

GLOUCESTERSHIRE TRANSPORT DECARBONISATION ROUNDTABLE WITH UK100 - STATEMENT OF SHARED INTENT

Background

In January 2023 all 7 Gloucestershire councils came together at a Decarbonising Transport Roundtable as part of the UK100 Local Power In Action programme to discuss how the councils could co-ordinate policy development to reduce transport related carbon emissions and improve air quality. (UK100 is a cross-part membership organisation that supports the most ambitious councils to go further and faster on their net zero targets. Members will be aware that the Council has recently re-affirmed its membership of UK100, following a decision made at Environment Committee on 14 September 2023.)

The Statement of Shared Intent

A high level Statement of Shared Intent was agreed by all leaders of the Gloucestershire councils at that meeting. This Statement (see attached):

- recognises the need to reduce emissions from surface transport in line with science-based targets and the commitments of the Climate Change Act 2008
- commits the councils to work together as a diverse county with a rural and urban character to develop a countywide transport decarbonisation strategy
- supports local efforts to create sustainable neighbourhoods within acceptable walking distance of local service centres and build in active travel and public transport availability to make these the most attractive travel options
- encourages people through education, engagement, and action to choose to avoid the need for some journeys, to shift to more sustainable transport modes and to improve the sustainability of private vehicle journeys

The Statement of Shared Intent is in line with the objectives and actions of our 2030 Strategy, Council Plan and our adopted and emerging local plans.

The Annex to the Statement of Shared Intent - Transport

District leaders present at the UK100 Roundtable requested additional time to review and agree the Statement's more detailed Annex ahead of final sign off by Climate Leadership Gloucestershire. The final draft version is attached. Officers consider that the Annex is now in line with national and local planning policies.

Gloucestershire County Council will be taking the Statement of Intent and Annex for formal sign off to Climate Leadership Gloucestershire on 29 October 2023.

The Leader of the Council, in consultation with the Chair of Environment Committee, has indicated her support for the Annex, and has requested that the document be

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circulated to Environment Committee members in advance of the CLG meeting. The final Statement and Annex will then be reported to Environment Committee as an information update at the December meeting.



Gloucestershire Transport Decarbonisation Roundtable with UK100 13th January 2023

Statement of Shared Intent

“Gloucestershire County Council and the six district authorities recognise the need to reduce emissions from surface transport in line with science-based targets and the commitments of the Climate Change Act 2008, which require an 80% emissions reduction by 2030, and Net Zero by 2050.

Gloucestershire aspires to become a leader and exemplar of best practice for transport emissions reduction in the UK. We commit to working together as a diverse county with rural and urban character to develop a countywide transport decarbonisation strategy, that encourages shifts in travel behaviour to achieve the necessary carbon emissions reductions to reach net zero.

As Local Plans and Local Transport Plans are updated, we will seek to support the ambitions and delivery of this countywide transport decarbonisation strategy. The partners will support local efforts to create sustainable neighbourhoods within acceptable walking distance of local service centres and build in active travel and public transport availability to make these the most attractive travel options.

We acknowledge our roles and responsibilities in reaching our demanding targets by encouraging people through education, engagement, and action to choose to avoid the need for some journeys, to shift to more sustainable transport modes and to improve the sustainability of those journeys that still require the use of private vehicles.

We will work through Climate Leadership Gloucestershire to implement this statement.”





Annex to the Statement of Shared Intent – Transport

Introduction

The purpose of this document is to coordinate policy development between Gloucestershire's local authorities with the aim to reduce transport related carbon emissions and improve air quality. It sets out how new development allocations can contribute to decarbonise transport under the following three levers for change:

- providing smarter access to reduce car and van trips,
- supporting a shift to sustainable travel modes,
- and supporting a move to improve vehicle emissions.

This statement should be considered in the context of national policy guidance for new development and becomes part of the shared countywide evidence base that supports the aims of the Gloucestershire Statement of Common Ground.

Smarter Access

We recognise that our residents share our concerns and wish to reduce their need to travel.

Development locations with high proximity to services or that facilitate significant new services that enable self-containment and reduce the need to travel should be prioritised. New major infrastructure is the most carbon intensive way to support building housing, therefore prioritising integration with existing infrastructure should be the preferred method for development.

