, it will also generate the health benefits (i.e. reduction in obesity and health related conditions) and take into account the whole of Cheltenham being declared an Air Quality Management Area (AQMA). WCWCI also provides benefits for pedestrians by delivering new crossings and improving the appearance and quality of the whole route.

Note that the scheme to the west, towards Gloucester, links with the Tranche 1 improvements on London Road that are currently being implemented.

Location and type of new cycle lanes to be introduced:

The B4063 cycle scheme will be a permanent intervention that follows the path of the B4063 through the villages of Churchdown and Staverton. The scheme will provide an attractive, flat route and acts as a core connection from which to develop a complete cycling network that joins the two primary economic centres in Gloucestershire.

For costings and the Economics/BCR to follow, the scheme has been split in to four sections. The B4063 – Section Plan in Annex A shows the type of the cycle lanes to be introduced along the route with segregated on road cycle lanes through the Built Up Area (BUA) of Gloucester, off-road segregated cycle facilities in more rural areas and through the villages of Churchdown and Staverton and a shared cycle path on the approach to West Cheltenham. The design principles for different sections of the route, include:

Estcourt Road to Elmbridge Roundabout:

Two options for design on stretch of cycle route through Gloucester BUA;

- On-carriageway cycle lanes (1.5m) with light segregation where possible, transitioning to two-way cycle track on northern side at Old Cheltenham Road. (Requires extensive widening of carriageway into verge/footway – potentially high cost depending on utilities).
- On-carriageway cycle lanes (1.5m) with light segregation where possible, transitioning to two-way cycle track on northern side at Old Cheltenham Road. (Requires extensive widening of carriageway into verge/footway – potentially high cost depending on utilities).

Elmbridge Roundabout to Arle Court Roundabout

End to end two-way cycle track on the northern side comprising:

- A 'shared cycle track' in rural sections with very few pedestrians. New approach and principles to establish a cycle track that people can walk on, not a footway people can cycle on; and
- A segregated footway and cycle track in locations with more pedestrians, such as Churchdown.

Location of junction improvements:

The following locations will be subject to significant junction Improvements for the Tranche 2 application:

- B4063 / Pirton Lane traffic signal junction.
- Innsworth Lane / Cheltenham Road East (Hare and Hounds junction), Churchdown.
- Down Hatherley Lane / B4063 junction, Staverton.
- Old Gloucester Road B4634 / B4063 / Bamfurlong Lane, Staverton.
- B4063 Badgeworth Road junction.
- Minor junctions to be upgraded along the route to prioritise cyclist movements over all other traffic to provide an uninterrupted cycle facility

A summary of the four sections, in terms of provision is as follows:

- Section 1 (from Estcourt Road Roundabout, Gloucester to Elmbridge Court Roundabout, Longlevens) Segregated or stepped one-way cycle lanes / segregated footway and 2-way cycle track;

- Section 2 (from Elmbridge Court Roundabout, Longlevens to Churchdown Village Northern extent) Segregated footway and 2-way cycle track (consider option of 'shared cycle track' in rural sections with very few pedestrians if constraints are identified);

- Section 3 (from Churchdown village Northern extent to M5 Overbridge, Staverton) Segregated footway and 2-way cycle track (consider option of 'shared cycle track' in rural sections with very few pedestrians if constraints are identified);

- Section 4 (from M5 Overbridge, Staverton to Arle Court Roundabout, Cheltenham)
Segregated footway and 2-way cycle track (consider option of 'shared cycle track' in rural sections with very few pedestrians if constraints are identified).

Value for Money (VfM) Assessment

The economic evaluation (including a Benefit Cost Ratio) and Value for Money assessment is currently underway and will be submitted as requested on September 11th. As the provision of the scheme varies along its length, and with different base cycling numbers, the scheme will be split in to the four subsections, although remain as one connected unified route. Uplift cycling numbers were been calculated using the supplied Uplifts Tool. The sections are shown on the attached plan, with accompanying overview plans of the scheme included with the bid. This scheme will therefore provide a permanent high quality cycle route linking the two main urban centres in Gloucestershire, their train stations and hospitals, thus improving access to jobs and health services. With its close proximity also to Gloucestershire University and other places of education, the scheme will provide travel opportunities for young people who are statistically shown to be amongst the group most affected by the Covid-19 related economic downturn, creating access to education and training.

Detailed plans for the B4063 scheme are found within Annex B.

Q10. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

Widening existing footway

Provision for monitoring and evaluation of schemes

Q11. For corridor schemes, please provide the route length in miles

6 miles

Q12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 2

Q13. Scheme name

Implementing the Central Severn Vale LCWIP

Q14. Total scheme cost (£)

1) £248,500 (recommended scheme in Cheltenham)
2) £688,000 (recommended scheme in Gloucester)
Total Scheme Cost: £936,500

Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide

measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent. If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The Cheltenham and Gloucester LCWIP report and network maps identify primary corridors along which high levels of cycling are anticipated, linking residential areas with the town and city centres. The secondary corridors/links connect people to education, employment and health services outside the centre or to the primary corridors. The proposals that are being applied for as part of EATF Tranche 2 are directly from the LCWIP, and consist of two schemes; one for Cheltenham and one for Gloucester.

