ACTIVE TRAVEL STRATEGY

Technical Report | December 2024

Forest of Dean
DISTRICT COUNCIL

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1 Foreword

1.1 Strategy Introduction

1.1.1 The Forest of Dean District Council is committed to fostering a sustainable and healthier district, where active travel is the preferred choice for all residents and visitors to access essential services, places of work, and recreational areas.

1.1.2 This commitment is embodied in our Active Travel Strategy (ATS), a transformative initiative that prioritises fitness, health, reduced CO_2 emissions, reduced local pollution, improved opportunity, equality and more resilient communities.

1.1.3 Our ATS transcends the conventional concept of travel from Point A to Point B. Instead it emphasises the enhancement of physical and mental health, the promotion of wellbeing, and the cultivation of a deeper connection with nature.

1.1.4 We will work together with other partners in the area to provide safe, direct, attractive, and accessible active travel routes and facilities, making active travel the preferred travel choice.

1.1.5 The ATS sets out a clear vision and objectives and identifies interventions to support active travel. It aims to provide people healthy, sustainable and affordable travel choices, so that they can have access to local natural resources, employment, health, education and leisure facilities. Furthermore, it seeks to complement the existing transport network by enhancing interchange with bus and rail public transport, enabling everyone to reap the benefits of active travel.

1.1.6 The ATS is our pledge to a future that is sustainable, healthy, and inclusive of nature. It demonstrates the benefits of active travel for both communities and individuals, in areas such as health, wellbeing, economy, sustainability, pollution and congestion, and will guide development to improve life for all.

1.1.7 This technical report provides the ATS and the evidence base that has informed its development. An accompanying public facing Summary document is also available.

2 Vision and Objectives

2.1 Vision

"To create a sustainable and inclusive active travel network that promotes and increases uptake of cycling, wheeling, and walking as a healthy and sustainable mode of transport that connects local communities and enables inclusive opportunities whilst complimenting the Forest of Dean's unique captivating environment and leisure qualities."

2.1.1 The ATS will be informed by this overarching vision, influencing all decisions about transport and development in the district.

2.1.2 In December 2018, the Forest of Dean District Council declared a climate emergency with a resolute goal "to make the district carbon neutral by 2030." This commitment reflects the districts unwavering dedication to addressing and mitigating the impacts of climate change.

2.1.3 The Climate Emergency Strategy and Action Plan 2022 – 2025[1], published in 2020, included a resident's survey to discuss walking and cycling. The results of which signposted the need for feasibility studies for new cycle and walkways in the district, the need for active travel to help the development of the new local plan and to inform government funding opportunities.

2.1.4 This strategy will therefore pull those considerations together by identifying a network of active travel routes, outlining the infrastructure and behaviour change provision required to encourage mode shift and provide evidence to inform the emerging local plan, encourage a sustainable future and outline Community Infrastructure Levy (CIL) and Section 106 funding opportunities from future growth allocations.

2.1.5 The strategy will highlight the needs of the communities within the Foret of Dean district, identify areas of greatest need to address deprivation and provide enhanced access to skills, training and employment opportunities, whilst ensuring that the unique captivating environment of the district are appreciated and accessible while seeking to address the climate emergency.

2.1.6 To deliver this vision, the strategy will have a primary focus on delivering local improvements for local communities. In doing so, the strategy will identify and seek to address barriers to cycling, wheeling and walking, improve connectivity within and between settlements to reduce social and rural isolation, enable greater travel choices that can actively reduce car carbon emissions, provide health and wellbeing benefits, and maximise the potential of both utility and leisure cycling.

2.2 Objective Priorities

2.2.1 The strategy's success will be adjudged and monitored against several objectives that have been identified through the baseline review, Section 3**,** and extraction of key themes. The Objective priorities are highlighted below and are detailed further in Section 7:

- Objective 1: **Enable a reduction in car carbon emissions, and car dependency** through the delivery of a continuous and accessible network of active travel routes and interventions, providing high quality alternatives travel options.
- Objective 2: **To promote community empowerment and cohesion and deliver Social Value** by improving active travel infrastructure within and between settlements to

[1] foddc-climate-emergency-strategy-and-action-plan-2022-25-draft.pdf (fdean.gov.uk)

support affordable active travel as the primary and most convenient travel choice for short journeys to transport, education and employment opportunities whilst combating social isolation, deprivation and health and wellbeing issues.

- Objective 3: **Identify and address barriers to cycling, wheeling, and walking** to encourage more people to participate in active and healthy lifestyles.
- Objective 4: **Support delivery of active travel routes that are pleasant, safe, and accessible** for all users and abilities and suitable for utility and leisure purposes in order to promote community wellbeing.
- Objective 5: **Shape sustainable land use and Economic Prosperity** through the creation and support of active travel neighbourhoods, sustainable new development and utilising active travel as a tool to enable a sustainable economy.

2.2.2 The following chapters will set the scene and outline how the vision and objectives have been developed and how the ATS will seek to deliver them.

3 Setting the Scene

3.1 Geography

3.1.1 The Forest of Dean District is located in the west of the county of Gloucestershire, bound by the River Wye to the west, River Severn to the south and east and the counties of Worcestershire to the north east and Herefordshire to the north west.

3.1.2 The districts population is approximately 87,000 as recorded in the 2021 census, increasing some 6.1% since the previous census in 2011. The four primary settlements are Lydney (8,960 residents), Coleford (8,351 residents), Cinderford (8,116 residents), and Newent (5,073 residents). It must be noted that the Tutshill, Sedbury and Beachley settlements, which are all neighbouring have a combined population of 5,316 residents and is also a key settlement and growth area in the district.

3.1.3 The district has two distinct landscapes with the northern part resembling rural hinterland with Newent at the centre, and the south a mix of low-lying river flood plain leading to rolling hills and steep forested valleys in places. The southern side of the district is also defined by its mix of ancient woodland, one of the last surviving in the UK, and managed woodland areas with three of the districts four primary settlements of Cinderford, Coleford and Lydney bordering it. This forms an area of mixed woodland of approximately 110 square kilometres, known as the Forest of Dean, which gives its name to the district.

3.1.4 The north of the district is characterised by agricultural industry, fruit farming and Hartpury University & College whilst the central and southern side are much more mixed through farming, woodland industries, manufacturing and engineering, and construction presenting a much more industrialised feel.

3.1.5 The district is scattered with disused standard and narrow-gauge railways that supported the industries in the area, some of which are long since gone and where tracks are almost returned to nature or have been used for leisure purposes.

Industrialised past and current situation

3.1.6 The Forest of Dean, known for its industrial and mining history, saw rapid development of its coalfield in the early 19th century, which spurred the growth of the iron and steel industry, supported by expanding railways and tramways. Cinderford was established mid-century to accommodate the workforce, by the late 19th and early 20th centuries, the area had become a complex industrial region. The industrial peak occurred in the early 1930's, but post-World War II, rising costs and reduced output led to the decline of industries, particularly iron mines. Coal production continued but fell significantly by the 1960s, with major collieries closing by 1965, leaving only small-scale free mines operational.

3.1.7 The district has since seen the entry of some manufacturing and high-tech industries, with the Ribena Suntory factory in Coleford and Rank Xerox in Mitcheldean being the largest employers. Despite this, the area has experiences economic decline and increased deprivation, particularly in Cinderford which has struggled to recover.

3.1.8 The district hosts only five large businesses employing over 250 people. The majority of each of the district's 4,400 businesses are small to medium sized enterprises (SME's). However, post Covid-19 pandemic, there have been several new high-tech business arrivals, contributing to the diversification of the business base.

3.1.9 Key employment locations are situated at Vantage Point, Mitcheldean, Forest Vale Industrial Estate, Cinderford, and Lydney Harbour Estate, Lydney.

3.1.10 While Leisure and Tourism are important contributors to the economy, the key employment industries, according to the Forest of Dean Economic Profile[2] are within Manufacturing, Health, and Construction. These three sectors account for 26.4%. 11.6% and 8.3% of all full-time employees.

Transport

3.1.11 The Forest of Dean District is accessed primarily through three primary A-roads, the A40, the A48 and A417. The A40 cuts east to west almost forming a boundary between the northern hinterland and the forested and hilly southern areas, whilst the A48 routes from the A40 at Highnam to Tutshill and Sedbury to provide access to Chepstow and the M48/M4 motorways. The A48 largely follows the River Severn. The A417 almost forms the north eastern boundary of the district, routing from Gloucester to Ledbury and is notable for its road closures during high river periods in the Maisemore area. The A417 also provides access to Hartpury University and College. In their current arrangement, these A-roads are intimidating and discourage active travel use.

3.1.12 The very northern area of the district is divided by the M50 motorway, with Dymock and Bromsberrow Heath being the largest settlements north of it. There is only one motorway junction within the district located at the A417 interchange.

3.1.13 The district once had several railways, branch line railways, tramways as well as smaller freight orientated and narrow-gauge mineral railways. The key railway routes were the South Wales Railway, Gloucester to Ledbury Railway, Hereford – Ross – Gloucester Railway, Severn and Wye Junction Railway and the Wye Valley Railway.

3.1.14 Today only the South Wales Railway remains as part of the national network, whilst part of the Severn and Wye Junction Railway remains in a heritage capacity called the Dean Forest Railway running from a junction with the national network in Lydney to Parkend to the north.

3.1.15 Lydney Railway Station (the only station within the district) is served by Transport for Wales offering services to Gloucester, Cheltenham, Chepstow, Newport, and Cardiff as well as Crosscountry with services between Cardiff and Nottingham via Birmingham New Street. Lydney Railway Station is a key interchange for the south of the district. Lydney Railway Station accommodated 145,000 entries and exits in 2022-2023 according to Office of Rail and Road (ORR) data[3].

3.1.16 The Forest of Dean is also served by a number of bus services, as well as a Demand Responsive Transport (DRT) service known as “The Robin”, operating in the south of the district, along with several community transport operations, such as Lydney Dial-A-Ride.

3.1.17 Key bus service routes are:

- Service 24, operating two hourly: Serving Ross-on-Wye, Joy’s Green, Ruardean, Mitcheldean, and Gloucester.
- Route 33, operating hourly: Connecting Gloucester to Ross-on-Wye via Longhope and Mitcheldean.
- Service 22/23, operating half hourly: Operating from Coleford to Gloucester via Sling, Bream, Lydney, Blakeney and Newnham-on-Severn.

[2] forest-of-dean-economic-profile.pdf (fdean.gov.uk)

[3] Estimates of station usage | ORR Data Portal

- Newport Bus Route 72, operating two hourly: Serving Chepstow, Lydney, Mitcheldean via Dean Heritage Centre and Cinderford.

3.1.18 In terms of cycling infrastructure, the district contains three National Cycle Network routes, 42, 45 and 432 as well as a myriad of leisure routes which are covered in more detail in **Section 3.4** but no active travel provision that is of LTN 1/20 standard.

3.2 Socio-Demographic Context

3.2.1 Understanding the Socio-Demographic context of the district will help ensure that the ATS targets the most appropriate people and locations. The Socio-Demographic context considers population characteristics such as age, deprivation, vehicle ownership, travel to work data, educational attainment, and economic activity rate.

3.2.2 The key outputs are provided below:

Age Profile

3.2.3 Following the 2021 census, 32.3% of the population is aged 60 and over whilst those aged 24 and under make up 25.5% of the population. The remainder of the population is divided as follows; 25-39 equating to 15.8% and 40 – 59 equating to 26.5%.

3.2.4 The make-up of the age characteristics is shown in **Figure 3.1**.

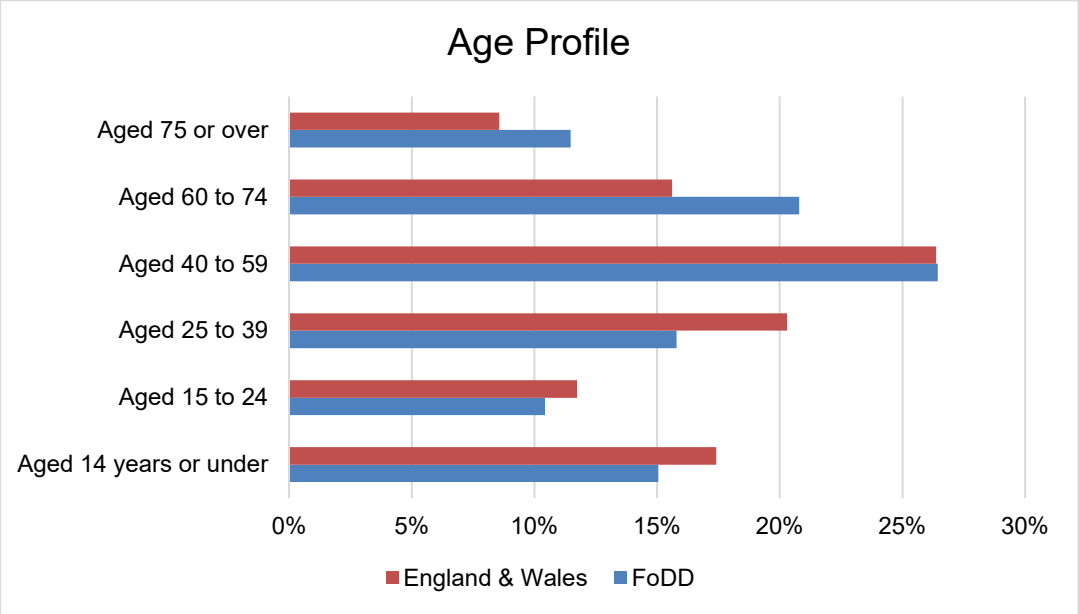

Figure 3-1: Age Profiles (Census 2021)

3.2.5 From reviewing Figure 3.1, it is clear to see that the district has fewer residents aged under 24 than the England and Wales trend, some 3.7% lower. Whilst there is evidence of an aging population, with 7.1% of the population being over 60 when compared to the England and Wales average.

3.2.6 The population distribution between the ages of 40 and 59 is quite similar between FoDD and the England average. This observation is crucial because, according to the National Travel Survey (NTS) as cited in the 'Cycling UK's Cycling Statistics' document 2023 by 'We Are Cycling UK', individuals aged between 40 and 49 undertake the most cycling trips of any age group, closely followed by those aged between 50-59. This suggests that a significant

segment of the district population fits the age profile that has a propensity to cycle. This inclination can be further encouraged by implementing active travel infrastructure.

Disability Profile

3.2.7 The Family Resource Survey 2020-2021, published by the Department for Work and Pensions (DFWP) in March 2022 reports impairment types in the United Kingdom. The outputs of those surveys are provided in **Table 3-1** below.

Impairment Type[4]	Percentage of disabled people		
	2018/2019	2019/2020	2020/21
Mobility	48%	49%	46%
Stamina / Breathing / Fatigue	36%	36%	33%
Dexterity	26%	25%	23%
Mental Health	27%	29%	29%
Memory	16%	16%	11%
Hearing[5]	13%	13%	10%
Vision	12%	12%	9%
Learning	14%	14%	11%
Social / Behavioural	9%	9%	8%
Other	18%	17%	23%

Table 3-1: Impairment types reported by disabled people; 2018/2019, 2019/2020 and 2020/2021, United Kingdom

3.2.8 The data in **Table 3-1** has been applied proportionally to the population of the district to determine possible impairment types in the district.

3.2.9 Within the district, 16,679 people are recorded as disabled under the Equality Act 2010, equating to 19.2% of the population. This is some 1.9% higher than the England and Wales average of 17.3%.

3.2.10 **Figure 3-2** overleaf demonstrates the proportion of impairment types against the district population, assuming the same rates for each impairment as shown in table 3.1.

[4] Totals will sum to over 100 per cent as respondents can report more than one impairment type.

[5] Data for the 'Hearing' category is to be treated with caution due to the possible sampling limitations of interviewing by telephone this survey year being impacted COVID-19.

