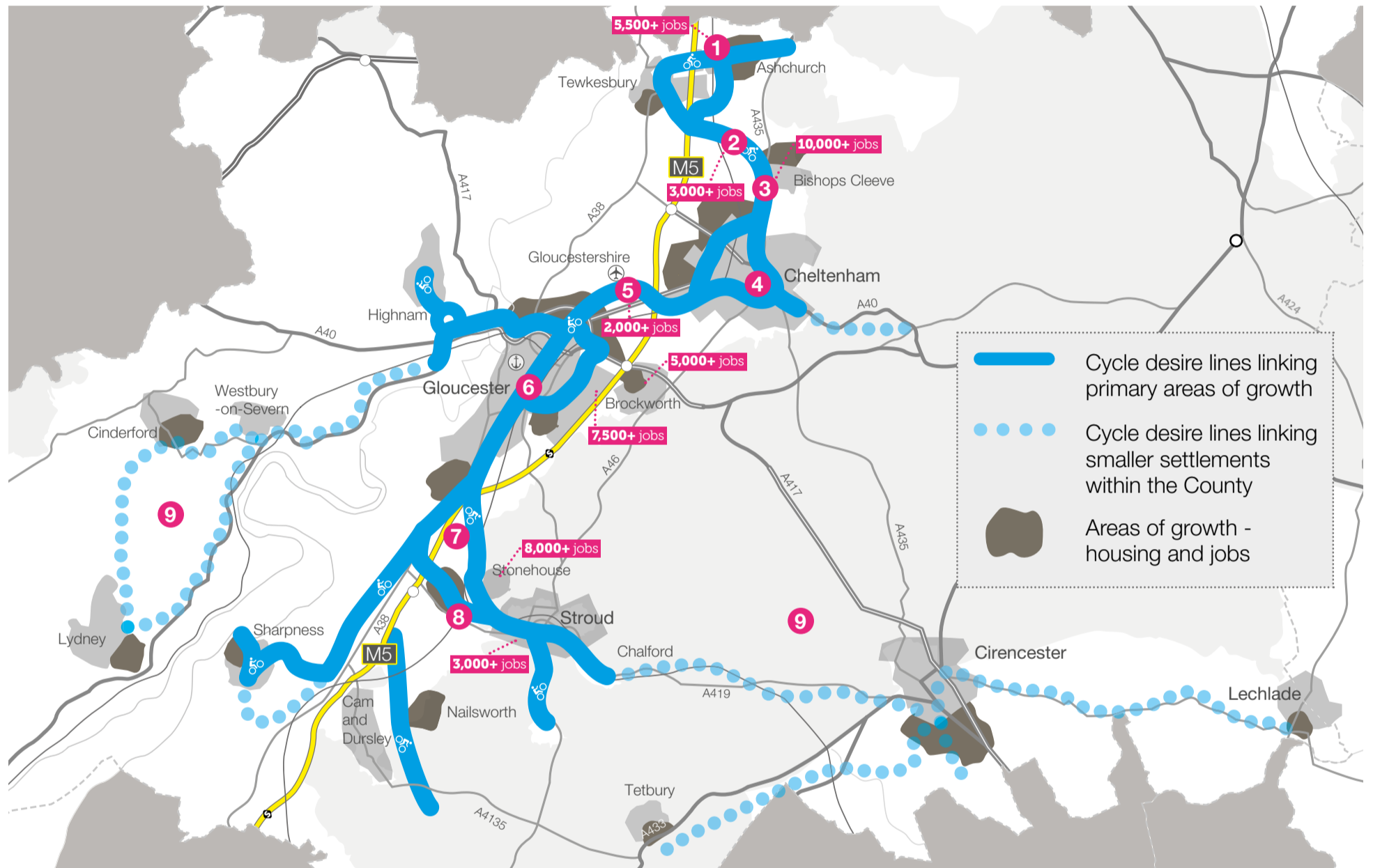


# Gloucestershire Strategic Cycle Network

- Linking the economic centres of the county including the Growth Zone
- Linking business parks providing over 40,000 existing jobs
- Offering over 100 hectares of development land
- Optimising the capacity of the transport network
- Supporting the planned growth and job creation within the County
- Providing sustainable travel options

The Department for Transport launched its **Cycle and Walking Investment Strategy (CWIS) in April 2017**. The strategy outlines Government's ambition for cycling in England which is 'to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey'. The strategy introduces a set of aims and targets for 2025 including the doubling of cycle activity. Over recent years improvements have been made to the cycle network within Gloucestershire including the area of the LEP defined 'Growth Zone'. The Growth Zone is the area around the M5 and was designated by the Gfirst LEP in its Strategic Economic Plan (SEP) in 2014. This plan sets out how Gloucestershire is working to develop and deliver a cycle network to enable movement around the Growth Zone and the wider Gloucestershire Area.



- 1 Newtown Cycle Track was opened in 2009 at a cost of £1m.** It provides a key traffic free spine route for people – especially school children and commuters – to walk and cycle. It has contributed to sustained high levels of cycling in Tewkesbury wards. As proposed development is allocated east of Tewkesbury there is a need to strengthen cycle route provision across the M5 corridor.
- 2 The gap inbetween Tewkesbury and Bishop's Cleeve is narrowing as development builds out of these settlements.** Quietly trafficked cycle routes should be identified and safeguarded here.
- 3 The need for improved cycling conditions between Bishop's Cleeve and Cheltenham is a high priority.** In particular, local businesses are keen to see infrastructure provided to retain their accessibility and attract a vibrant work force in the face of increasing traffic congestion on this corridor. In partnership with Sustrans a scheme has been developed and some funding secured.
- 4 As with most towns, Cheltenham has quiet ways and a wide choice of routes for cyclists, including the traffic free Honeybourne Line.** The 'Barriers to Cycling' Study (2015) has led to £40k of key improvements being made for cyclists across to the east of Cheltenham which are being delivered in 2017.
- 5 Highways England are investing £3.7m into cycle route improvements on the corridor between Gloucester and Cheltenham.** This will help make cycling safer and more attractive and reduce motorised traffic congestion on the Strategic Road Network.
- 6 Gloucester City provides a wide choice of key routes through the city;** one is a traffic free canal tow path; one is a segregated facility adjacent to the SW bypass; another is the Bristol Road which carries much lower motorised traffic flows now. Also, on the eastern side, the A38 provides a key route. As part of the implementation of the 'Barriers to Cycling' study (2015) £110k of key improvements are being made on this corridor in 2017.
- 7 The links between Gloucester and Stroud are adequate for experienced cyclists but not optimal.** Opportunities will be taken to improve connectivity here and in association with the Stroudwater canal 'Missing Mile'
- 8 The A419 corridor serving Stonehouse and Stroud offers mixed cycle route provision, mostly in relation to the Canal towpath and the Nailsworth Path.** This provides a good leisure network but is less suitable to serve commute and school trips. Improvements to the highway are being delivered to facilitate development which will seek to improve conditions for all highway users, including cyclists.
- 9 Cycle desire lines linking smaller settlements:** Settlements such as Cirencester, Cinderford and Lydney will benefit from cycle facilities, which will need to be determined in a proportionate manner due to the size and likely demand.

**Our aim** To complete sections of the Strategic Cycle Network as opportunities arise and as funding becomes available. The gaps identified above will continue to be developed by GCC and its partners as resources become available.

For further information visit [www.gloucestershire.gov.uk/ltp3](http://www.gloucestershire.gov.uk/ltp3) or email [ltp@gloucestershire.gov.uk](mailto:ltp@gloucestershire.gov.uk)