The schemes listed below have been identified through the Gloucestershire LCWIP and also the DfT Rapid Cycle Tool.

For part one of this application Tewkesbury Road, is shown as part of the cohesive network but has no existing cycleways or top ranked new cycle ways. As part of the strategic network between the town centre and residential communities, this link requires improvement. The Propensity to Cycle Tool indicates that cycling levels on this corridor could increase from 10-14% to 30-39% in a "go Dutch" scenario.

Similarly for part two of the schemes detailed below, the route through Gloucester City Centre has been identified through the Gloucestershire LCWIP and the DfT Rapid Cycle Tool. This section provides a key Strategic Desire Line, and has a high potential for increased use by cyclists accessing the city centre, and surrounding areas. This scheme also links to Section 1, of this bid with the B4063 segregated cycle route, proposed to link the centre of Cheltenham to Gloucester. Delivering the schemes below will support the delivery of a cohesive, and effective, network to facilitate cycle access. The Propensity to Cycle Tool indicates that cycling levels on this corridor could increase from 10-14% to c. 30% in a "go Dutch" scenario.

Cheltenham; Tewkesbury Road Cycle Route

The scheme includes junctions at High Street, Gloucester Road and Tewkesbury Road and focuses on the conversion of existing footway into shared use. The scheme also provides improved crossing facilities and traffic calming features to create better conditions for both walking and cycling.

The scheme as included in the LCWIP (see map), consists of the following:

1a) Tewkesbury Road/High Street - 20mph signage with roundels and traffic calming. £45,000.

Assumes a 20mph hour limit (not a zone), requiring a TRO at a cost of £10-15k (included). Assumes cushions as speed limiting features and that existing lighting is sufficient (additional lighting if required will be costly).

1b) Tewkesbury Road/High Street - Raised Tiger crossing at Memorial Gardens, £50,000

Value of works is based upon Heron Way Zebra crossing. Assumes Tiger Crossing associated with a new Zebra facility and will require TRO/Notices.

2) Tewkesbury Road/Gloucester Road - Advanced stop lines and early start for cyclists £3,500

Assumes existing carriageway surfacing is in good condition, and Traffic Management with 2-way lights. Additional Phase to traffic signals for early start will require new signals aspect/filter and may require 'controller' changes which will mean additional costs, if at all possible.

3) Tewkesbury Road Corridor - Stepped 2m cycle track with 500mm buffer, both sides of the road, including 5 bus stops (one new and four upgraded) £150,000

1.8km length of road and 3.6km of new cycle track Assumes off carriageway facility (convert footway order required) with signs and road markings only and that the condition of the existing footway is good enough for cyclists. Assumes current lighting levels are sufficient. Existing traffic signalised crossing on Gloucester Rd will need Toucan Phase.

Total £248,500

Gloucester Outer ring road/A38/A4301 - Southgate Street route.

The LCWIP proposals for this corridor overlaps with both the DfT Assessment tool for Southgate Street (A4301) and part of the strategic cycle corridor linking the canal towpath to the city centre and London Road. The proposals for this scheme are a long-held priority for GCC to improve and enhance the

facilities for both cyclists and pedestrians on a vital artery into the City Centre. The proposals as outlined below include a raised junction at Llanthony Road, city centre signage, a tiger crossing at Kimbrose Triangle and widened cycle lanes and footways on Southgate Street.

The route currently has poor reinstatement of footways at several locations, and the shared space causes issues for the visually impaired. Solutions will provide footway repairs and upgrades to eliminate trip hazards, and also significantly improve the streetscape. The proposals are based on good practice emerging from the Cycling Cities programme and reflect the DfT LCWIP technical guidance and the latest cycling infrastructure design guidance.

The cost breakdown proposal is as follows:

1) Llanthony Road, Raised Junction. £150,000 (B on map)

A raised junction or continuation of the feeling of shared space on Southgate Street to assist right turn into Llanthony Road. Raise junction, narrow entry widths and improve visibility of existing mini-roundabout to calm traffic along Bristol Road.

2) City Centre Signage. £20,000

There is the option of re-signing the route to the south via Longsmith Street as far as Southgate Street and utilising the shared space area at Kimbrose Triangle. This avoids the busy pedestrian area around Victoria Dock and the heritage cobbled areas which can make cycling uncomfortable. A comprehensive signing strategy is required to emphasise the routes to and from the City Centre/Docks and Quays and the filtering of modes: pedestrians, cyclists, through traffic, for the City Centre.

3) Kimbrose Triangle Tiger Crossing. £50,000 (D)

The current 'shared space' indicative crossing requires improvements to comply with the new aspiration for the City Centre, and also address concerns from the visually impaired.