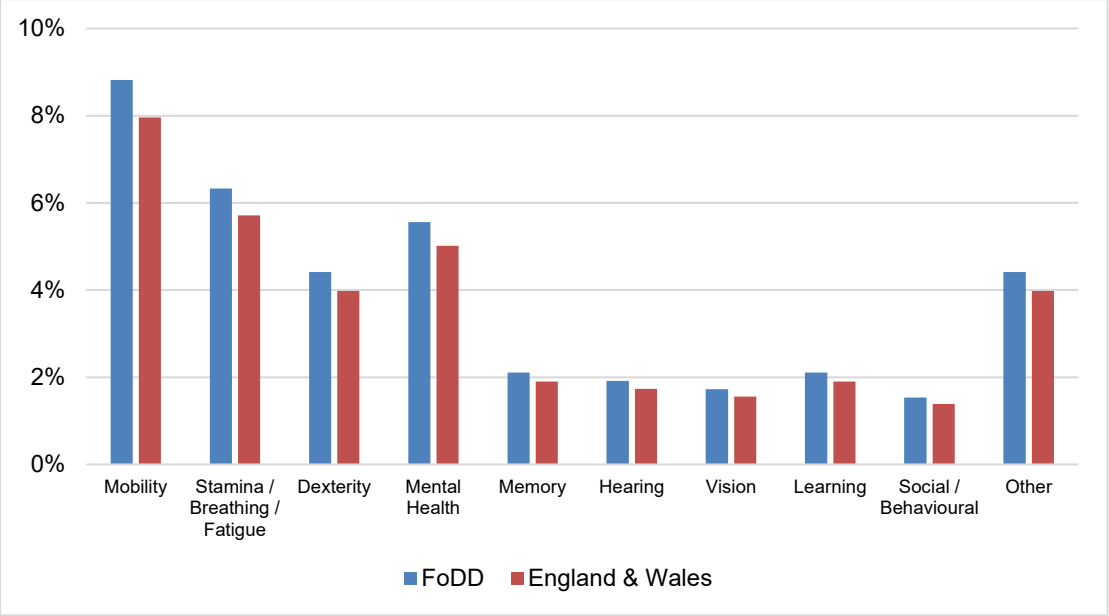

Figure 3-2: Disabled Population Impairment Type

3.2.11 Based on the assumptions above, the district could have a higher proportion of the population with mobility disability compared to England and Wales levels. This would be consistent with an aging population. Active travel can help to mitigate the impacts of poor mobility, including the burden this is likely to place upon the NHS.

Deprivation

3.2.12 The 2021 census has informed a review of household deprivation in the district. The Office of National Statistics (ONS) considers deprivation across several dimensions, as summarised in **Table 3-2** below.

Deprivation Dimensions			
Education	Employment	Health	Housing
A household is classified as deprived in the education dimension if no one has at least level 2 education and no one aged 16 to 18 years is a full-time student	*A household is classified as deprived in the employment dimension if any member, not a full-time student, is either unemployed or economically inactive due to long-term sickness or disability*	*A household is classified as deprived in the health dimension if any person in the household has general health that is bad or very bad or is identified as disabled. People who have assessed their day-to-day activities as limited by long-term physical or mental health conditions or illnesses are considered disabled. This definition of a disabled person meets the harmonised standard for measuring disability and is in line with the Equality Act (2010).*	*A household is classified as deprived in the housing dimension if the household's accommodation is either overcrowded, in a shared dwelling, or has no central heating*

Table 3-2: ONS Dimensions of Deprivation

3.2.13 The household deprivation within the district has been compared to the levels of deprivation in England and Wales as shown in **Figure 3-3**.

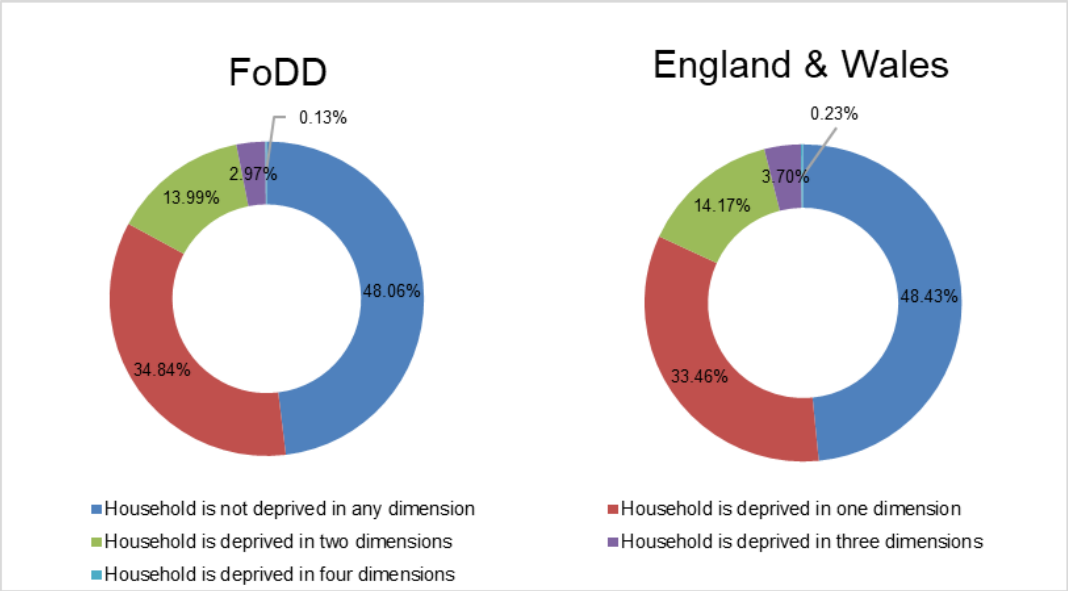

Figure 3-3: Household by Deprivation Dimension (Census 2021)

3.2.14 17.1% of households in the Forest of Dean District experience deprivation in two or more dimensions, as set out in **Table 3-2**, while in England and Wales, this figure is higher at 18.1%.

3.2.15 However, there are pockets of severe deprivation within the district, most notably in Cinderford which falls within the top 10 percentile for deprivation in the England.

Vehicle Ownership

3.2.16 The car and van availability dataset, provided by the ONS and informed by the 2021 census has been reviewed to see how the Forest of Dean compared to the England and Wales trend. This comparison is provided in **Figure 3-4** overleaf.

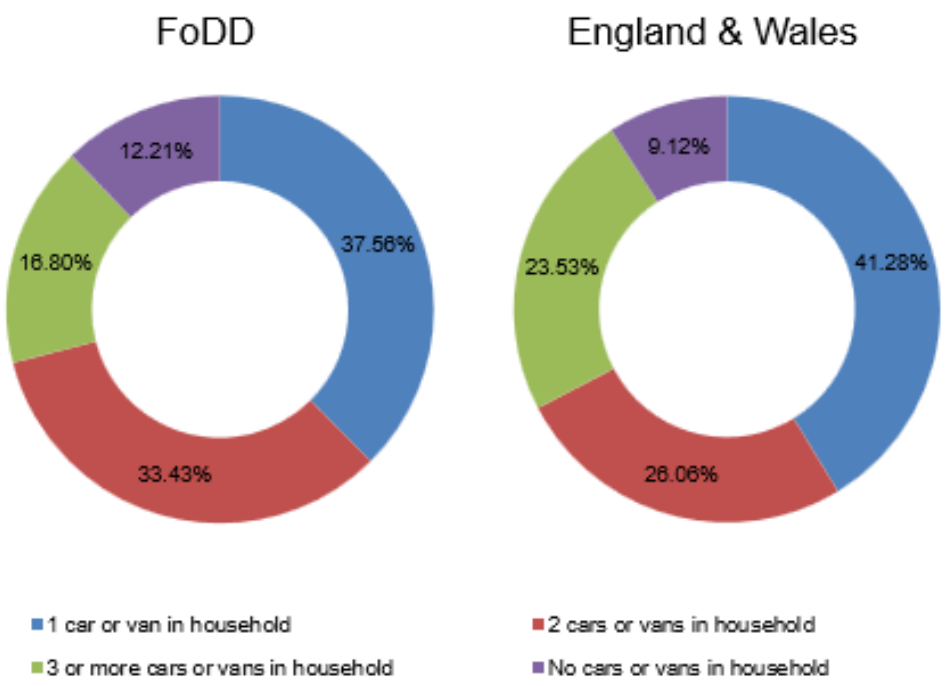

Figure 3-4: Car and Van Availability (Census 2021)

3.2.17 The data suggests that 50.23% of district households have access to at least two car or vans, aligning closely to the England and Wales trend of 49.59%.

3.2.18 In terms of those households without a car or van, the district trends higher with a percentage of 12.21% compared to 9.12% for England and Wales.

3.2.19 Within the district, a significant proportion of the households (49.7% have either one or no vehicle. This suggests that a substantial segment of the population may rely on alternative forms of transport to access key services and facilities.

Travel to Work

3.2.20 The 2011 census Journey to Work data has been reviewed to understand likely travel patterns and travel modes. The 2021 census has not been used in this case due to census being undertaken during the Covid-19 pandemic which could result in unreliable data.

3.2.21 **Figure 3-5** overleaf demonstrates the travel by mode percentages in the district, compared to the England and Wales, as well as another similar rural district within Gloucestershire, the Cotswold District.

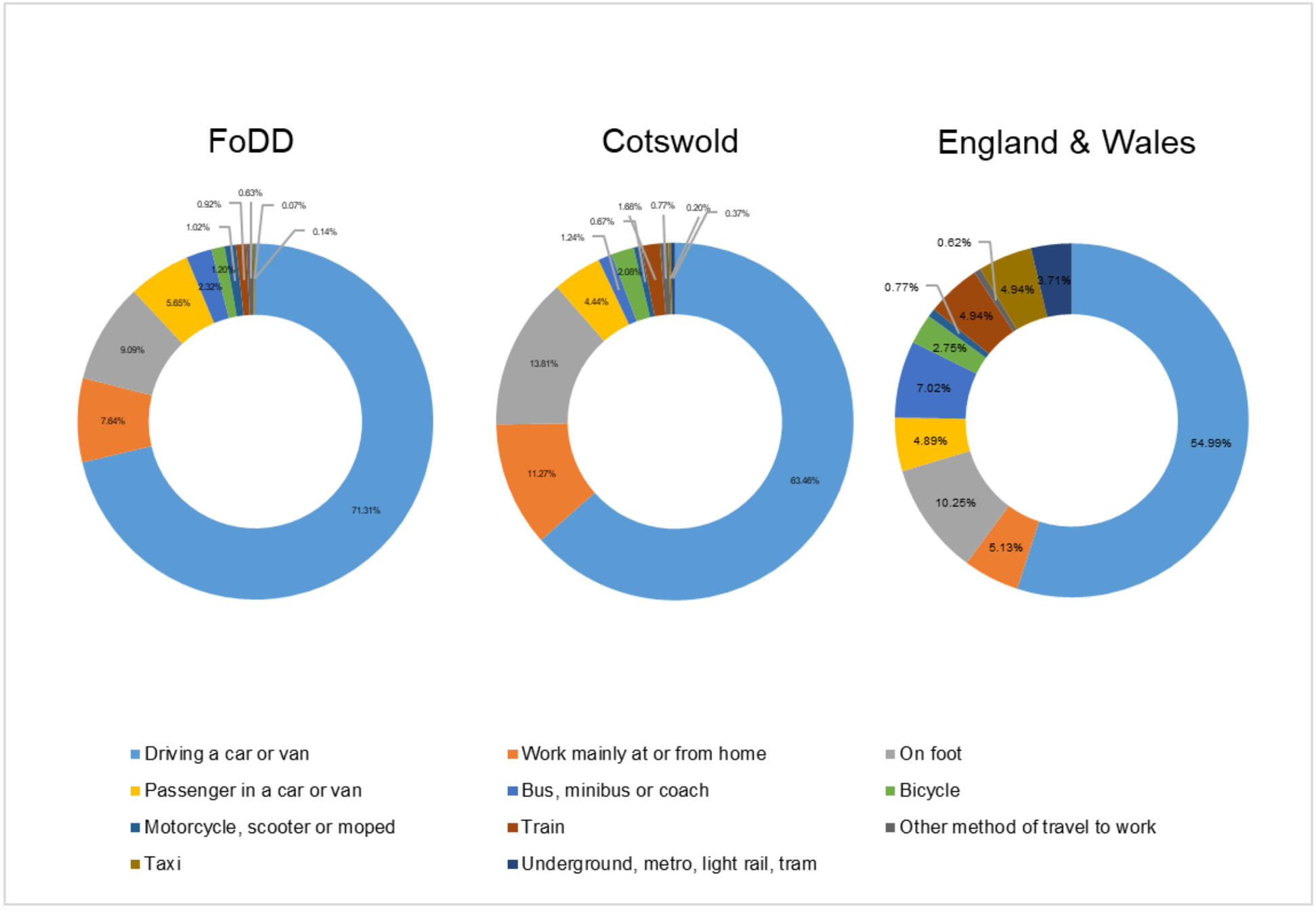

Figure 3-5: Forest of Dean District, England / Wales and Cotswold District Modal Share Split (Census 2011)

3.2.22 It can be observed from Figure 3-5 that approximately 71% of trips in the area were by car and van, 16% higher than the national figure, and 8% higher than the Cotswold District, which is similarly rural.

3.2.23 This suggests that the Forest of Dean Districts transport network may be more oriented towards private car use compared to England and Wales and other rural districts. Walking was the second most common method of travel, aligning closely with the England and Wales trend.

Educational Attainment

3.2.24 The 'Highest Level of Qualification' ONS dataset, informed by the 2021 census has been interrogated to understand the educational attainment levels in district. The ONS defines educational attainment in levels against specific qualifications. This is summarised in **Table 3-3** below.

Qualification Level				
Level 1	Level 2	Level 3	Level 4	Other
Entry level qualifications: 1 to 4 GCSEs grade A to C, Any GCSEs at other grades, O levels or CSEs (any grades), 1 AS level, NVQ level 1, Foundation GNVQ, Basic or Essential Skills*	*5 or more GCSEs (A* to C or 9 to 4), O levels (passes), CSEs (grade 1), School Certification, 1 A level, 2 to 3 AS levels, VCEs, Intermediate or Higher Diploma, Welsh Baccalaureate Intermediate Diploma, NVQ level 2, Intermediate GNVQ, City and Guilds Craft, BTEC First or General Diploma, RSA Diploma.*	*2 or more A levels or VCEs, 4 or more AS levels, Higher School Certificate, Progression or Advanced Diploma, Welsh Baccalaureate Advance Diploma, NVQ level 3; Advanced GNVQ, City and Guilds Advanced Craft, ONC, OND, BTEC National, RSA Advanced Diploma*	*degree (BA, BSc), higher degree (MA, PhD, PGCE), NVQ level 4 to 5, HNC, HND, RSA Higher Diploma, BTEC Higher level, professional qualifications (for example, teaching, nursing, accountancy)*	*vocational or work-related qualifications, other qualifications achieved in England or Wales, qualifications achieved outside England or Wales (equivalent not stated or unknown)*

Table 3-3: Summary of Educational Attainment Qualification Levels

3.2.25 **Figure 3-6** summarises the education attainment across the district area in comparison to that reported in England and Wales

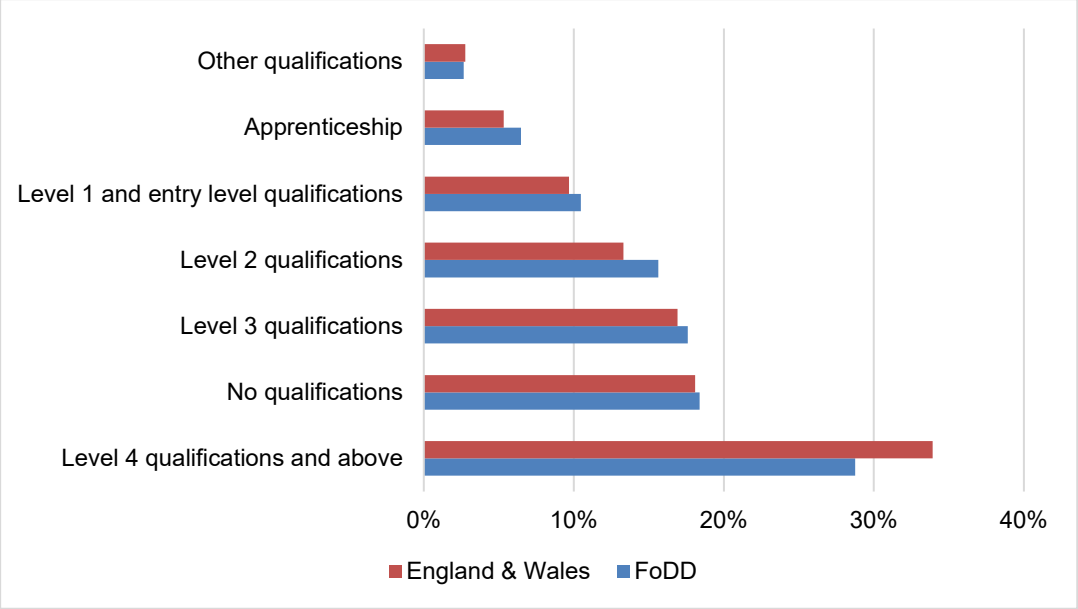

Figure 3-6: Educational Attainment (Census 2021)

3.2.26 **Figure 3-6** demonstrates that those obtaining a Level 4 qualification and above is 5.16% lower in the Forest of Dean at 28.76%, when compared to the England and Wales figure.