To prevent social isolation and promote economic prosperity new development should be prioritised in areas of existing or future high accessibility to local services or areas where the delivery of new services is viable. Such services include:

- Education (primary & secondary schools)
- Health (pharmacies & GPs)
- Household recycling sites
- Employment
- Food store, supermarket
- Access to a service centre
- Mobile and superfast broadband connectivity (5G or next generation)
- Last mile delivery options (parcel lockers)

Prioritised areas for new housing, employment and mixed-use development should include:

- Highly accessible to public transport network(s) (bus or rail) that are financially sustainable or areas where growth would support transport network(s) that are financially sustainable in the long term or close to a Transport Interchange Hub and served by high frequency passenger transport service(s) (bus and rail) as set out in Gloucestershire's Bus Service Improvement Plan (BSIP).
- Superfast digital connectivity (mobile and broadband, 5G or better) or areas where enhancements to existing digital networks are viable. Support for home working including effective mobile and/or broadband access.
- Active Travel Routes (walk, wheel, cycle), where it is less than ~3 miles (5km) between existing or planned key employment sites, residential centres, and services.
- Electric vehicle charge points and the necessary supporting national grid infrastructure required and/or alternative fuels infrastructure.

Shifting Modes

We recognise that many of our residents will move away from private car use if other options are available. Active travel options need to be safe and well publicised. Public transport options need to be efficient, affordable, and regular to encourage greater take up. The efficient management of parking provision can also contribute to a re-balancing of the attractiveness of sustainable transport modes.

To achieve the targeted increase in active travel we recognise that people who do not currently walk, wheel, or cycle, should be enabled, and encouraged to take up these sustainable and healthy options. The achievement of this will require provision of new infrastructure and facilities that make cycling or other forms of personal sustainable transport a more attractive option.

For residents to shift to public transport there needs to be an efficient, affordable, and well publicised bus services with supporting hub and spoke connections through Transport Interchange Hubs to enable access. We commit ourselves to working together to improve the bus services throughout Gloucestershire and the interchanges which make bus travel more attractive and practical.

Rail services offer considerable potential to shift transport use away from cars for medium length journeys and should be seen as important in a regional context. However, rail services need to be more frequent, and stations and interchanges need to be integrated into the wider public transport network, accessible by active travel routes, attractive and easy to use. Gloucestershire County Council commits to working with the rail service providers to improve rail services throughout Gloucestershire, serving the rural areas and market towns as well as the major urban areas. Improving public transport links to rail stations to provide greater accessibility will be a priority.



We support the development of the mass transit service linking Gloucester and Cheltenham and recognise the need for express-bus services so that rural parts of the county will also be able to access this long-term project. These express-bus services will be supported by a network of multi modal Transport Interchange Hubs, including parking for active travel modes (bike/e-bike, e-scooter) mobility and motorbike parking. Transport Interchange Hubs should consider including electric vehicle charge points and/or alternative fuels, as well as a package of drop-off/pick up facilities.

Improving Sustainability of Car Journeys

We recognise that many journeys will continue to require private vehicle use and that many of our residents wish to make these as sustainable as possible.

We will work together to investigate and encourage car sharing and car clubs not only to fulfil the need for some journeys but also to access Transport Interchange Hubs in our more rural areas as set out in Gloucestershire's Bus Service Improvement Plan (BSIP).

The move to electric vehicles is vital to achieving the county's ambitious targets but we recognise that infrastructure needs to be in place to encourage such a shift. Gloucestershire County Council and district councils will work together to provide a network of electric vehicle charge points, both on road and as an essential element of new developments.

Working Together

We recognise that central government has set similar ambitions but that we will sometimes require additional funding and the devolution of powers to deliver objectives in the plan. We commit to lobbying together with a single voice to make our case to central government on those occasions through vehicles including Climate Leadership Gloucestershire to advocate on behalf of the county, its residents, and its businesses.

Our asks of government could include:

- Continued investment in active travel infrastructure,
- Investment in sustainable rural transport,
- Public transport fare review,
- Enhanced rail services and rail infrastructure improvements,
- EV infrastructure and the necessary supporting national grid infrastructure (national investment and collaboration with 7 local authorities), and
- Freight (including lorry parking, electric and/or alternative fuels for freight) and regional cooperation.

Going forward we commit to working together to develop the countywide transport decarbonisation plan and to deliver real change by 2030. We will do this by maintaining regular dialogue and seeking to promulgate examples of best practice from the districts, Gloucestershire County Council, and authorities in the rest of the UK.