4) Southgate Street, Widen Cycle Lanes. £18,000 (C)

The current cycle lanes are narrow, not visible or intuitive, and require reallocation of road-space for suitable width to accommodate the demand for cycling to and from the city centre.

5) Southgate Street, Widen Footways and additional planting £450,000 (length of Southgate Street, B)

Linked to Item 1 above, the existing footpaths need to be widened to enable an improved flow between the City Centre and the Docks/Quays, and will also fit with the need to enable social distancing within the central area of the city. A raised junction or continuation of the feeling of shared space on Southgate Street will assist cyclists turning right into Llanthony Road. Raising the junction, narrowing entry widths and improving the visibility of the existing mini-roundabout will help calm traffic travelling along Bristol Road.

Total £688,000

Q16. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

New permanent footway

Widening existing footway

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

Provision for monitoring and evaluation of schemes

Q17. For corridor schemes, please provide the route length in miles

Part 1: Tewkesbury Rd – 1 mile
Part 2: Gloucester City Centre – 1.5 miles

Total: 2.5 miles

Q18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 3

Q19. Scheme name

Tewkesbury Connections

Q20. Total scheme cost (£)

£225k

Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Tewkesbury has a well established cycle network comprising of designated off road cycle facilities and on street shared use footway/cycleway facilities. The Newtown Cycle Link Cycle Track is one of the most heavily used cycle links in Gloucestershire, providing vital linkage between the Ashchurch, Newtown and Mitton Residential developments with wider access to Tewkesbury Town Centre including amenities at the local supermarket (where the current off road facility ends), Tewkesbury Primary School and a range of public services. The current facility sees 160,000 cyclists use the off road facility on an annual basis demonstrating a strong demand, however the Western extent of the facility is poorly served with a lack of continuity into the Town Centre and the nearby Primary School.

The area is subject to extensive proposed development, Tewkesbury and Ashchurch have been earmarked for significant development over the next 10 years in accordance with the joint core strategy identifying the need for 8000 new homes and this route will serve those accessing the Town Centre from the development site.

Whilst the rapid cycleway assessment tool does not highlight that this is a top ranked site at this location, it reinforces that there is strong demand with the cohesive network identified in parallel, the extension circled on the Scheme 3 map in Annex A offers a far more attractive option to all ability cyclists making use of the off road facility.

Station Road is a quiet cul-de-sac of 0.2miles in length, with a small number of industrial units, residential dwellings and businesses, Tewkesbury Baptist Church and the Salvation Army directly front onto the road and Tewkesbury Primary School is in close proximity, with adjoining roads providing direct linkage to the Town Centre.

The road is generally lightly trafficked but contains no dedicated cycle facilities, the footfall lends itself to a dedicated off street cycle facility which would require widening of the footway to create a segregated pedestrian/cycle facility. The current footway provision is 1.8 – 2m wide but there is available space to achieve a segregated facility for the entirety of the route to accommodate cyclists which would align with the existing 3.0m off road facility providing a continuous cycle link over 1.1 miles. The proposal is intended to be a permanent solution to providing improved access to the Town Centre, supporting the local economy and public health.

Q22. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Widening existing footway

Q23. For corridor schemes, please provide the route length in miles

0.2 miles

Q24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 4

Q25. Scheme name

Stroud walking and cycling access improvements

Q26. Total scheme cost (£)

£1,990k requested from the Emergency Active Travel Fund, Tranche 2:
- £1,915,000 (Golden Valley Route, segment 1 - including Dr Newton's Way link);
- £75,000 (Cainscross Road segregated cycle lanes)

Q27. Please provide a clear description of the scheme, including : • the location of new cycle lanes proposed to be introduced; • types of road that they are located on; • the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent. If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The Stroud walking and cycling access improvements scheme is composed of two main elements;
• Golden Valley Route (A419) – a step change in walking and cycling access to Stroud Town Centre (and station) from the east; and
• Cainscross Road segregated cycle lanes - upgrades to existing cycle lanes to provide a segregated cycle route into Stroud from the west.
(See 'Stroud Map 1' Annex A)

Golden Valley Route (A419), Segment 1 (including Dr Newton's Way link (Annex A)):

The first element of the scheme would see a significant permanent re-allocation of road space and design priority to walking and cycling - completing a missing link between Stroud Town Centre (and Station) and the A419 corridor, which offers onward traffic free links to communities to the east.

The scheme covers c.700m from Russel Street to London Road, as far as Dr Newton's Way roundabout. The route lies on the Gloucestershire Strategic cycle route as set out in the LTP, and is part of the primary cycle network in the draft Stroud LCWIP. The Rapid Cycleway Prioritisation Tool highlights this missing link as a gap to be filled to create a cohesive network.