3.2.27 Those with no qualifications, or qualifications up to Level 3, are marginally higher than the England and Wales levels.

3.2.28 In terms of Occupation by Category, the ONS defines this as *"what people aged 16 years and over, do as their main job. Their job title or details of activities they do in their job and any supervisory or management responsibilities form this classification. It classifies people who were in employment between 15 March and 21 March 2021".* **Figure 3-7** demonstrates the 'Occupation by Category' for the district, compared to England and Wales.

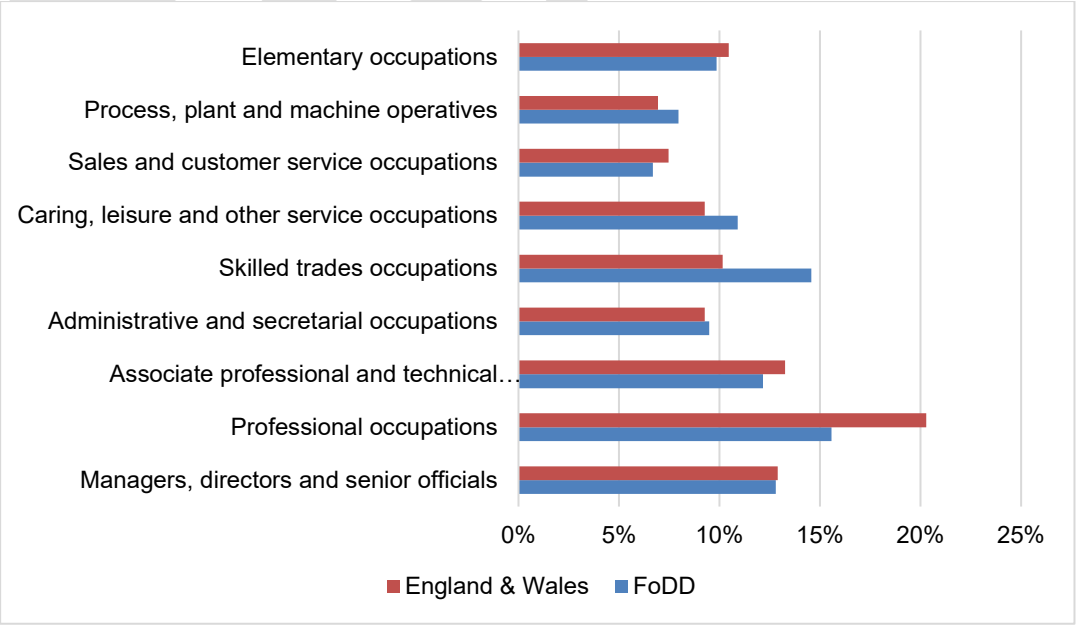

Figure 3-7: Occupation by Category (Census 2021)

3.2.29 The data reveals that 15.6% of the working population is engaged in 'Professional Occupations', some 4.75% lower than the England and Wales average of 20.9%. In contrast 14.6% of the district's population is engaged in Skilled Trades Occupations which is 4.41% higher than the England and Wales average of 10.2%. Additionally, the district's working population engaged in 'Caring, Leisure and Other Services Occupations' is 1.63% higher than the England and Wales average.

3.2.30 It can be concluded from this analysis that a higher proportion of the district population is typically associated with transient work, which requires transportation. In this context 'transient' means work that is temporary or short-term in nature without a permanent or long-term commitment such as seasonal jobs, contract work, or roles that require employees to move between different locations.

3.3 Forest of Dean District Connectivity

3.3.1 Connectivity is the ability of residents to access facilities typically within 20 minutes by all modes including the car. Evidence from various studies and reports suggest that a 20-minute journey time (10 minutes in either direction) is a benchmark for accessibility, ensuring that people can reach necessary services without excessive travel[6].

3.3.2 However, the number of facilities accessible varies by the mode of travel. It is therefore important to understand connectivity and help identify potential shortfalls in that the Forest of Dean ATS can target and overcome to improve accessibility.

3.3.3 Key facilities include:

- Health services
- Food retailers and supermarkets
- Education
- Public Open Spaces (Parks, Greenspaces etc)
- Public Transport
- Entertainment

3.3.4 Active travel connectivity to facilities has been defined by the Mineta Transportation Institute (MTI) as *"for a bicycling network to attract the widest possible segment of the population, its most fundamental attribute should be low-stress connectivity, that is, providing routes between people's origins and destinations that do not require cyclists to use links that exceed their tolerance for traffic stress, and that do not involve an undue level of detour".*

3.3.5 From this statement, road segments can be classified into four levels of traffic stress (LTS) when considering cycling access:

- LTS 1 is suitable for everyone including children.
- LTS2 is based on Dutch bikeway design criteria, representing the traffic stress that most adults will tolerate.
- LTS 3 and LTS4 represent greater levels of stress, that most people will not tolerate.

[6] Accessibility_Journey_Time_Statistics_2019.pdf (publishing.service.gov.uk)

3.3.6 The LTS has been analysed using Conveyal[7], an analysis tool that calculates the door-to-door total travel time for walking and cycling to key facilities, and the findings presented in **Figure 3-8**.

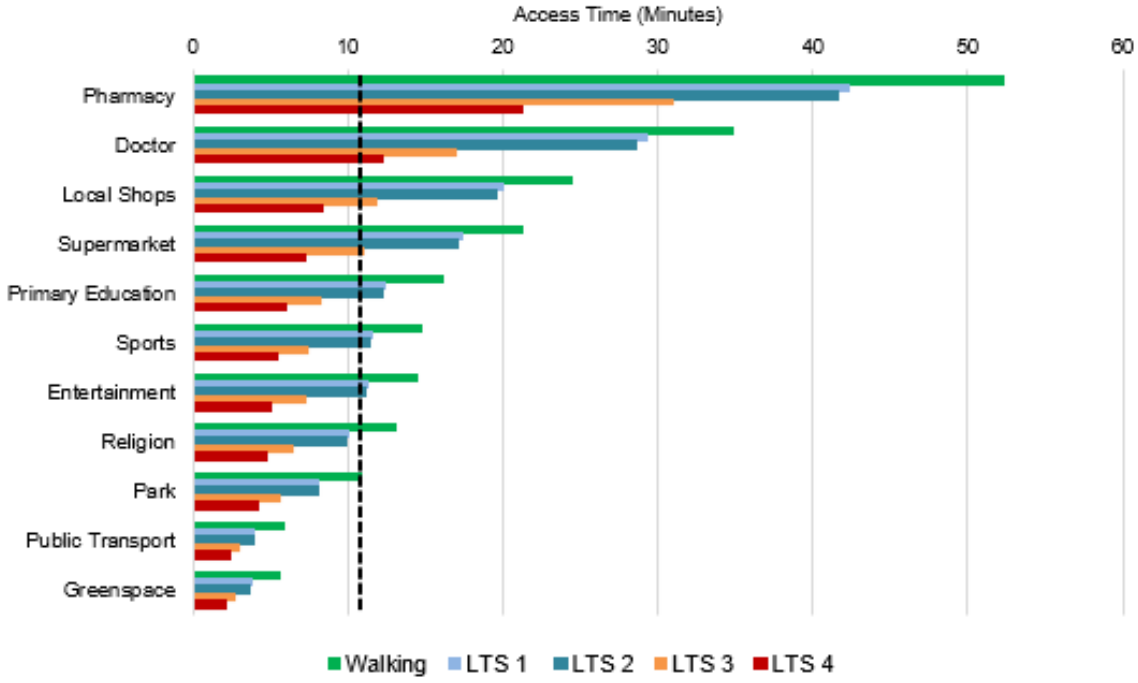

Figure 3-8: Active Travel Connectivity in the Forest of Dean District (Conveyal)

3.3.7 The LTS and Conveyal analysis demonstrates that all LTS 1-4 cycling scenarios, as well as walking, can allow access to Public Transport and Greenspace within 10 minutes.

3.3.8 Access to key facilities such as health services (pharmacies and doctors) are shown to, on average, take greater than 10-minutes to reach on foot, wheeler, cycle across district via any of the scenarios with walking, LTS 1 and LTS 2 taking 52 and 42 minutes on average to access. Additionally, even utilising the scenarios with the greatest levels of traffic stress (LTS 3 and 4), it is shown that it takes between 31 and 21 minutes on average to access health services. This highlights the rural nature of the district.

3.3.9 Facilities such as local shops and supermarkets are also shown in **Figure 3-8** to be in accessible for all scenarios except LTS4. Providing dedicated active travel routes and infrastructure can reduce user stress, encourage more users, and enable access to key facilities within 10 minutes or less.

3.4 The Current Active Travel picture

Propensity to Walk and Cycle in the Forest of Dean District

3.4.1 Understanding the propensity to walk and cycle within the district, will help provide justification and evidence towards investing in the improvement of existing, or the provision of new active travel infrastructure and provide an indication as to whether active travel provision will unlock any latent demand.

[7] Cycling Level of Traffic Stress | Conveyal User Manual

3.4.2 The Propensity to Cycle Tool (PCT)[8]can be used as a means of understanding baseline cycling conditions in each area, in the absence of survey and count data. It can also be a means of testing investment potential against several different scenarios, either based on Government Targets, or a Go Dutch scenario.

- Baseline: Base Cycle Demand based upon the 2011 Census Journey to Work.
- Government Target: Assumes a doubling of cycle commuting nationally.
- Go Dutch: Assumes circa 20% of trips are made by active modes.

3.4.3 The Forest of Deans current propensity to cycle and potential future cycling demand is shown in **Figure 3-9 to Figure 3-11** overleaf. The base cycling level in the district varies from 1% to 2% of commute-based traffic, which is slightly below the UK average of 2%, potentially indicating a lack of suitable active travel infrastructure.

[8] Welcome to the Propensity to Cycle Tool (PCT)

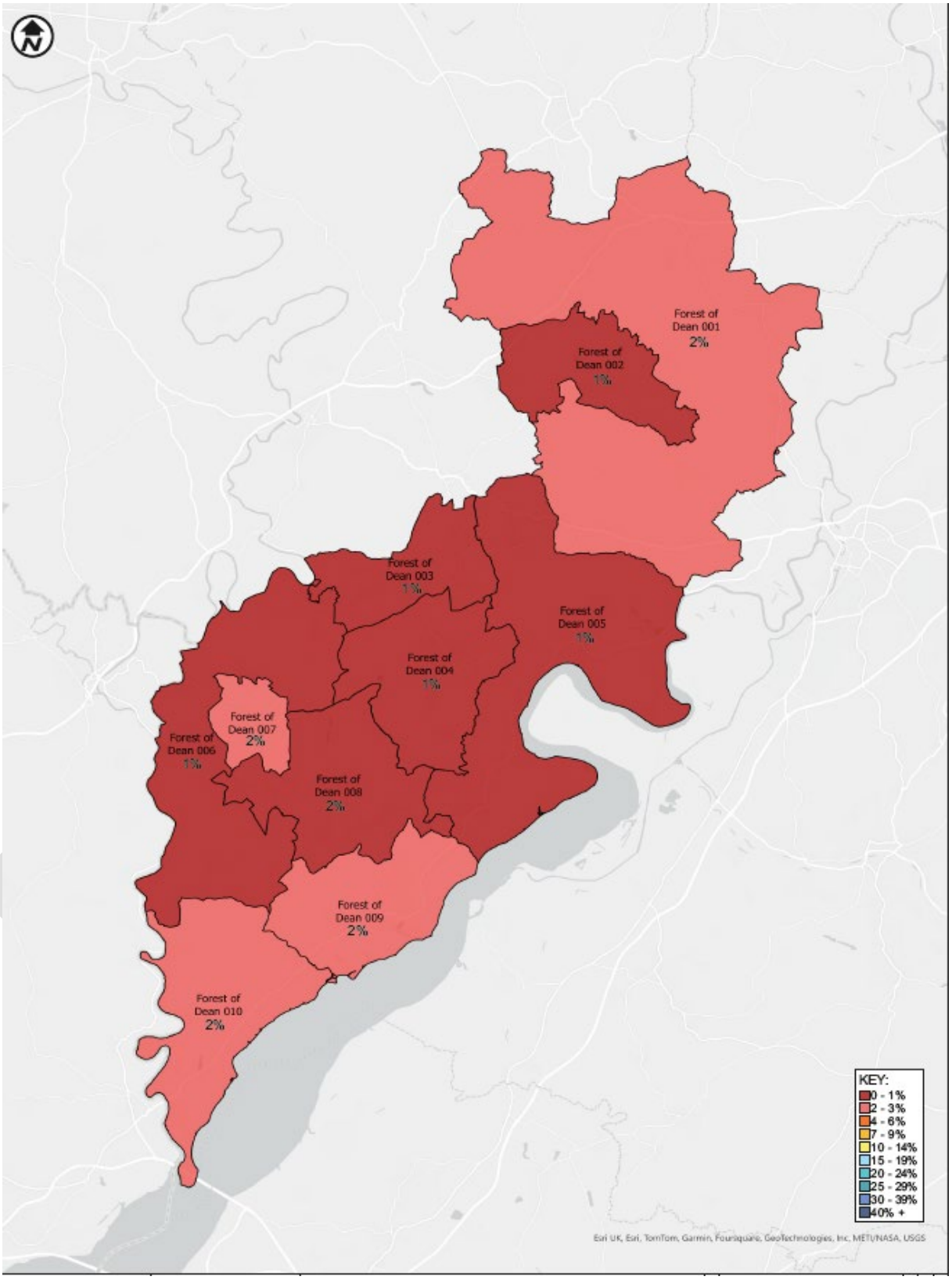

Figure 3-9: Propensity to Cycle Base (Census Journey to Work, 2011

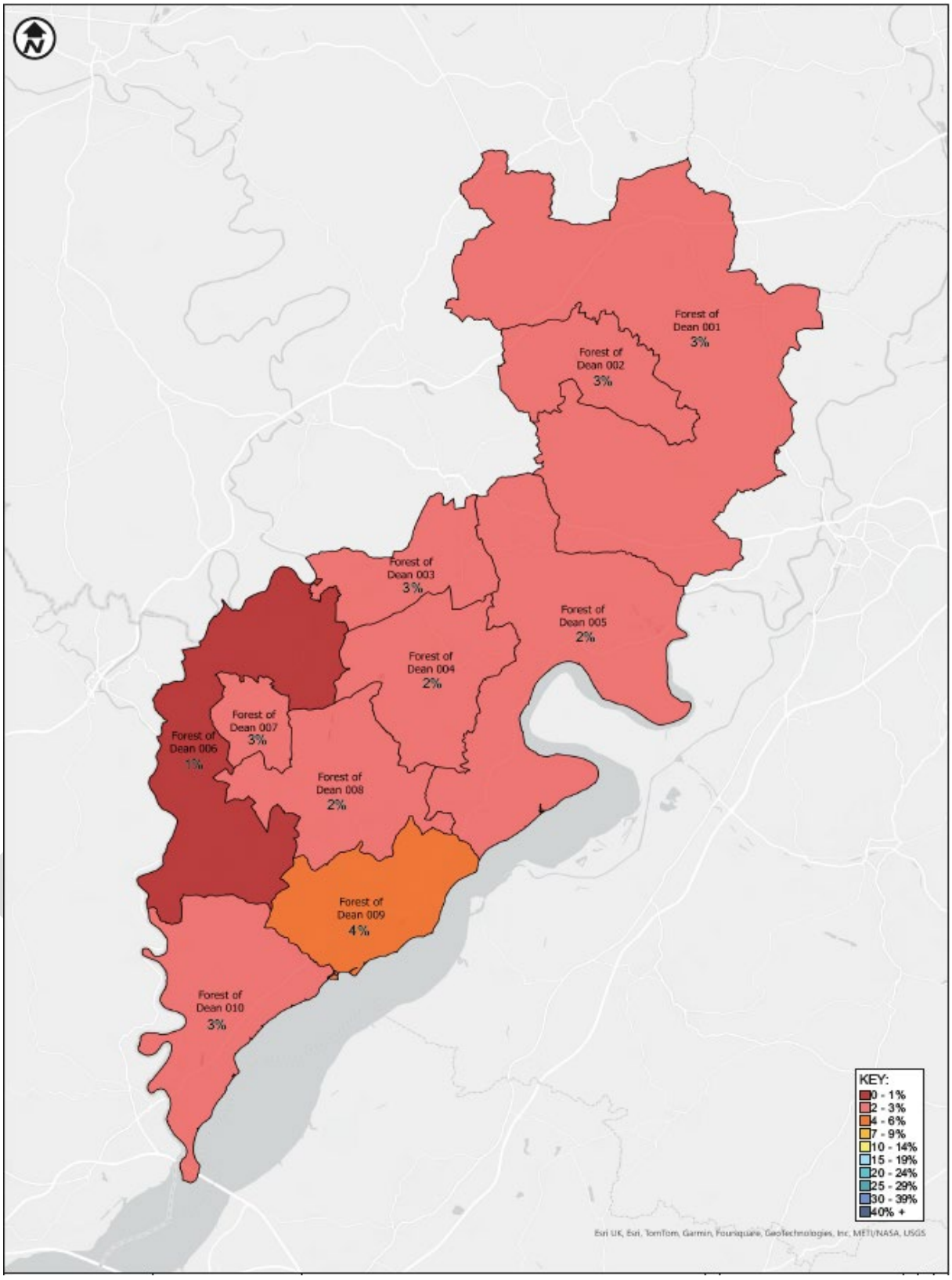

Figure 3-10: Propensity to Cycle Government Target Scenario

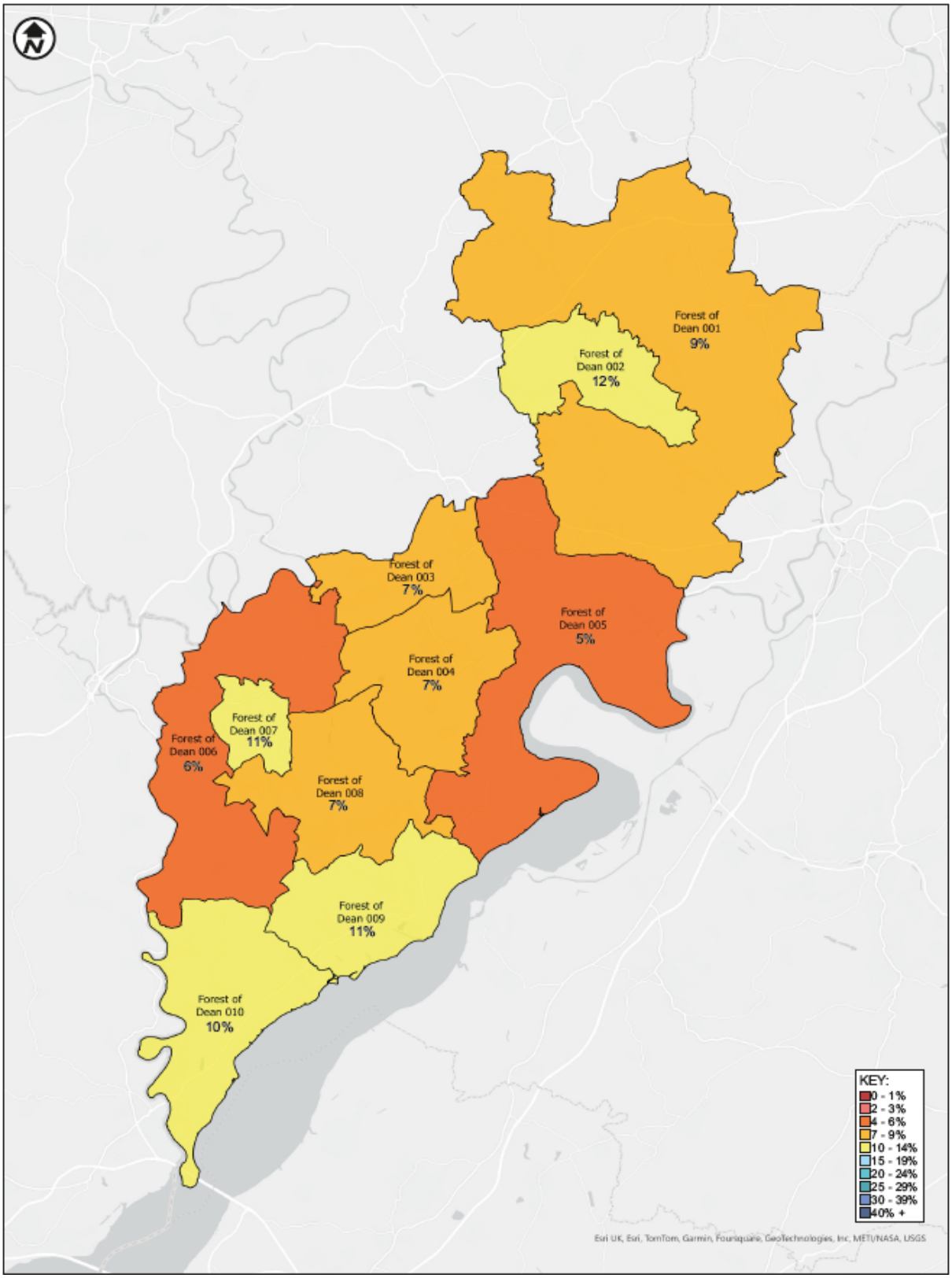

Figure 3-11: Propensity to Cycle Go Dutch Scenario

3.4.4 With the Government Target, the PCT suggests that cycling mode share increases to 2 – 4% across the district. This increases further with the Go Dutch scenario to between 5% and 12%.

3.4.5 The PCT also provides, at a Lower Super Output Area (LSOA)[9], likely corridors of cycling demand, or corridors which are more likely to support cycling demand and will be useful during the network planning exercises. These corridors are indicated in **Figure 3-12**.

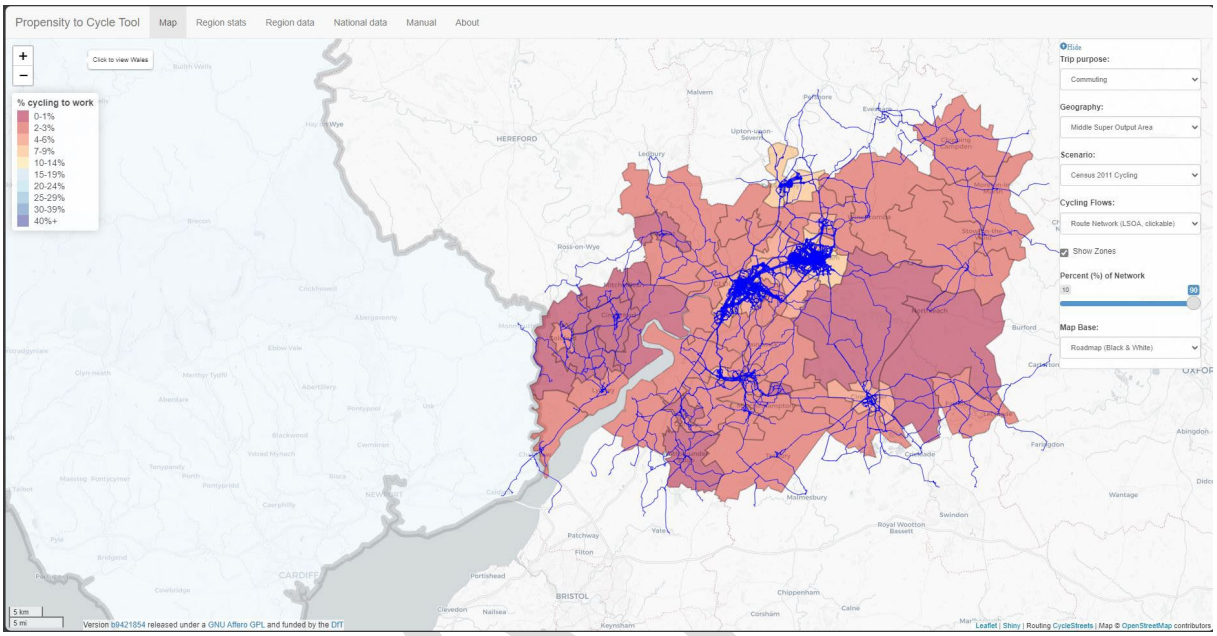

Figure 3-12: Propensity to Cycle Corridors of Demand

3.4.6 These corridors can be used to establish commute cycling demand, which can be uplifted with industry approved methods to establish all-purpose trips. This would be useful in determine user demand for business case and funding bid purposes.

Existing Cycling Infrastructure

3.4.7 There are very few existing active travel facilities in the district, and what exists is frequently poor quality. This does not include existing leisure or greenway routes but does include the National Cycle Network routes or physical infrastructure present within the urban areas.

National Cycle Network (NCN) 45

3.4.8 NCN 45 provides access from Hartpury to Gloucester via a mixture of on-carriageway and off-carriageway facilities, a journey length of approximately 9.3km. The section parallel to the A40 provides dedicated cycle infrastructure, although the journey is convoluted where the active travel route crosses from the north side to the south side of the A40 and crosses the River Severn via Over Bridge.

National Cycle Network (NCN) 42

3.4.9 NCN 42 is a mixture of on and off carriageway cycle network that connects Cinderford to Parkend. The route is approximately 11km and provides a predominately leisure route through

[9] LSOA is a geographic area used in the UK for statistical purposes. They typically have a population of 1,000 – 3,000 people of 400 to 1,200 households. (www.ons.gov.uk)

the forest to Speech House and Cannop Ponds, forming part of the Cannop Cycle Centres' Family Cycle Trail.

3.4.10 From Market Street in Cinderford, the route travels 1km along Station Street and Valley Road before reaching the off-road section.

National Cycle Network (NCN 423)

3.4.11 Route 423 is a mix of on and off-road cycle route from Cwmbran to Ross-on-Wye via Monmouth known as the Peregrine Path due to Peregrine Falcons nesting near Symonds Yat.

3.4.12 The route currently ends at Symonds Yat but could continue along the former Ross-on-Wye to Lydbrook Junction railway with upgrades provided to the surfacing of the existing alignment.

Gloucestershire County Council Strategic Corridors

3.4.13 Gloucestershire County Council (GCC) have ambitions to improve active travel infrastructure across the county and are in the process of delivering a strategic cycle route from Gloucester to Bishop's Cleeve with Levelling Up Fund and Active Travel Fund capital funding.

3.4.14 Active Travel England provide a capability rating for each local authority, and as of September 2024 have rated GCC a 2, which means there is visible local leadership and support, with emerging network. Capability ratings can go up and down upon review, but as more investment is made in active travel, the rating is likely to increase which presents opportunities for increased funding allocations towards delivery.

3.4.15 To progress their emerging network, GCC have developed at a high-level, a Countywide Cycling and Walking improvement Plan (CWIP). The (CWIP) utilises the principles of the Local Cycling and Walking Infrastructure Plan (LCWIP) guidance, adapted to a county wide scale. The CWIP builds upon the ambitions outlined in the Gloucestershire Local Transport Plan (GLTP) which aims to improve active travel provision across the county.

3.4.16 The CWIP identifies a series of long-distance corridors or desire lines from the core strategic cycle spine located between Stroud and Tewkesbury. Within the Forest of Dean District, the CWIP has identified a strategic corridor from Gloucester to Chepstow, connecting the three principal market towns of Cinderford, Coleford and Lydney, with a separate branch leading to Newent. The network is shown in Figure 3-13.

3.4.17 This corridor will form an important component in the ATS, and the network developed in the district will seek to provide connections to it, with the routes through the urban settlements taken forward as part of the Primary route network in this strategy.

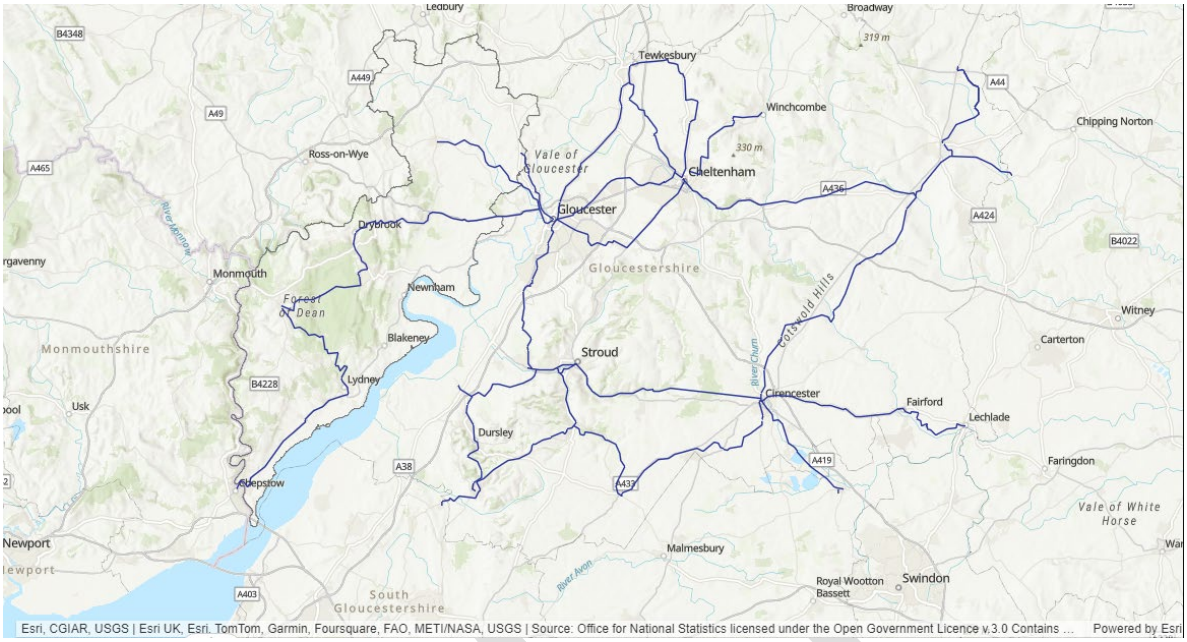

Figure 3-13: Gloucestershire County Council Strategy Cycle Network CWIP

Leisure Capabilities.

3.4.18 Levels of active travel infrastructure are currently poor, and this strategy aims to change this. Collaborative working and learning from the successes of active travel delivery in the district and other areas will be critical to success moving forward.

3.4.19 It is therefore important to highlight where these success stories are and how they can help influence and shape the strategy and its implementation.

Forest of Dean Cycle Centre

3.4.20 The Forest of Dean Cycle Centre is a leisure focused cycling centre located in the Cannop valley and based within the former Cannop Colliery.

3.4.21 The cycle centre consists of a visitor centre offering cycle hire, servicing, retail facilities and food and beverages, with a bridge over the nearby road to provide improved access to a range of trails.

3.4.22 The cycle centre consists of three long distance leisure trails of varying difficulty. The trails are:

- The Freeminers Trail consisting of an all-weather red graded 11km loop.
- The Verderers Trail consisting of a blue graded 11km loop.
- The Family Trail consisting of a 14km loop with spurs to provide access to local villages.

3.4.23 The first two trails are aimed at competent mountain bikers. The Family Trail makes use of the former Severn and Wye Railway passing through Drybrook, Cannop Wharf and Speech House. In addition to the trails, the centre offers a series of downhill mountain bike runs of varying difficulty and pump tracks.

3.4.24 The Forest of Dean Cycle Centre is a major attractor for leisure cycling, attracting over 160,000 visitors annually[10]. However, this is largely attracting visitors arriving by car, links to other larger settlements are limited in number of quality and often not suitable for all users.

Wye Valley Greenway

3.4.25 The Wye Valley Greenway[11] was a volunteer led project that saw the opening of a greenway walk and cycle route in 2021. The route is approximately five miles in length connecting Sedbury to Tintern along the former Wye Valley Railway.

3.4.26 Since the railways closure a keen group of volunteers formed the Wye Valley Greenway Group, and worked in collaboration with a range of partners, including Greenways and Cycleroutes Ltd to reinstate the railway as a walk and cycle greenway route.

3.4.27 Since its opening in 2021, the route has been popular and allows year-round access, although the tunnel section is time limited to the summer months and closed between October and March to protect the resident bat population.

3.4.28 With many disused railways within the district, the Wye Valley Greenway is a good example of project delivery, reutilising existing infrastructure and reconnecting rural settlements. This provides a good foundation to route delivery, particularly for the strategies more leisure based or long-distance routes / corridors in which environmental, ecological and space constraints within existing highway boundary may prohibit the delivery of active travel infrastructure.

Leisure walking routes

3.4.29 The Forest of Dean District has a wide variety of walking routes which vary in length and difficulty. These routes provide access to the districts varied landscapes from meandering rivers to rolling hills and the heavily forested areas.

3.4.30 These walks are important in allowing people access to physical exercise but also the mental health and wellbeing benefits that being in the natural environment brings to an individual. It is therefore important that the ATS identifies connections and infrastructure enhancements that a wide range of people of differing ages and cultural backgrounds can use to access nature and the outdoors. Some of the key walking routes are listed below:

- Symonds Yat and Highmeadow Woods.
- Speech House, Cannop Ponds, Edge End and Nagshead.
- Newnham and Soudley ponds
- New Fancy View and Mallards Pike
- Wenchford, Danby Lodge and Blackpool Bridge
- Woorgreens and Crabtree Hill
- Edge Hills and Littledean.
- Speculation, Ruardean Hill and Ruardean
- Tidenham Chase and Offa's Dyke.