This busy radial corridor on the edge of the town centre, which experiences congestion and significant speeding, currently has no provisions for cyclists, and narrow sub-standard footways resulting in an intimidating street environment for non-car users. Yet it provides a direct link between Stroud Railway Station/Stroud town centre and the A419 corridor (which serves significant populations and new development sites including Thrupp, Brimscombe, and Chalford). The corridor includes a traffic free link following a canal towpath that is severed from the town centre on this approach.

The proposed design is set out in the Golden Valley Route - A419 Stroud to Chalford Technical Report, prepared by Witteveen + Bos in 2019, and is supported by Stroud Town Council. The scheme would introduce a permanent, dutch-inspired mixed traffic 'Cycle Street', giving cyclists priority over motorised traffic, with clear threshold treatment to indicate to all users that they have entered a 'Cycle Street'. This approach maintains vehicles access for local traders but encourages slower vehicle speeds, and a safer, more people friendly environment in the market town.

The scheme would also benefit pedestrians through greater priority at crossing points through design, and improvements to the accessibility and comfort of the walking environment; building on existing temporary COVID-19 measures, such as surface treatment and footway widening, helping to aid social distancing. A raised table junction and footway priority to Russel Street from the entrance of Stroud Railway Station and the bus stops in the carriageway will also support lower vehicle speeds along the route, improving safety for all road users.

The Dr Newton's Way/Waitrose roundabout would also be remodelled to remove the existing traffic dominated layout, and provide pedestrian and cycle priority across the junction and into the town centre. Road-space will be permanently reallocated - narrowing approach lanes for motor vehicles and providing protected cycle lanes and pedestrian crossings.

(See 'Stroud Cycle Street Plans' in Annex A for further information on the design)

At Dr Newtons Way, a new permanent, 0.2km segregated walking/cycle link would be built to link the scheme to the Thames and Severn Canal towpath, creating a direct, connected, safe link for walking

and cycling between the towpath and town centre.

Scheme Summary:

- Provision of a missing walking and cycling link between existing traffic free route and town centre;
- Permanent re-allocation of road space to walking and cycling, and traffic calming design;
- New crossings/junctions with design priority to cycles and pedestrians;
- New segregated link parallel to high-traffic road to towpath.

Cainscross Road segregated cycle lanes

The second element of the scheme would upgrade 1.25km of existing advisory cycle lanes to provide light segregation on a key radial corridor to the west of Stroud town centre along Cainscross Road between Lansdown and Cainscross Roundabout.

Cainscross Road is a very flat but busy, two-way A-road that is served by several bus services along the route, and passes the Marling School and Stroud High School. As well as a key radial route into the town, it connects to onward cycle routes to Stonehouse via the NCN. The route lies on the Gloucestershire Strategic cycle route as set out in the LTP, and is part of the primary cycle network in the draft Stroud LCWIP.

Provision of segregated facilities on this route will make it safer and more comfortable to all cyclists and permanently allocate the road space to the exclusive use of cycles.

The Propensity to Cycle tool highlights this link as one of the top 10% links in the County to facilitate cycling, with a forecast 75% increase in trips under the Government Target scenario.
(See 'Cainscross Road PCT output' in Annex A)

Q28. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

New permanent footway

Widening existing footway

Provision for monitoring and evaluation of schemes

Other (please specify):

Pedestrian access and accessibility improvements

Crossing improvements

Q29. For corridor schemes, please provide the route length in miles

1.3 miles

Q30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 5

Q31. Scheme name

Rural connectivity

Q32. Total scheme cost (£)

1) £1,300,000 (Lydney to Parkend)
2) £392,000 (Moreton-in-Marsh)
Total Scheme Cost: £1,692,000

Q33. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Dean Forest Greenway, Lydney to Parkend

This route provides socially inclusive connections for the populations of Lydney, Parkend, Whitecroft and Bream (population c15,000) with an off road route. Strategically it connects with businesses centrally located with Lydney and the mainline rail station.

The route (see Annex A - Scheme 5) covers 5.5km with an estimated cost of £1.3m (c£240,000/km)

Economically it connects with Whitemead Forest Park, Pedalabikeway, Dean Forest Heritage Railway, central forest tourism locations as well as a wealth of hospitality businesses. It provides safe accessible off road connections between Parkend, Whitecroft and Bream. Connecting with the catchment secondary school Dean Academy.

Strategically the scheme connects with the only mainline station in the district, links the rivers Wye and Severn a strategic aim in the destination management plan, provides the missing cycle link from Lydney into the Forest and onwards to the Wye Valley, provides a safe commuter link as connecting roads are unsafe for cyclists and there's no footpaths for pedestrians. Vital connection between businesses of Lydney, central Forest tourism and surrounding communities.

The propensity to cycle analysis suggests that high quality improvements to cycling infrastructure could increase cycling levels in Lydney from c.5% and less than 1% in Parkend to between 10 and 14% in Lydney and 7-9% in Parkend.