[10] , attracting over 160,000 visitors annually.

[11] Wye Valley Greenway

Long Distance - National Trails

3.4.31 The Forest of Dean District also accommodates National Walking Trails, one of which is the Offa's Dyke Path which is a long-distance walking trail that crosses the district from north to south. It follows the Offa's Dyke which is an ancient monument that borders Wales and England and named after the Anglo-Saxon King of Mercia dating from AD 757 to 796.

3.4.32 The Offa's Dyke Path is approximately 177 miles (284km) long with a high point of 703 metres (2,306ft) at Hatterall Ridge.

3.4.33 The Offa's Dyke Path starts in Sedbury and heads northwards towards Monmouth with notable highlights within or close proximity to the district being, Sedbury Cliffs, Chepstow Castle, Tintern Abbey and the Ironbridge at Redbrook.

3.4.34 Another known long-distance trail is the Wysis Way that provides a 55-mile (88km) link from the Thames Path to the Offa's Dyke Path.

3.4.35 The Wysis Way starts at Monmouth, Wales, and enters the district passing through settlements such as Nailsbridge, Harrow Hill, Mitcheldean and summits May Hill at 296m or 971ft. The Wysis Way leaves the district in proximity to Highnam and continues eastwards towards Gloucester.

Other Long-Distance walks -

3.4.36 The Gloucestershire Way is a long-distance walking route of circa 94 miles (151km). The route starts in Chepstow and travels through the centre of district between Lydney and Coleford.

3.4.37 The route skirts the western edge of Cinderford and the southern boundary of Mitcheldean before winding its way east towards Gloucester.

3.4.38 More widely the route splits Cheltenham and Gloucester before heading towards the Cotswold Escarpment until it reaches Stow-on-the-Wold. At this point it heads West towards Tewkesbury.

3.4.39 The Wye Valley Walk is a long-distance path of approximately 138 miles (222km) stretching from Chepstow in the south to the Cambrian Mountains in the north. Although the route skirts the majority of district, it does briefly enter the district in proximity to Symonds Yat and is a key attractor for both residents and visitors of the district.

4 Engagement and Collaboration

4.1 Stakeholder Mapping

4.1.1 A stakeholder mapping exercise has been undertaken and FoDDC will seek to engage with these stakeholders through the various stages of concept, design and construction. The Stakeholder Map is provided in **Figure 4.1** overlef

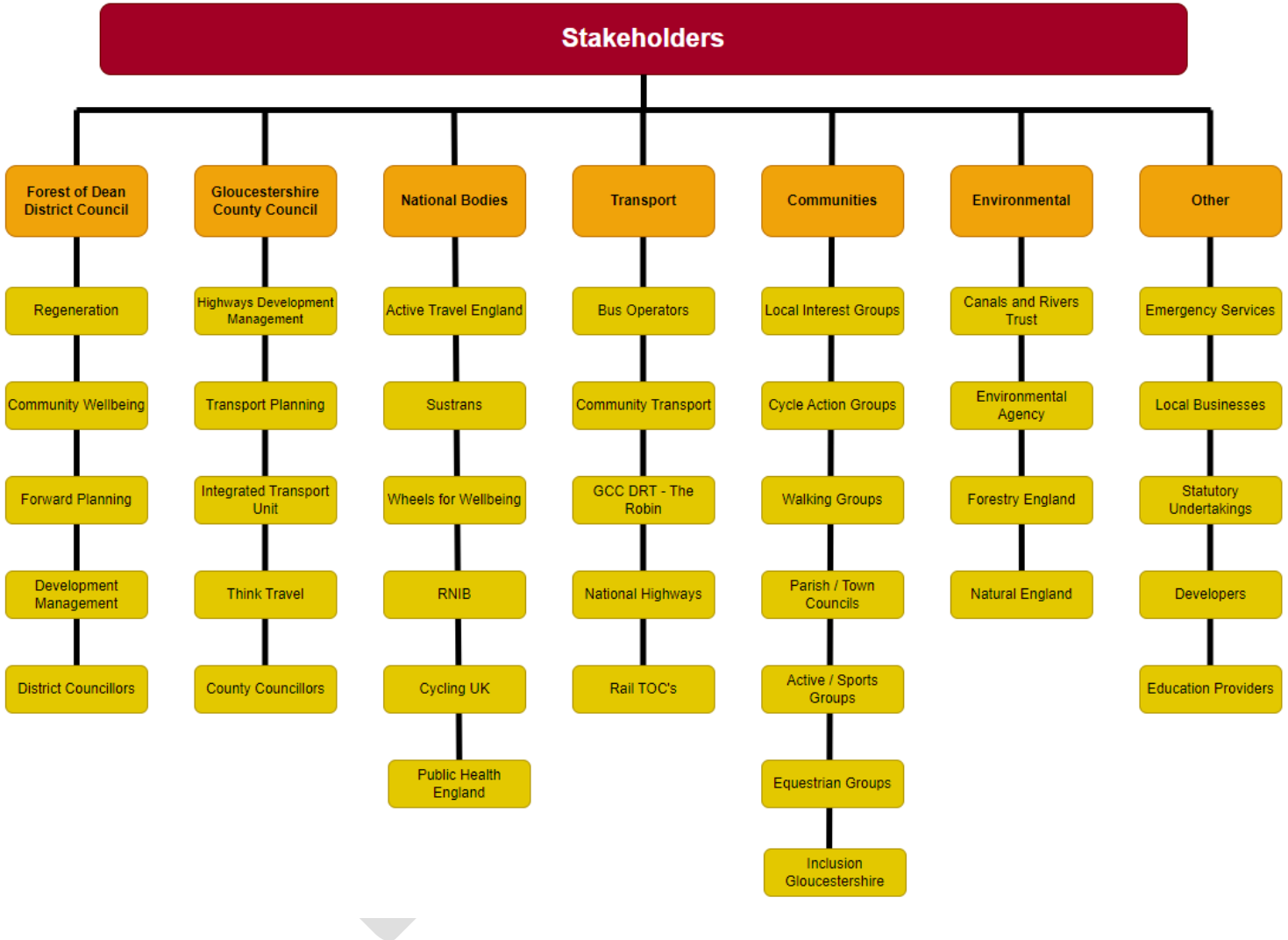

Figure 4-1: Stakeholder Map.

4.2 Developing a strategy for the communities

4.2.1 Stakeholder engagement is key to the delivery of the ATS, and successful implementation will stem from accessible engagement for as many users as possible, as well as flexibility to allow legible communication with diverse populations.

4.2.2 Engagement will also include the local communities in which the interventions are to be delivered, ensuring that they are bought along on the journey and feel like they are contributing and being listening to. The level of engagement and timelines will be determined for each intervention scheme as they progress.

4.2.3 The ATS interventions will be consulted upon in both virtual and in-person settings, with clear information and visuals to help demonstrate the interventions and ensure that consultees fully understand what is being proposed, where it is to be delivered and the reasons why.

4.2.4 Clear, understandable, and up-front engagement will help ensure that all concerns can be raised and dealt with appropriately. Understanding local issues and concerns can help overcome any apprehension and enable positive community buy in.

4.2.5 The Stakeholder and Community engagement is likely to follow a methodology as outlined below, although specific measures may be required dependent on the type of intervention being delivered.

- **Community Surveys and Public Meetings:** Surveys will help gather input from the community about their travel habits, needs and suggestions for improvements. Likewise these surveys can be used to seek specific community feedback on a scheme or section of route. This feedback will then help to shape the intervention and ensure any opportunities, constraints or concerns are noted and addressed where applicable. Public meetings will also serve this function for those or cannot access online surveys and allows residents and stakeholders to see drawings and visuals in person.

- **Stakeholder Workshops**: The Strategy has been developed in collaboration with a Forest of Dean District Council Steering Committee which discuss and deliberate key decisions. This will extend to Sub-groups for key strategy actions such as the Grant Scheme and stakeholder workshops to discuss the strategy itself, or the interventions within it. Stakeholder engagement will be crucial in the intervention identification, prioritisation, and implementation stages as this will provide opportunity for detailed discussions, identify potential challenges, and formulate solutions. The workshops are important components in building shared consensus and ownership over decision making.

- **Collaboration with Education Providers and Businesses:** To help deliver the strategy, collaboration with education providers and employers will be important in encouraging travel by sustainable means. This will be helpful in establishing work place behaviour and incentivisation schemes as well as implementing ‘School Streets’ to promote walking, wheeling, and cycling.

- **Use of Social Media and Communications:** social media and local communication channels available to the Forest of Dean District Council will help to build awareness of the strategy along with any consultation and engagement events that will be taking place. This can also be used to help understand public perception and what issues and where they need address may be.

- **Pilot Projects:** Piloting schemes can be a useful means of testing ideas, gathering data and feedback from stakeholders and local communities. The interventions or schemes can then be tailored or adjusted to meet the needs of all community participants.

- **Monitoring and Evaluation:** The Strategy and its objectives, outputs and outcomes will be regularly monitored with update reports provided to District Council members. This can allow for the early identification of issues that can be adapted and share gathered data on the success of schemes that have been implemented, or where additional measures are required.

4.2.6 The above methodology therefore outlines the importance of stakeholder and community engagement and participation and signifies that all voices will be heard, and all needs considered so that informed decision making can be made on both the strategy and the interventions identified but done so in a fair and democratic way.

5 Challenges and Opportunities for Success

5.1 Constraints

5.1.1 To enable strategy success there are several challenges, derived from the geographic and socio-demographic context, and stakeholder feedback, which need to be overcome. The key important challenges are provided in the **Table 5-1**.

Challenges	Behaviour change / cultural shift away from car use, and the need to achieve public acceptability and positive attitudes toward active travel are challenging.
	Lack of awareness of active travel routes and availability within the district.
	Lack of active travel infrastructure across the district and where provision is available it is often fragmented and cannot support a full active travel led journey.
	The geography and topography of the district provides a challenge to delivery of infrastructure (ancient woodland / environmental / ecological / historical designations) as well as the usability of the network for all users (distance between settlements / hilliness).
	Socio-demographics of the district, the population is aging, increasing the burden upon the NHS, whilst the economically active population has stagnated in number.
	The lack of viable or reliable alternative modes of transport results in the reliance upon the private car, particularly for short journeys.
	Topography suits electric bike use but the costs to purchase these are high and a barrier for many.
	Lack of sustainable connectivity to leisure active travel routes and tourist hot spots impacts on the ability to provide a cohesive leisure network and maximise the economic potential slow tourism can bring.
	The highest proportion of occupations in the district are transient in nature and are reliant on the highway network and use of car and vans.
	The district has pockets of deprivation and isolated settlements / communities where transport inequality is preventing the opportunity for people to access education, skills, training, and employment.

	Lack of funding opportunities to deliver tangible active travel improvements, and any funding opportunities available being competitive which limits opportunities of success, or forces authorities to prioritise locations, primarily implicating the more rural areas.

Table 5-1: Challenges to Active Travel Success.

5.2 Opportunities

5.2.1 Whilst there are key challenges, there are opportunities that can be harnessed, and the strategy is an important mechanism that sets the foundation for addressing these challenges. The key opportunities are provided in the **Table 5-2**.

Opportunities	Maximise the positive active travel infrastructure in the district such as the cycle centres and greenway routes to encourage collaborative working and deliver improvements where they are most needed.
	Utilising active travel to facilitate first and last mile journeys from key transport nodes such as railway stations, coach / bus stations / drop off points and town centres.
	Deliver an enhanced programme of active travel infrastructure for local communities such as Active Travel Neighbourhoods, localised infrastructure improvements and connections to Strategic cycle corridors through collaborative working with GCC.
	Active travel can overcome mobility and connectivity challenges, particularly for those reliant on wheelers or non-standard cycles due to impaired mobility. The removal of these physical barriers through active travel will result in inclusive and safe connectivity.
	Improved active travel infrastructure, in combination with initiatives such as School Streets[12] can help create attractive and safe environments that encourage vulnerable uses such as children to choose walking and cycling as their primary choice of travel to school.
	Identify active travel corridors, including sections of the strategic corridor, which are most feasible for delivery.
	Work with key stakeholders (employers, schools/colleges/university, health care professionals) to increase education, cycle use & maintenance training, and promotion of active travel to boost awareness of the benefits and the availability of the network users.
	Deliver and document the positive impact of providing active travel for short journeys and reducing the dominance of the

[12] School Streets Initiative - All the information you need

	private car. Make this a mandatory requirement for any LA funded activity to improve baseline data?
	As the LPA enable the identification and promotion of new land use allocations or site redevelopment proposals that provide an active travel / sustainable transport led approach and can positively contribute towards the active travel network and the delivery of its infrastructure requirements.
	Work with relevant partners and authorities to deliver a range of soft and hard engineering solutions such as: Soft Engineering: - Behaviour Change and Incentive initiatives such as Cinderford's Beat the Streets app. - Education and Training – Bikeability for children and adults, and bike repair and servicing pop up events in the district that teach users how to maintain their cycles, fix punctures, and adjust brakes and gears, which will help remove fears of break downs impacting their journeys. - Promotion and Awareness Campaigns – Authorities using their communications teams and Strategies to promote the benefits of active travel and drive support or working with transport service providers to improve sustainable transport integration. - Travel Planning – Liaising with key employers to develop their green credentials through work place travel planning. - Policy Changes – working with the relevant authorities to deliver policies that favour active travel such as reduced speed limits, priority lanes / crossings, or low car neighbourhoods. Hard Engineering: - Fully segregated cycle tracks, shared foot/cycle tracks, new footways. - Removal of guard railings / barriers on walking, wheeling and cycling routes. - Junction and crossing improvements. - Cycle and E-bike parking hubs / Charge Stations - Signage and Wayfinding (Using GCC standards if applicable)

	Remove transport inequality barriers and enhance opportunity to active lifestyles to support healthy and active communities.
	Ensure the active travel network is complemented by suitable wayfinding, signage, mapping, and digital resources to support journey planning, route finding and promotion
	Utilising active travel and sustainable transport to provide sustainable economic prosperity across the district and overcome issues of social isolation for deprivation.
	Introduce robust Local Plan policies, including an active travel policy, to ensure new development includes LTN1/20 compliant active travel infrastructure and contributes to connectivity and improvements to the local active travel network (esp. for cycling)
	Facilitate the introduction of electric bike hire or trial schemes.
	The Forest of Dean District has a myriad of old railway lines. Given their nature they tend to offer favourable gradients and can be repurposed for Active Travel as a means of overcoming gradient constraints.

Figure 5-2: Active Travel Opportunities

5.3 The Benefits of Active Travel

5.3.1 Active Travel can benefit the environment, the economy and society. **Figure 5-1** overleaf demonstrates the range of benefits active travel can contribute to or deliver.

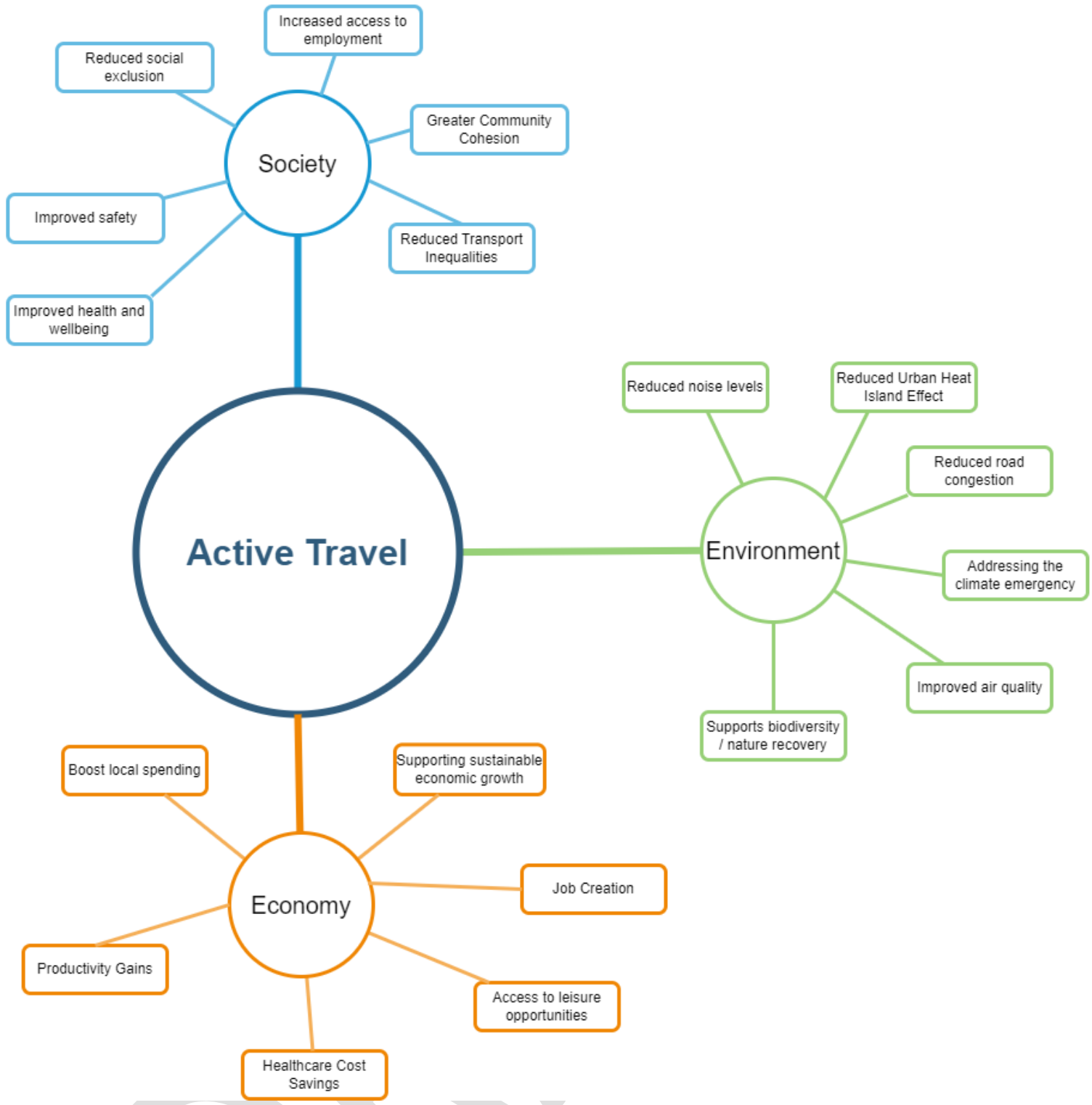

Figure 5-1: Active Travel Benefits

6 Delivering the Objectives

6.1 Sub Objectives and Outcomes

6.1.1 It is important to outline what the outcome of the objectives will be. The objectives identified in **Section 2.2** have therefore been broken down into Objectives, Sub-objectives, and Outcomes.

6.1.2 The Objectives and the anticipated Sub-objectives and likely Outputs and Outcomes are outlined in **Table 6-1** overleaf.

Table 6-1: Objectives, Sub-objectives and Outputs / Outcomes

Objectives	Sub-Objectives	Outputs & Outcomes
Tackle Car Carbon emissions and reduce car dependency	Contribute towards achieving local and national climate change targets.	■ Improved air quality. ■ Climate change targets achievable. ■ Healthier communities living active lives. ■ Removing barriers for people to purchase e-bikes
	Promote active travel in the transition to a Net Zero future.	
	Identify and enable active travel incentives and e-Bikes.	
	Promoting and facilitating the uptake of e-bikes	
Promote community empowerment and cohesion and deliver Social Value	Enabling community empowerment, engagement and inclusive decision making.	■ Increased Civic Engagement ■ Stronger Social bonds and Cohesion ■ Public acceptance and buy in to sustainable initiatives. ■ Increased employment rates ■ Increased access to local training & apprenticeships ■ Reduced health and wellbeing disparities ■ Reduce sense of social isolation
	Delivering access and equity in active travel.	
	Delivering social value and improved wellbeing through active travel	
Address barriers to cycling, wheeling, and walking	Seek to promote the accessibility and affordability of active travel for all income levels	■ Improved health and wellbeing.

	Seek to educate communities and raise awareness of the benefits of active travel.	▪ Reduced traffic demand and improved network resilience. ▪ Enhanced mobility for all users and all ages. ▪ Combating the cost-of-living crisis through affordable transport options
	Ensure active travel contributes towards overcoming disparities in access to amenities, goods, and services.	
Creation of pleasant, safe, and attractive active travel routes.	Deliver direct, legible routes for utility active travel as well as leisure routes that showcase the natural beauty and culture of the district.	▪ Enhanced quality of life and increased physical activity. ▪ Positive community perceptions to active travel ▪ Enhanced leisure and tourism opportunities
	Seek to enhance active travel infrastructure with bat friendly and dark skies compliant lighting improvements, traffic calming measures and pedestrian friendly crossings.	
Shape sustainable local land use and economic Prosperity	Maximise active travel to guide sustainable development planning	▪ A stronger local economy through enhanced access to employment and education, and increased income from the tourism industry. ▪ Re-focused spending priorities on sustainable and active travel. ▪ An active travel and sustainable transport focused development plan delivering active travel neighbourhoods.
	Enabling prosperity through a sustainable economy	

7 Commitments and Delivery Mechanisms to Meet Objectives

7.1 Introduction

7.1.1 The objectives, sub-objectives and outcomes have been instrumental in providing a direction for the strategy and understanding what commitments and actions are required to successfully deliver the strategy are crucial. The following section will outline the commitments and actions required to help achieve the objectives and the resultant benefits that active travel will bring.

7.2 O1: Tackle Car Carbon emissions and reduce car dependency.

Contribute towards achieving local and national Climate Change Targets

7.2.1 Domestic transport emissions in the UK are dominated by cars and taxi's (52%), followed by HGVs (19%), vans (16%), buses and coaches (2%), and rail (1%)[13].

7.2.2 To be able to make the UK's decarbonisation target of Net Zero in the transport sector by 2050, acceleration of modal shift to public transport and active travel will be required. This acceleration to public transport and active travel is one of the six priorities within the Governments Decarbonisation Strategy "Decarbonising Transport: A Better, Greener Britain".

7.2.3 Gloucestershire County Council also has Climate Change Targets to reduce CO^2 emissions. Locally, transport emissions equate to approximately 44% of all CO^2 emissions per capita in the county.

7.2.4 The Gloucestershire Local Transport Plan 4 (GLTP4), adopted in 2021, created a shift change towards a sustainable transport future, prioritising Active and Public transport adding strength to the counties climate change target of being net zero by 2050, with an 80% reduction by 2030. To help achieve this Gloucestershire are developing a Transport Carbon Reduction Pathway.

7.2.5 The average annual CO^2 emissions per person from car travel is 1200KgCO^2, with the FoDD being higher at 1350KgCO^2.

7.2.6 Gloucestershire County Council's Transport Decarbonisation Route Map sets three primary lever categories of Avoid, Shift, and Improve with the levers for change being smarter access, shift mode of travel and reduce vehicle emissions. Through the shift mode of travel GCC seek to increase Public Transport by 100% and increase active travel by 300%[14]. active travel itself can help encourage additional Public Transport usage by providing improved access and interchange. The Forest of Dean ATS will therefore be an important component in achieving these targets.

Promoting Active Travel in the transition to a Net Zero Future

7.2.1 Active travel has great scope to reduce impacts from car carbon emissions through encouraging mode shift, particularly for short journeys. According to Mobilityways research, 5% of the UK's total carbon footprint is contributable to commute trips[15].

[13] Decarbonising-transport-one-year-on-review.pdf (publishing.service.gov.uk)

[14] Environment Decarbonising Transport 24May22.pdf (gloucestershire.gov.uk)

[15] Mobilityways – Zero Carbon Commuting

7.2.2 Active travel can help reduce the negative environmental impacts of climate change and carbon emissions by enabling people to shift their travel to less carbon intensive modes. Active travel can achieve this regardless of the users age, abilities, or socio-economic status.

7.2.3 Studies that explored the mitigation impacts of active travel found that if one person undertook 1 trip a day more cycling and 1 trip a day less driving for 200 days a year, they would decrease mobility related lifecycle CO^2 emissions by 508KgCO^2 per year.

7.2.4 Over half of all private car journeys (58%) are less than five miles, which could easily be cycled, especially since the advent of e-bikes. Promoting active travel can provide a realistic opportunity to shift from private cars for these short journeys and will have carbon emissions saving potential.

7.2.5 Although it would not be possible to shift all trips to active travel, the potential for reducing CO2 emissions from short trips is considerable and is extremely cost-effective.[16].

7.2.6 The embodied energy (used in manufacturing) is substantially less for a cycle compared to a car. The World Resources Institute attribute the product lifecycle of a bicycle as being 93% lower than that of a car in terms of CO^2 per travelled kilometre[17].

Identify and Enable Active Travel Incentives and Promotion

7.2.7 Active travel incentives and promotion encourage people to take up an active travel mode.

7.2.8 There are a range of incentive programmes to encourage mode shift such as BetterPoints[18] and EcoAwards[19] as well as Beat the Streets initiative in Cinderford. These programmes combine journey tracking with modal shift gamification, messaging, and rewards.

7.2.9 Such incentives allow users to accumulate reward points for walking, wheeling, and cycling and cash them in for digital vouchers or charity donations. These programmes can be implemented within workplaces or within the community as new or part of existing projects.

7.2.10 Incentive programmes are also a good way for organisations to engage with communities and to help spread positive messaging relating to the benefits of active travel to communities, economy, health, and wellbeing. They can be used to track journeys, identifying trends, and hotspots or gaps in the network to target. They then reward the user and allow for reporting that can help evaluate the success of the strategy, programme or workplace/residential travel plan.

7.2.11 The programme can also be used to target particular areas or journey types, such as short car trips to school, where a 20% shift in mode could result in 0.1n tonnes in CO2e saved per annum[20].,.

Promoting and facilitating the uptake of E-Bikes

7.2.12 In addition to incentivisation's there are other supporting mechanisms to help people benefit from active travel. The Government's Cycle to Work scheme is a good example of enabling people to access a new cycle through tax incentives via salary sacrifice.

[16] decarbonising-transport-a-better-greener-britain.pdf (publishing.service.gov.uk)

[17] bikenomics-english.pdf (wri.org)

[18] BetterPoints Ltd – Behaviour change technology

[19] EcoAward UK – Awards for Eco-related activities

[20] https://communityrail.org.uk/wp-content/uploads/2024/04/CRN-Accelerating-Modal-shift-25.4.24.pdf

7.2.13 The hilliness of the district is a barrier to some cyclists, but e-bikes can enable users to traverse them easily, enabling longer journeys.

7.2.14 Cycling UK have described the benefits of e-bike[21]:

- E-bikes enable older, less fit riders to keep cycling and new people to start cycling, helping them rider further and building their confidence.
- E-bikes could support those aged between 50 – 83 experience better cognitive and mental health benefits according to studies produced by PLOS One[22].
- E-bikes can help overcome barriers to cycling prohibiting active commuting such as hilly terrain, poor physical fitness, lack of time and distance to work places.
- E-bikes offer social benefits, raising motivation for activity and more opportunity to interact with friends and family. E-bikes allow people to go further, faster and make it more practical for them to cycle to the shops or work.

7.2.15 However, the cost of an e-bike is prohibitive to some people, and there may also be a lack of dedicated safe, secure storage facilities and battery charging infrastructure. Many of the physical constraints can be overcome through alternative objectives.

7.2.16 To address the cost disparity between conventional cycles and e-bikes, and to allow greater accessibility to them for a wider range of society, e-bike loan schemes offer an attractive means of access an e-bike.

7.2.17 E-bike loan schemes are emerging within Gloucestershire with a small number of e-bikes to be distributed and made available. However, there is scope for growth and through the Forest of Dean ATS there will be an opportunity to engage with stakeholders and partners to look to extend the scheme or deliver similar schemes within the district.

7.2.18 The e-bike loan scheme is aimed mainly at job seekers, helping them to access more opportunities in an affordable way, with subsidised repayments. The e-bikes are GPS tracked for monitoring and evaluation.

7.2.19 The loan scheme supports those who may not be able to afford the initial capital cost to acquire an e-bike. These schemes can be targeted to particularly demographics or localities where there is high levels of deprivation or unemployment.

7.2.20 The promotion of e-bikes and their benefits will also include safe battery usage guidance to prospective users. This is important in creating positive reinforcement that e-bikes, particularly their batteries are safe.

7.2.21 UK Government have provided a publication, dated 1st February 2024, that outlines safe e-bike usage, storage, and battery charging guidance. The ATS' promotional commitments will refer to, and sign post the guidance to prospective e-bike users.[23]

[21] Why riding an e-bike or e-cycle is good for you | Cycling UK

[22] The effect of cycling on cognitive function and well-being in older adults | PLOS ONE

[23] Battery safety for e-cycle users - GOV.UK (www.gov.uk)

To tackle car carbon emissions and reduce car dependency, we commit to:

Objective	Commitment Statement	Delivery Mechanisms
1. Tackle Car Carbon emissions and reduce car dependency	We commit to enable sustainable transport and CO_2 reduction by collaborating with key stakeholders such as GCC to shift transport use to sustainable modes. This will support the delivery of the Transport Carbon Reduction Pathway and reduce Transport related CO_2 emissions in the Forest of Dean	Working with GCC and utilising both planning powers and the power available to GCC as Highway Authority to ensure that when schemes are designed, care is taken to ensure opportunities to reduce embodied carbon through the construction process are identified alongside approaches to reduce the need for future maintenance.
	We commit to the promotion of active travel and infrastructure development to emphasise the role active travel can have in achieving net zero. We will support the development of infrastructure that benefits active travel as well as holistic measures that encourage increased participation such as Beat the Streets and other behaviour Change initiatives.	Work with GCC as highway authority to ensure that there is a clear commitment by GCC that all major road schemes will include facilities for cycling/active travel
	We commit to E-bike promotion by working with organisations such as GCC and Forest Economic Partnership to explore the potential of an e-bike loan scheme. We will also promote the benefits of e-bike usage among residents, highlighting its physical and mental wellbeing benefits as well as work with the leisure and tourism industry to establish e-bike infrastructure at key destinations.	To collaborate with the Forest Economic Partnership and create a sub-group that seeks to raise funding to purchase e-bikes and to operate a loan scheme.

Table 7-1: Objective 1 Commitment Statement

7.3 O2: Promote Community Empowerment, Cohesion and deliver Social Value

Enabling community empowerment, engagement, and inclusive decision making.

7.3.1 To empower communities, it is important to deliver the improvements that they feel most needed, and to bring them along on the journey together so that their views can be considered in route development, design, and construction.

7.3.2 Empowering the community will in turn develop stronger community cohesion. There are several contributing factors that negatively impact community cohesion of which active travel can contribute towards overcoming.

- Deprivation – less affluent areas tend to have less cohesion.
- Isolation – Physical barriers preventing people from participating within the community.
- Population Churn – Lack of access to opportunities results in people moving in / out of communities on a regular basis.
- Decline in employment – the loss of industry / manufacturing or other employment in the areas leads to unemployment, envy, and a reduction in community cohesion.

7.3.3 Active travel can help improve community cohesion by delivering travel choice, removing barriers, and enabling opportunities. Active travel can contribute towards enabling a sense of belonging to either a place, a group, or a community. It will help people get on together in their local area, bringing people together through inexpensive means and help improve a sense of safety and security.

7.3.4 It is important that the ATS sets out the means of engaging with communities to understand the importance of different issues and potential support or opposition to the interventions.

7.3.5 The Strategy will consider the challenges felt by rural communities in terms of accessing services and amenities but also how those same challenges can impact community engagement exercises. The Strategy will therefore seek to access the hard-to-reach communities through a mixture of digital materials and in-person events at accessible venues. Communication will also be clear and the points for discussion clarified early on. The strategy will be transparent in its implementation so that community trust is built, engagement is encouraged, and the communities feel involved and that the decisions made are inclusive, meaningful and are felt as if they are a benefit to those who will live and use them daily.

Delivering Inclusion and Equality through Behaviour Change.

7.3.6 Changes in people's behaviour is often in response to other changes in the world around them. The implementation of behaviour change should match the needs of the community, and success of such measures is done through effective engagement.

7.3.7 Standardised approaches that do not consider the needs of the community are often likely to fail. Therefore, soft behaviour change methods should adopt an approach that is bespoke to the area as each one and its environment is unique.

7.3.8 The behaviour change measures should also have a separate regime with a focus on all people within the community. This is important as it will help all aspects of the community to understand why changes in behaviour are necessary and how an individual's existing behaviours and travel choices impact other people.

7.3.9 Bringing the community along together on the behaviour change journey will ensure that the needs of everyone are considered and understood, reducing any feeling of segregation that may be felt. This is an important mechanism in removing any “them” and “us” barriers and prejudices between those who choose to travel in different ways.

7.3.10 This will ensure that the measures focus on creating the transport conditions that are inclusive and equal so that all people can reach their destination safely, without fear and without intimidation.