Any Greenway route of this type utilises land set away from the highway and generally owned by a number of parties. It must be emphasised that the success of a Greenway route is entirely dependent upon the support and goodwill of these land owners. We have endeavoured to meet or correspond with each person involved along the way so as to ensure that they did not hear of our proposals second hand.

Our route starts in the garden of the Fountain Inn, or from the road a little to the north of the Inn. From this point it is easy to reach Parkend Station and the existing railway paths to Beechenhurst and to Coleford. A small bridge will be needed to reach the Forest from where a new path would be built through Parkhill Inclosure to follow on even level from end to end as far as possible. About halfway along we can follow an existing forest track for some 300 metres. At Whitecroft a new bridge over the Cannop Brook would lead to our first contact with the road, immediately to the south of the existing 30 mph marking where we need to make a crossing.

The whole of this Parkhill Inclosure section is set well to the west of the main road, and west of the Brook, so that traffic noise is scarcely audible. At Whitecroft we think that many cyclists will stay on the road as far as the Miners Arms? But our route would be signed past the side of the telephone exchange to ramp up to the existing lineside path. Although this is a little narrow, it is level so cyclists should be going slowly, and we consider shared use to be satisfactory.

At Whitecroft mark out another crossing of the main road to reach the entrance to Turnout Farm. We need to make a route on this land for 150m in order to bypass the constricted section of railway land – a section made all the more complex by the presence of services including a large gas main. Once past Turnout Farm buildings the Greenway joins the Dean Forest Railway land and follows their edge as far as the bridge over the river. Here we need a new footbridge over the river and a short section of new field edge path at Tufts junctions in order to bypass a restricted section of the railway land. Then join the railway land again to reach Norchard Wood, ideally with the help of a sliver of land from the adjacent hillside.

At Norchard Wood we have the only reverse climb of any significance on the Greenway route where we

will need to zigzag up almost 15m to reach the woodland level. These ramps should be set at less than 1:20 for the ease of family cyclists and the convenience of the public in wheelchairs. After a short section of new path through the beech woods, join the line of the colliery tramway and then the existing forest track for the whole of the rest of the way through Norchard Wood. This section has magnificent views of the Norchard Station area and a linking route with a new bridge over the railway has been suggested by Dean Forest Railway.

Moreton-in-Marsh:

With a high density of local businesses and listed buildings, Moreton-in-Marsh serves as a tourist destination with a strong placemaking function in the Cotswolds District and within the county. As a large trip attractor with retail outlets lining both sides of the High Street (A44), Moreton-in-Marsh attracts a high number of pedestrians. Young families and older people form a high percentage of the demographic of pedestrians in the town. The following schemes have been designed to support active travel movements in Moreton to aid local residents and visitors and improve access to schools, shops and the local railway station.

General Measures

There are a number of general measures throughout the town which as a package will improve the existing situation for both cyclists and pedestrians. These include general repairs and maintenance to the existing infrastructure, provision of appropriate dropped kerbs and tactile paving at controlled and uncontrolled crossings on the main routes through the town.

In addition it is proposed to undertake a bespoke signing and wayfinding strategy incorporating Town Council branding to help visitors get around the town.

The final element of the general measures is the provision of appropriate cycle parking shelters and stands at various locations around the town.

Measures to improve access to the primary school

Access to the primary school via provision of a DDA compliant ramp between A44 Oxford Street and East Street and a short footway section connecting with St Davids C of E Primary School.

Measures to reduce severance and improve access to and through the railway station

Re-routing of the NCN Route 48 avoiding narrow northern railway bridge (A429), could utilise existing Shared Use Paths (SUPs) through the new residential development; this will require liaison with Sustrans and will only require changes to the signage.

Remove the access restriction at the path through the park adjacent to Bleinheim Terrace and convert the route to a SUP. There does not appear to be a need for the access restriction.

Widen the route between the park and station; this is a good option that would deliver real benefits. However, will need to confirm land ownership.

Upgrade cycle parking at the railway station. This would need to be delivered on Network Rail / GWR land and so would require their agreement. However, subject to available space agreement could be achieved relatively quickly.

Other Measures

Include some additional uncontrolled crossing points, potentially with refuge islands (if possible) to the north of New Road, and to the north and south of the southern roundabout (this will require build outs on the eastern side of the road, which are likely to remove a small number of parking spaces).

Widening and conversion of the footway to a SUP between the town centre and caravan / motorhome park. It is likely we will need to retain mature trees along this section.

Provision of a gateway feature near hospital. This will be provided as part of traffic speed repeater signing where the A429 becomes more urban in nature (e.g. in the vicinity of the Aldi store).

Improve pedestrian provision across A44 railway bridge – this is likely to include removal of the existing guardrail at this location.

Please note that design drawings for all of these proposed measures can be made available on request.