7.3.11 Disabled people across all transport types make 38% fewer journeys than non-disabled people[24]. It is important that these individuals are not disadvantaged and provided a safe, secure, and legible active travel network will deliver equality and help shift behaviours within these people that they can make the journeys that they wish to

7.3.12 Disabled adults are less likely to hold a driving license and are reliant on alternative modes such as public transport. These journeys often start with active travel however the provisions are often lacking and unsupportive of their needs, disadvantaging them from potential opportunities to access education, employment, and healthcare.

7.3.13 Understanding the needs of disabled people and providing inclusive facilities will help to change behaviours in these individuals, empowering them to make positive choices and participate within the community. This in turn can have economic benefits, known as the “Purple Pound” which is spending by disabled people.

7.3.14 Delivering behaviour change also requires an understanding of the needs of all users, particularly those with Neurodiversity or with Alzheimer's to provide them with the confidence to make a journey by active travel.

7.3.15 Neurodivergent people are those diagnosed with ADHD, dyslexia, dyspraxia or autism and they may experience the world in different and distinctive ways. It is important that the active travel network does not prejudice these individuals’ abilities to travel and access the same opportunities as the rest of the population.

7.3.16 Understanding the specific traits, behaviours, and experiences of Neurodivergence is in its infancy. It is therefore important to commit to understanding these through the delivery of the ATS and to help overcome the anxieties these individuals feel in a transport network that may not necessarily be tailored to their needs currently.

7.3.17 Ensuring engagement with neurodivergent individuals during the processes of scheme design, implementation and construction will be an important stage in providing these individuals with the confidence that active travel supports their needs and helps them to travel confidently without confusion, worry or fear.

Delivering Social Value and Wellbeing through Active Travel

7.3.18 Social Value is a concept that refers to the broader contributions of social, economic, and environmental outcomes of an action or decision.

7.3.19 Social Value extends beyond the financial benefits, instead seeking to provide a holistic understanding of the impact of actions including the wellbeing of individuals and communities, social capital and health of the environment and seeks to create a more equitable and sustainable society.

7.3.20 Active travel can contribute to the delivery of improved social wellbeing and cohesion. Supporting the delivery of the ATS and the interventions within, can create more walk,

[24] Wheels for Wellbeing Quick Guide to Accessible Active Travel

wheeling, and cycle friendly neighbourhoods, making them more liveable and people oriented. This brings the community together, encourages residents to actively participate and can create vibrant and attractive communities and town centres.[25]

7.3.21 Active travel can provide a means of creating healthier communities, enabling residents to live more active lives, and can prevent early deaths whilst reducing the health and wellbeing burden placed upon the NHS.

7.3.22 The Department for Transport (DfT) found that between 2012 and 2031, the health benefits from active travel could result in £17bn being saved nationally[26].

7.3.23 Studies have found that within the south west, cycling can prevent 69 early deaths per annum, whilst walking can prevent 28 early deaths per annum. Increased physical activity, through active modes can help people maintain healthy weights and reduce the risk of death caused by cardiovascular disease, type 2 diabetes, cancer, and depression[27]. Studies have found that reducing the NHS burden from preventable health issues such as Type 2 Diabetes can save £9bn alone.

7.3.24 Active travel in addition to improving physical health, also contributes towards improving a person's mental and social health. Physical activity can help create and sustain social connections, with access to the outdoors and nature has mental health boosts[28].

7.3.25 Healthcare providers are also using active travel as part of the health recommendations and treatments. Healthcare providers can recommend and prescribe access to open green space via active travel, known as Green Social Prescribing. Enhanced access to the countryside, supporting by active travel also ensures people can have access to nature, and maximise the Forest of Deans tranquil landscapes which provides a boost to an individual's mental wellbeing.

7.3.26 The Decarbonising Transport Strategy projects that around 50 – 130 thousand premature deaths and reducing work absenteeism by around 50 – 140 million days can be delivered through enabling active travel.

[25] bikenomics-english.pdf (wri.org)

[26] Davis a, Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling, DfT, 2014

[27] Health benefits of active travel: preventable early deaths - The Health Foundation

[28] About Active Travel | Paths for All

To promote community empowerment, cohesion and deliver social value, we commit to:

Objective	Commitment Statement	Delivery Mechanism
2. Promote Community Empowerment, Cohesion and deliver Social Value	We commit to community engagement so that we deliver active travel improvements that reduce isolation, enable access to employment and training opportunities. We will collaborate with communities to ensure proposed measures align with their needs and wants, fostering a sense of empowerment, unity and inclusivity.	We will deliver this commitment by utilising our direct means of communication with parish councils and other third parties, as well as individuals through our community wellbeing teams.
	We commit to support outreach and mindset change by engaging with hard-to-reach communities and demographics to understand their concerns with Active Travel and foster a positive mindset. We will do so through transparency, accessibility, and collaboration in strategy implementation and promoting shared decision making with communities.	We delivery this commitment by utilising our Community Wellbeing teams to engage directly with the communities and utilise their statutory powers to identify community and health relating funding opportunities.
	We commit to improving health and wellbeing by delivering inclusive measures that enable safe travel, that also reduce health disparities and the burden of inactivity on the NHS by promoting the physical and mental health benefits of active travel.	The Council, working with partners, such as Public Health England, will promote active travel measures to help improve the health, well-being and quality of life of the people of the Forest of Dean. Achieving this will require cross-cutting investment and cross-discipline working and the district council will work with a range of partners to secure investment funds and increase the investment per person in active travel measures every year

Table 7-2: Objective 2 Commitment Statement

7.4 O3: Identify and address barriers to cycling, wheeling, and walking.

Using active travel to deliver accessible and affordable travel choice to enable social equity.

7.4.1 Safety and the perceived risk, the cost to travel, and lack of choice are the key blockers to many groups. This can reduce opportunities for work, education and healthcare needs and leading to isolation.

7.4.2 Active travel is seen as an affordable means of travel when compared to alternatives, this is supported by the Department for Transport's Transport Appraisal Guidance Data Book that provides a perceived and market cost for differing transport types. For private car trips this is between £15-£18 per journey, whilst for active travel this is between £8-£10 per journey, which is on average 45% cheaper[29].

7.4.3 Emphasising the mobility benefits of active travel can also deliver social value for the residents of the district. Investment in active travel provision is significantly cheaper per person than other modes of transport, in particular private car-based ones, and can benefit a wider proportion of society according to the Institute for Public Policy Research (IPPR). Their study, 'Stride and Ride; found that for every £1 spent on active travel, an average return was £5.26, compared to £2.50 for road building schemes[30]. Each Kilometre cycled also generates important social benefits when compared to the equivalent journey made by car often has significant cost for society.

7.4.4 Active travel can provide social equity by enabling those on low income to access socio-economic opportunities and if designed and implemented effectively, can enable vulnerable users such as children, women, and the elderly to feel safe when cycling. Active travel can, therefore, shape and deliver social equity policies in which the Forest of Dean District Council seeks to implement.

7.4.5 One often overlooked group is the 16–24-year-old age bracket, where their transport needs have had little research undertaken to understand the transport barriers experienced by young people. The "Transport to Thrive – 2023"[31], has provided an insight into how the needs of young people can be considered.

7.4.6 This below average proportion could be due to those young people having to move away from the district to seek education and employment as there is either a lack of such opportunities in the Forest of Dean, or a lack of access via alternative modes to available opportunities. The high car dominance of travel is reflecting the lack of alternatives modes with young people unable to afford a car, a situation unlikely to change soon.

7.4.7 Improving active travel provisions can help young people to travel to access education, training and employment, or support first and last mile journeys to transport interchanges where bus and rail public transport can support longer journeys.

7.4.8 Supporting these demographics by providing the necessary means to help low car and active lifestyles will ensure the future generation is healthier, are more pragmatic about AT and help lead future generations towards a Net Zero outlook, whilst remaining within the district and contributing towards its economy.

7.4.9 Improved physical and mental wellbeing can be stimulated through improved access to opportunities. Accessible active travel infrastructure, and improved connections to Public Transport for longer journeys, presents more opportunities for people to access education,

[29] TAG data book - GOV.UK (www.gov.uk) (Table 1.3.1)

[30] Stride_and_ride_Feb24_2024-02-05-162030_godi.pdf (svdcdn.com)

[31] Centre for Transport and Society blog (uwe.ac.uk)

skills / training, and employment, as well as health care and other facilities, supporting them to better their lives, earn improved livings and escape deprivation. This provides boosts prosperity and allows those people to live healthier lives in both a physical and mental state.

7.4.10 Delivering the ATS will allow residents, businesses and visitors to access shops, healthcare facilities, educational institutions, and employment opportunities by means other than the private car.

Seek to educate communities and raise awareness of the benefits of Active Travel.

7.4.11 Education will be a key component of encouraging mode shift to sustainable methods. Education will include highlighting the physical and mental health and wellbeing benefits, the economic benefits, and the environmental benefits.

7.4.12 In addition it is important that users feel comfortable and confident using active travel provisions. This can be through physical training events such as those delivered through Bikeability.

7.4.13 Bikeability is delivered by Gloucestershire County Council in schools and is important in developing active travel habits from an early age which carry over into adulthood. The Bikeability course teaches children practical bike skills and provides them with the knowledge they need for cycling on the road. More detail on implementation and key outcomes of Bikeability is provided in the Behaviour Change Action Plan.

Ensure active travel contributes towards overcoming disparities in access to amenities, goods, and services.

7.4.14 It is important that the Forest of Dean ATS considers the needs of vulnerable users or those with impaired mobility. The leading disability category in the district is those with mobility issues. It is important that their ability to travel freely is considered to ensure the strategy can deliver an inclusive network. An LTN 1/20 compliant network will be inclusive for the needs of vulnerable users who rely on Mobility Scooters, or non-standard cycles to support their travel.

7.4.15 However, there are existing areas of the network that may not be of standard and risk disparaging a person's ability to access amenities, goods and services. it is important that these areas of constraint are identified and improved where possible, and this can be achieved effectively through engagement during design stages.

7.4.16 A key prohibitor to movement are access controls, usually in the guise of staggered pedestrian barriers, however non-standard cycles, cargo bikes or tandem bikes often cannot negotiate these. They can also be difficult to navigate for those in wheel chairs both powered and non-powered as well as users with young children in pushchairs[32].

7.4.17 Historically these barriers have been used to prevent anti-social motor vehicle access but in doing so have restricted the movements of all users. The Strategy will seek where possible to remove such barriers, improve sightlines to avoid the need for barriers or implement LTN 1/20 compliant alternatives. Where such arrangements were to control the approach speed of cyclists, or to protect pedestrian on approach to a road, measures to change priority will be considered instead.

7.4.18 The Forest of Dean is a rural district, and the use of the Public Rights of Way network will form an important part of connecting rural settlements where the highway network may be constrained in width, hilly, or subject to high speeds and traffic volumes and may not be

[32] cycle-infrastructure-design-ltn-1-20.pdf (publishing.service.gov.uk)

attractive for all users. However, the Public Rights of Way network also has constraints that prohibit the inclusive access for all users by way of stiles or 'kissing' gates.

7.4.19 The Strategy will therefore consider the "Countryside for All Good Practice Guide: A guide to Disabled People's Access in the Countryside"[33] as means of implementing best practice and contributing towards delivery inclusive access. The guide outlines three possible path environments which are all relevant to the district:

- Urban and formal landscapes.
- Urban fringe and managed landscapes.
- Rural and working landscapes.

7.4.20 Where PRoW's have been identified for inclusion in the Strategies Network Plan, and were deemed appropriate for upgrading, setting of an Action Plan and engagement with landowners will become a key task in determining the upgrading of paths to suitable widths, lighting, and surfacing materials along with locations of appropriate resting spots.

7.4.21 Active travel users need to feel confident that their belongings, including walking, wheeling devices and cycles will be safe and free from damage and theft. A lack of appropriate provision therefore dissuades users by travelling by active modes. Providing accessible, secure, and suitably located active travel storage / parking provisions will help make a statement that active travel users are welcome and will highlight to the user that their possession will be safe from damage and crime, giving them the confidence to leave their possession whilst they go about their daily business. Currently, lack of safe, easy to access and secure cycling parking is key barrier to active travel uptake[34].

7.4.22 The active travel provision for cyclists can be in the form of suitably located Sheffield Stands, secure cycle racks or bespoke cycle hubs for the larger interchanges where longer term storage / parking solutions are required.

7.4.23 Enabling access for active modes through the provision of improved parking / storage facilities will have economic benefits with studies suggesting that per square metre, active travel parking offers 5 times higher retail spend when compared to the same per square metre of car parking spaces[35]. Providing enhanced provisions for all users, travelling by a range of transport modes will enable more visits to local shops and greater spend.

7.4.24 Improving active travel provisions at public transport interchanges through the provision of secure storage facilities, along with route plans for both active and public transport will help enable onward journeys, particularly long-distance journeys, allowing active modes to be a viable first and last mile travel method.

[33] 96440.pdf (pathsforall.org.uk)

[34] Secure cycle parking is vital to getting more people on bikes - Sustrans.org.uk

[35] value-of-cycling.pdf (publishing.service.gov.uk)

To Identify and address barriers to cycling, wheeling, and walking, we commit to:

Objective	Commitment Statement	Delivery Mechanism
3. Identify and address barriers to cycling, wheeling and walking	We commit to delivering / promoting measures that improve safety for active travel users and promotes positive messaging to reduce the perceived risk of active travel. We commit to delivering an active travel network the improves access to education, skills, training and employment opportunities. We will work with education providers and employers to encourage active travel participation through green travel planning. We aim to use active travel as a key tool to combat socio-economic disadvantages and delivery social equity	In conjunction with health services, undertake local promotional and marketing campaigns and events to encourage people to walk and cycle more and help realise the benefits of doing so.
	We commit to improve walking, wheeling and cycling access where barriers exist. through engagement with partners, inclusivity groups, and landowners. We will identify and support the delivery of additional cycle parking facilities at key origins, destinations, and transport interchanges. We commit to improve walking, wheeling and cycling access where barriers exist. through engagement with partners, inclusivity groups, and landowners. We will identify and support the delivery of additional cycle parking facilities at key origins, destinations, and transport interchanges.	Work with our local authority planning partners, public health teams, town / parish councils, and design partners and use our planning powers or access to funding opportunities to enable delivery
	We commit to supporting and promoting Gloucestershire County Council's Bikeability programme in the Forest of Dean. We will highlight the benefits of Bikeability to communities, schools, employers for all ages. We will engage with employers to raise awareness of the importance of secure cycle storage facilities and associated amenities to encourage a change in employee travel behaviour.	We will work with partners such as GCC to promote Bikeability across the FoDD area and the Forest Economic Partnership to engage directly with employers.

Table 7-3: Objective 3 Commitment Statement

7.5 O4: Support delivery of Active Travel routes that are pleasant, safe, and accessible.

Deliver direct, legible routes for utility and leisure routes that showcase the natural beauty and culture of the FoDDC.

7.5.1 The district is known for its leisure and tourism which provide a significant contribution to the local economy. Outdoor leisure pursuits through hiking and cycling are extremely popular with numerous existing routes available.

7.5.2 There is potential to create new or extend these existing routes as well as provide active travel links to them from the existing urban areas, ensuring that a wider proportion of the population can access key trip attractors as well as nature enabling participation in an active lifestyle.

7.5.3 It is also important that long distance or leisure focused routes are provided in appropriate locations which minimise environmental or ecological constraints but are also provided in areas which do not deter users due to perceived safety constraints.

7.5.4 In additional to the longer distance, more leisure-based corridors, there inter-settlement connections will face similar constraints but will cater for a mix of leisure and utility cycling. It is therefore important that the Forest of Dean ATS considers each rural road type, of which four categories can be easily identified.

- Strategic Road – Intended to provide high volume transport links, typically an A – Road.
- Secondary Road – a route that connects traffic from smaller roads to strategic routes, typically a B – Road.
- Minor Road – Links unclassified or residential areas to the rest of the network.
- Quiet Lanes – a minor lane intended to provide priority to active users.

7.5.5 The appropriateness of the route can be established by assessing the posted speed limit, the nature of the road and the traffic flow. Considering these points will help ensure the infrastructure identified is appropriate for all users.

7.5.6 The Public Rights of Way and Quiet Lanes network could therefore provide good opportunities to deliver longer distance cycle corridors where constraints on the highway corridors cannot be overcome. However, consideration to barriers, passive surveillance, and the legal designation of the Public Right of Way as well as land ownership need careful consideration and engagement with partners and stakeholders.

7.5.7 In the district there are approximately 2,186 kilometres of Public Rights of Way, with 115 kilometres legally supporting the use of bicycles. Therefore a significant proportion would require upgrading to accommodate wheelers and bicycles. With suitable engagement with Gloucestershire County Councils Public Rights of Way team and landowners there is a possibility that these Public Rights of Way can be upgraded, providing enhanced access to those residing in more rural areas and overcoming highway boundary constraints. However, it is acknowledged that this does have legal implications that could slow delivery.