Q34. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

New permanent footway

Widening existing footway

Provision of secure cycle parking facilities

Provision for monitoring and evaluation of schemes

Q35. For corridor schemes, please provide the route length in miles

3.43 miles or 5.5 km (Lydney to Parkend)

Q36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Finance case

Q37. Total DfT funding sought (£)

B4063 Cycle Improvements scheme: £5,441,000 (TOTAL)

- Section 1: £ 1,033,340
- Section 2: £ 1,571,940
- Section 3: £ 1,289,300
- Section 4: £ 1,546,420

Implementing the Central Severn Vale LCWIP: £936,500 (TOTAL)

- Cheltenham element: £248,500
- Gloucester element: £688,000

Tewkesbury connections: £225,000 (TOTAL)

Stroud cycling improvements: £1,990,000 (TOTAL)

- Golden Valley Route, segment 1 - including Dr Newton's Way link: £1,915,000
- Cainscross Road segregated cycle lanes: £75,000

Rural connectivity: £1,692,000 (TOTAL)

- Lydney to Parkend: £1,300,000
- Moreton-in-Marsh: £392,000

Total DfT funding sought: £10,284,500

Q38. Total DfT capital funding sought (£)

£10,284,500

Q39. Total DfT revenue funding sought (£)

n/a

Q40. Total local authority contribution, if applicable, (£)

£100k GCC officer time contribution, as a total for all schemes in this bid.

Management case

Q41. When do you expect to commence construction? (DD/MM/YY)

Scheme 1 - B4063 Cycle Scheme: 01/02/2021 Scheme 2 – LCWIP delivery: 02/01/2021 Scheme 3 - Tewkesbury Connections: 01/02/2021 Scheme 4 – Stroud cycling and walking improvements: 01/02/2021 Scheme 5 - Rural Connectivity: 01/02/2021

Q42. When do you expect to have completed the work? (DD/MM/YY)

Scheme 1 - B4063 Cycle Scheme: 31/03/2022 Scheme 2 – LCWIP delivery: 02/01/2022 Scheme 3 - Tewkesbury Connections: 31/05/2021 Scheme 4 – Stroud cycling and walking improvements: 31/12/2021 Scheme 5 - Rural Connectivity: 30/11/2021

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

GCC continue to successfully deliver a wide and varied range of highway schemes from design conception through to delivery. Relevant examples can be provided from a range of schemes including numerous walking and cycling schemes that demonstrate GCC's delivery capability and support the significant success of the management and governance strategy previously applied. Each project undertaken by GCC has identified Project Managers and a senior Project Lead from GCC. All Project Managers are aware of the other projects within in the area, and any implications with regards to timescales and construction.

Communication is also ongoing with all stakeholders including:

Major Projects (>£500k)

- Public engagement events (B4063 and drop in sessions)
- A dedicated Walking Cycling and Horse Riding consultation exercise
- Attendance at disability forums where appropriate
- The County Councils Cycle Advisory and Liaison Group,
- Engagement with the National Federation for the Blind, Guide Dogs for the Blind and other disability groups
- Working with local businesses, schools and community providers to ensure their needs are met
- Regular communications with bulletins issued to update on construction progress
- Regular press releases and information available on project websites
- Display of information signs on the side of the road promoting major projects
- Radio interviews

Improvement Schemes (<£500k)

- Statutory consultation when converting any footways to cycleways
- Letter drops to directly affected stakeholders
- Liaison with directly affected schools and businesses
- Cycle Advisory Group Updates

There is an established strong co-ordinated approach from GCC Major Projects with a dedicated Project Board and regular Board meetings, and cross-party working with partner organisations such as HE and District Councils.

Authorisation and delegation levels have been set internally within GCC at all levels of the Council. Internal governance is achieved through Cabinet approval and the County Council's Executive Decision Process.

During the scheme delivery phase, GCC retains governance and control of the delivery of the Contract. GCC will act as the client under the contract with the contractor being either Ringway as the Councils Term Maintenance Contractor or appointed via a competitive tender process. Representatives from GCC or their professional services provider will be appointed to undertake the project management and supervision roles and will be responsible for managing the Contract during the works.

GCC-led monthly project Board meetings, monthly standing reports to Lead Cabinet Members and monthly meetings of the LTP Management Board are all in place.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

GCC will utilise a tried and tested Communication and Engagement Management Plan to ensure constructive and open engagement with all stakeholders. This plan has been used effectively on previous scheme delivery resulting in limited adverse feedback from the public. The following will set out GCC's strategy for stakeholder identification as well as the methods and techniques required for communicating with them.

Statutory stakeholders will be provided with an overview of the scheme and copies of any current plans. Statutory stakeholders are the likes of Gloucestershire Constabulary, Gloucestershire Fire & Rescue Service, South Western Ambulance Service, Road/Freight haulage/transport associations, GCC highway records/Local Highway Manager and Parish/Town/District councils.

The engagement strategy will allow GCC to design, consult and delivery on schemes and consider its accessibility impacts.

Aims and objectives:

The main key principle of the engagement strategy is to ensure that stakeholders and members of the public are kept informed throughout the development and implementation of a scheme. Stakeholders are identified by category and characteristics as shown below.

Beneficiary - Stakeholders who receive direct or indirect benefits from the scheme.

Affected - Stakeholders directly impacted by the scheme in terms of construction/operation.

Interest - Stakeholders who have some interest in the scheme but not directly impacted by construction or implementation

Statutory - Stakeholders who have a statutory interest in the scheme, its construction and wider impacts

Funding - Stakeholders who are involved in the funding of the construction or operation of the scheme.

Engagement categories:

Information provided to stakeholders can vary depending on their involvement within the scheme. The list below sets out the likely level of engagement stakeholders can expect, by engagement category and details of engagement.

Intensive consultation/engagement

Stakeholders who are directly affected by the scheme and whose agreement is required in order for the scheme to progress. Consultation/engagement throughout the design and implementation.

Consultation/engagement

Stakeholders who are affected by the scheme and can contribute to the success of its design, construction or operation. Consultation/engagement at key stages.

Information

Stakeholders with some interest in the scheme or its use. Information to be provided at appropriate stages.

Engagement management:

The following table shows the management of GCC's engagement strategy. It itemises the stakeholders and interests and indicates the stakeholder category for which each is associated.

Transport operators, schools, community providers, property owners and businesses operating that may be affected by the works:

- Stakeholder category: Affected
- Engagement and consultation level: Intensive consultation/engagement
- Engagement method:

B4063 cycle scheme:

- Public engagement events and drop in sessions (or virtual Q&A sessions, if drop in sessions are not possible)
- Pre-exhibition briefing.
- Direct contact with owners and or agents
- Regular communications with bulletins issued to update on construction progress
- Information available on project websites and display of information signs on the side of the road promoting major projects

Local Intervention Schemes:

- Statutory consultation when converting any footways to cycleways
- Letter drops to directly affected stakeholders
- Liaison with directly affected schools and businesses

Local MP's:

- Stakeholder category: Interest
- Engagement and consultation level: Consultation/engagement
- Engagement method:

B4063 cycle scheme:

- Pre-exhibition briefing
- Regular communications with bulletins issued to update on construction progress
- information available on project websites and display of information signs on the side of the road promoting major projects

Local Intervention Schemes:

- e-mail briefings

Elected Members:

- Stakeholder category: Interest
- Engagement and consultation level: Intensive consultation/engagement
- Engagement method:

B4063 cycle scheme:

- Pre-exhibition briefing as above
- Public share and member forums,
- Regular communications with bulletins issued to update on construction progress
- information available on project websites and display of information signs on the side of the road promoting major projects

Local Intervention Schemes:

- Cycle Advisory Group Updates
- e-mail briefings

Scheme users/local residents:

- Stakeholder category: Beneficiary
- Engagement and consultation level: Consultation/information
- Engagement method:

B4063 cycle scheme:

- Public share events
- Regular communications with bulletins issued to update on construction progress
- information available on project websites and display of information signs on the side of the road promoting major projects

Local Intervention Schemes:

- letter drops ahead of the works

Local press/radio:

- Stakeholder category: Interest
- Engagement and consultation level: Information
- Engagement method:

B4063 cycle scheme:

- Pre-exhibition briefing
- Regular press releases and information available on project websites
- Radio interviews
- Regular communications with bulletins issued to update on construction progress

Local Intervention Schemes:

- Press release when funding secured successful

LEP and other organisations with an interest:

- Stakeholder category: Beneficiary/Funding
- Engagement and consultation level: Information
- Engagement method:

B4063 cycle scheme:

- Pre-exhibition briefing
- A dedicated Walking Cycling and Horse Riding consultation exercise
- Attendance at disability forums where appropriate
- The County Councils Cycle Advisory and Liaison Group,
- Engagement with the National Federation for the Blind, Guide Dogs for the Blind and other disability groups
- Regular communications with bulletins issued to update on construction progress
- information available on project websites and display of information signs on the side of the road promoting major projects

Local Intervention Schemes:

- Cycle Advisory Group Updates

Scheme engagement to date:

B4063 cycle scheme:

This scheme will provide a longer term and/or more permanent measure. Extensive consultation has been undertaken with key stakeholders to ensure that the plans proposed adequately and safely reflect the needs of users. Alex Chalk MP, Laurence Robertson MP and Richard Graham MP have supported this scheme, with Richard Graham MP drawing attention to the scheme at Prime Minister's Questions, with the Prime Minister stating that he looked forward to cycling the route! (Supportive emails can be made available on request). The Cycling Advisory and Liaison Group – a group of key cycling activists, cycle interest groups and Council members have also supported the scheme. HE, as the main partners, have obviously been engaged. The scheme is also identified as a strategic desire line in Gloucestershire Local Cycling and Walking Infrastructure Plan which underwent an extensive engagement process. Consultation will continue on this scheme, as outlined above.

Rural Connectivity, Tewkesbury & Stroud schemes:

The need for cycle improvements has been identified previously and is included in adopted documents such as the Local Transport Plan which has recently been consulted on extensively (Jan to March 2020). Some of these schemes have also been subject to high level scoping exercises. Once funding

has been secured, a more localised and scheme specific engagement will be undertaken.

Central Severn Vale LCWIP delivery:

Engagement has previously been undertaken on the Cheltenham and Gloucester based schemes as they have been drawn from the LCWIP. As part of the development of the LCWIP stakeholder engagement would have helped towards identifying the routes that are proposed in the adopted document. Stakeholders would cover a range of users, including vulnerable users, and feedback given will be drawn upon during scheme design and delivery. Once funding has been secured, a more localised and scheme specific engagement would be undertaken.

Q45. Please state which design standards have been followed in developing your scheme(s)

The B4063 core scheme has been taken on from a previous Highways England project for the entire route from Gloucester to Cheltenham. Therefore, the original scheme was designed according to Highway England standards that correspond with DMRB and where appropriate compliance with the local Manual for Gloucestershire Streets design standards. Now that the scheme is promoted by GCC, the design will be in accordance with latest guidance, specifically the Cycle infrastructure design (LTN 1/20) published in July 2020.

For the localised interventions, the design criteria in LTN1/20 Cycle Infrastructure Design will be applied alongside wider DfT design standards and local design standards contained in the Manual for Gloucestershire Streets.

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

If yes, please provide details

Not all of the schemes will require consultancy involvement. However, for the larger schemes, such as the B4063, where this is required, the consultants are part of an established existing framework contract started in 2019, between GCC and its partners; Atkins for professional services and Ringway for highway maintenance. The team has recently won the Chartered Institution of Highways & Transportation (CIHT) / Autodesk Collaboration Award (2020), so the partnership is working successfully, and has been recognised for its collaboration and innovation. Working through the framework ensures value for money and removes the need for tendering via external consultants and providers therefore providing significant reductions in lead in times to start construction activities.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?

Yes

Please provide details

The Council and the GCC Framework partners are ready to start on the schemes, as soon as funding is confirmed and designs are completed. Where this is not already underway, detailed design work could start quickly via Gloucestershire County Council's current framework consultant partner Atkins. In addition, highways partner Ringway could deliver construction works under their existing contract with Gloucestershire County Council.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

If yes please provide details

Monitoring will be in proportionate to the scheme delivered. The monitoring set out below would be appropriate for the B4063 scheme. Some of the smaller schemes may be monitored by way or user surveys and community engagement only. The monitoring and evaluation process will help to determine whether the scheme benefits desired outcomes are being realised.

Pre-scheme opening:

Before the scheme opens a monitoring report will be produced setting out a baseline that will allow comparison once the scheme has been delivered. To assist this baseline a number of surveys will be undertaken.

Monitoring for the B4063 will be undertaken using a mix of operational and one off data.

Operational data:

1. Cycle Count Surveys:

To understand the performance of the active travel measures permanent cycle count surveys can be undertaken to determine whether there has been an increase in cycle use along the routes/corridor. Data can be extracted monthly to monitor usage levels and provide an indication of any behaviour change as people see the measures and feel more comfortable cycling.

2. ATC Traffic Surveys:

In combination to cycle counts, permanent traffic ATC counts can also be taken along the same routes/corridors to monitor whether vehicular traffic flows have decreased as a result of the cycle interventions.

3. Bus Journey time surveys:

Impact on bus services is a key consideration in the EATF tranche 2 guidelines. Information can be gathered from the operators regarding journey time and punctuality in order to also see if there are improvements to journey times as a result of the Active travel measures and any associated mode shift.

One-off data activity:

One off data activities will focus around user questionnaires/surveys. This will allow for a qualitative assessment of the routes helping GCC to understand what works and what needs further improvement. The survey will allow data collection from all users of differing experience/confidence levels and mobility. Gathering this data will ensure that the scheme is inclusive for all.

Meetings:

Regular meetings will be held between GCC project staff during construction and delivery. Once delivered monthly meetings will be held with key stakeholders such as Local Highway Managers, Road Safety Officers and Police to discuss performance and any issues raised.

Meetings will be held with interest groups/vulnerable users groups to see how they consider the improvements and whether any alterations are needed.

This qualitative data will give GCC confidence in our monitoring abilities and help to ensure that the scheme is adapted for all users and will also provide benefit for future schemes as positives/negatives identified for this scheme can be considered in greater depth.

1 year study:

The information gathered through the monitoring undertaken will be analysed and discussed in a study paper after 12 months.

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

The monitoring and evaluation approach for all schemes, including the B4063 scheme is outlined under 48 above. As stated, we will produce a monitoring report, pre-opening baseline data post implementation data and another assessment a year after opening. Once the EATF Tranche 2 Monitoring and Evaluation Guidance is released, we will ensure our processes are fully in line with this guidance.

Declaration