7.5.8 To ensure that routes are pleasant and easy to follow, suitable wayfinding and signage are installed This will provide confidence to the user that they are on the correct route for their journey, creating a positive experience and thus supporting future trips.

7.5.9 Likewise, route maintenance will also ensure year-round accessibility for all users regardless of physical ability. For urban routes this could be ensuring they are litter or graffiti free whilst

routes that may make use of Public Rights of Way could be that vegetation is suitably cut back or surfacing is even to avoid a user's passage being block or risk of slips trips and falls.

7.5.10 These measures will help the user have a positive and safe experience, encouraging repeat trips.

7.5.11 Where practicable, the active travel measures and interventions should seek to deliver Biodiversity Net Gain benefits and contribute towards the delivery of GCC's Local Nature Recovery Strategy (LNRS). This could be through the inclusion of blue and green infrastructure alongside new active travel routes / corridors, or additional planting in addition to new cycle storage.

7.5.12 Where interventions require planning permission, these will be delivered with a minimum of 10% Biodiversity Net Gain (BNG+) as required in law by the Environment Act 2021. The policy position, agreed across both country and district councils, also outlines the 10% BNG+ requirement[36].

7.5.13 Urban active travel interventions could be complemented by planters, or urban drainage systems such as rain gardens[37] to provide additional natural visual amenity.

7.5.14 GCC's LNRS is an evidence based locally led and collaborative plan developed between public and private sectors. The strategy will seek to identify locations for creating new areas of habitat as well as where to better manage existing habitats areas for wildlife as means of mitigating the impacts of climate change.

Seek to enhance active travel Infrastructure with lighting improvements, traffic calming and pedestrian friendly crossings.

7.5.15 Sports England research has found that localised active travel improvements that target walking, wheeling, and cycling for short journeys can have positive impacts, with interventions that that build or improve local routes or networks report tangible increases in trips by walking of cycle.

7.5.16 There is also strong evidence of positive impacts in school settings. Providing environments that are safe encourage increased active travel usage and those improvements in proximity to school settings have the potential to develop positive and healthier active travel habits that may continue into adult life[38].

7.5.17 Localised improvements could be formed from signage and wayfinding improvements, lighting improvements, traffic calming or improved crossings, where priority is given to active users over private car users.

7.5.18 For example, side road crossing improvements such as the use of continued footways provides the pedestrian, wheeling or cycling users with priority over motor vehicles, supporting and enabling the hierarchy of road users.

7.5.19 In addition, improved crossings in combination with schemes such as School Streets, which restrict motor vehicle access at drop off and pick up times can help encourage travel by active modes in a safe zone. Initiatives such as School Streets can have the following benefits:

- Safer Environments through reduced road danger.

[36] BNG Guidance for LPA February 2024

[37] Meristem Design | Community Rain Gardens (SuDS) in Waltham Forest

[38] active-travel-full-report-evidence-review.pdf (sportengland-production-files.s3.eu-west-2.amazonaws.com)

- Improved air quality by reducing motorised traffic.
- Promotion of active travel.
- Community building through increased social connections.
- Reduced traffic volume in proximity to the schools.

7.5.20 These smaller scale improvements can offer value for money, are relatively inexpensive to implement compared to large scale cycle track infrastructure but are affective in encouraging mode shift for local journeys. These interventions can also be identified and delivered by the community for the benefit of the local community.

To create active travel routes that are pleasant, safe, and accessible, we commit to:

Objective	Commitment Statement	Delivery Mechanism
4. Create active travel routes that are pleasant, safe and accessible	We commit to ensuring that the active travel network is delivered with suitable wayfinding and signage, working with partners to ensure that the routes are maintained and accessible all year round and collaborate with stakeholders, landowners and authorities to ensure routes are inclusive for all.	We will engage with key partners such as GCC, Forestry England, VisitWyeDean and the Forest Economic Partnership to agree a wayfinding design strategy and, subject to agreement, utilise GCC's powers as local highway authority to support their delivery.
	We commit to promoting slow tourism[39] through active travel Utility and leisure trips by working in partnership with stakeholders to encourage a green and sustainable leisure and tourism industry in order to maximise access to the forest of deans unique and tranquil nature.	Collaborating with the Forest Economic Partnership and VisitWyeDean to promote, via the FoDDC communications team, active travel as a viable means of supporting Slow Tourism
	We commit to seeking funding for localised improvements to encourage short journeys by active modes, collaborating with education partners and GCC to encourage and deliver school streets and work with leisure and tourism stakeholders to maximise the existing active travel routes, identify new routes and seek the funding to support their delivery.	Utilising FoDDC's powers as planning authority to seek funding opportunities and collaborating with GCC and Public Health England to identify funding opportunities available via their statutory powers.

Table 7-4: Objective 4 Commitment Statement

[39] Slow Tourism means a leisurely exploration of a destination, prioritising local culture, sustainability and meaningful experiences over speed and convenience.

7.6 O5: Shape sustainable local land use and economic prosperity

7.6.1 It is critical that future developments are planned and delivered in a sustainable way that promotes active travel. This will ensure that active travel becomes the natural choice for short and medium journeys and the first and last mile mode for longer ones.

Maximise Active Travel to guide sustainable development planning.

7.6.2 The Forest of Dean District Council as the Local Planning Authority has control in shaping future developments so that allocations in future iterations of the Local Plan, prioritise Sustainable and active travel and seek to deliver Active Travel Neighbourhoods where walking, wheeling, cycling are promoted as the primary choice of travel within, to and from the new settlements.

7.6.3 In new land-based development, the inefficiency of private cars is evident due to the significant land they require. Active travel modes optimise space usage whilst a car takes up to 20m2 of land compared to 2m2 of a cycle. Cars are often left idle for 22 hours a day, whereas cycles can be stored securely[40]. Shifting to active travel can overcome this inefficiency, enhance land value, and offer broader benefits like improved landscaping, public spaces, and community engagement. Thus active travel promotes a more sustainable and efficient use of land.

7.6.4 Shaping Local Plan allocated sites or encouraging future development in such way will make active travel become the natural choice, enabling positive behaviours and attitudes and realisation of the benefits it brings both to an individual but the wider community and economy.

7.6.5 Not all development will be of the scale to support large scale active travel infrastructure and networks within the site. However these developments may be required to deliver off-site mitigation, and it will be encouraged that any subsequent interventions include high-quality active travel provisions.

7.6.6 Developer contributions via the Community Infrastructure Levy (CIL), or Section 106 will be an important mechanism for funding the delivery of the Forest of Dean Active Travel Strategies pipeline of schemes along with competitively secured capital funding. Working with developers will therefore be important and early engagement will be key to identifying potential pipeline schemes that the developments would impact upon or benefit from. This strategy will therefore help to leverage contributions and support for constructing high quality active travel provisions.

Enable a Sustainable Economy through Active Travel

7.6.7 Investment in active travel can increase public and private sector investment and vibrancy. Active travel has been found to stimulate economic prosperity as those who travel by walking, wheeling, and cycling on average spend more time locally than drivers.

7.6.8 Congestion is a key factor in limiting economic development, as each hour spent in traffic is unproductive. The Method of Travel to Work in the Forest of Dean is dominated by the private car and the district has notable congestion points at the A40/A48 intersection and in the Tutshill area on approach to Chepstow. Active travel can help relieve congestion and the health benefits of active travel can enhance productivity and decrease absenteeism.

7.6.9 The district has a strong leisure and tourism industry. According to Visit Dean Wye those visiting for shopping and food and drink reasons are day trippers totally 70-71% of all visitors, 65% for attractions and entertainment and 53% for travel totalling some 2.3million day visitors

[40] bikenomics-english.pdf (wri.org)

per annum[41]. In comparison, staying visitor trips are around 300,000 per annum with 1 million visitor night per annum.

7.6.10 In total the leisure and tourism spend per day totals £78 million, a significant contribution to the Forest of Dean's economy.

7.6.11 A cohesive network can help make active travel easier, allowing visitors to access more of the district and thus spend more time and money within the local areas, boosting the economy further. According to 'Living Streets' Pedestrian Pound research, active travel can provide up to a 40% increase in shopping footfall supporting by well-planning networks[42].

7.6.12 Whilst tourism is important within the district, the visitor economy employs approximately 8% of the working age population, with many other sectors present. The sectors that employ the largest proportion of Full Time Employees are Manufacturing (24.6%), Health (11.6%) and Construction (8.3%).

7.6.13 The 'Pedestrian Pound' research also found that pedestrians and cyclists typically spend more money than people arriving by car. The research found a 25% increase in sales in pedestrianised high streets[43]. Providing better access to town centres and providing suitable parking facilities for all cycle types, including cargo bikes and non-standard cycles to help further improve access to retail centres, and support people transporting goods back home.

7.6.14 Cycle tourism and the delivery of long-distance cycle routes can generate as much as £30 million per year to the local economy and sustain a significant number of full-time jobs.

7.6.15 Active travel can also have positive impacts on the economy driven through business by helping to reduce absenteeism through healthy and more active workforces. According to Sustrans, those who participate in active travel or utilise cycle networks to travel to work typically have 50% fewer days off then those who don't, equating to a boost of £13.7m to the economy[44].

7.6.16 Active travel can also provide job creation benefits. Sustrans found that 12.7 jobs are supported or created through every £1m of investment in sustainable transport infrastructure. On a per Kilometre basis, this is 1.6 jobs supported or sustained, thus presenting high value for money return compared to highway led construction[45].

7.6.17 Furthermore, there has been an increase in those who work from home or utilise more flexible working arrangements post Covid-19. Active travel can enable these people to walk, wheel and cycle to their village or town centres at lunch time, or after work to shop locally which will increase footfall and support to local business.

[41] forest-of-dean-and-wye-valley-18.pdf (visitdeanwye.co.uk)

[42] High streets (livingstreets.org.uk)

[43] pedestrian_pound_summary.pdf

[44] PowerPoint Presentation (sustrans.org.uk)

[45] 4478.pdf (sustrans.org.uk)

To shape sustainable local land use and economic prosperity, we commit to:

Objective	Commitment Statement	Delivery Mechanism
5. Shape sustainable local land use and economic prosperity	We commit to delivering sustainable developments by encouraging new developments in locations that provide comprehensive networks for walking, wheeling and cycling that integrate with the ATS and new developments that promote the hierarchy of user by prioritising the use of sustainable modes of transport.	Utilising the FoDDC's planning powers to shape new development's locations and policies through the Local Plan process.
	We commit to partnership working with developers to ensure active travel schemes are identified as part of the site development and construction, seek developer contributions towards the delivery of the ATS network and work with developers to improve access to town and village centres for walking, wheeling and cycling.	We will deliver this by utilising FoDDC's planning powers as local planning authority and working with statutory consultees such as Active Travel England and GCC as Local Highway Authority.
	We commit to maximising the benefits of active travel to stimulate a sustainable economy, commit to the principles of slow tourism, promote the investment of active travel infrastructure and actively encourage active travel accessibility to employment centres to boost productivity and deliver a sustainable green and prosperous economy.	We will use of planning powers and Communication teams to promote and support the development of Travel Plans and other measures to ensure that sustainable modes are at the heart of new development. This includes encouraging businesses in the FoD to sign up to initiatives such as DfT's voluntary Cycle to Work Guarantee initiative, to help their workforce take up cycling, become healthier, greener and more productive.

Table 7-5: Objective 5 Commitment Statement

8 Active Travel Strategy Network Principles

8.1 Active Travel Network Structure

8.1.1 The Forest of Dean ATS will consist of a three-tiered network. The principles of which are shown in **Figure 8-1**.

Figure 8-1: Network Tiers

Intra-settlement – Connections within towns and villages

8.1.2 The Intra-settlement network will focus upon improving active travel provision within the village and town settings, seeking to improve travel choice and encourage a shift towards sustainable modes of travel for short journeys.

8.1.3 These intra-settlement connections will also seek to provide links to key trip attractors and GCC's Strategic Countywide Cycle Route. The provisions to be identified for the Intra-settlement network will typically target journeys of 2km or less and deemed suitable for walking, wheeling and cycling. This principle is shown in **Figure 8-2** overleaf.

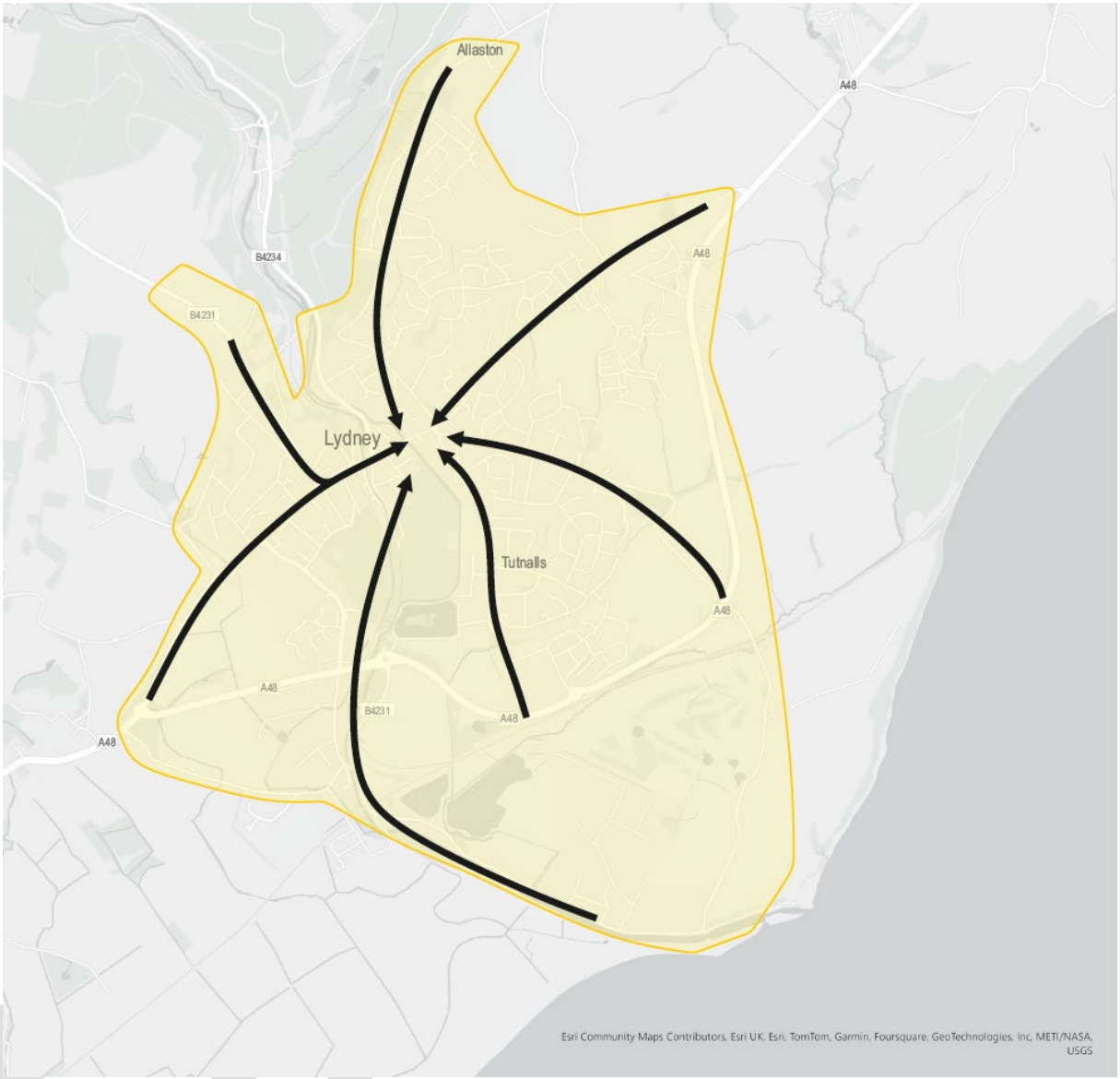

Figure 8-2: Illustration of the Intra settlement principle.

8.1.4 The Intra-settlement network focuses on a Core Walking Zone which clusters the key trip attractors within the centre of the settlement and are accessible within a typical 10-minute walk.

8.1.5 Rural settings, as we find in the district, typically have local constraints that could impact upon the delivery of hard engineered solutions, as well as impact upon the character of the area. To take account of such considerations the Intra-settlement network can be broken down into three to four contexts that consider the LTN 1/20 and LCWIP guidance, but with additional consideration to the rural setting. These are set out below:

- Primary Active Travel Streets: This provides a connection, typically, through the centre of the settlement and provide access to most trip attractors. These streets will also be aligned with strategic cycle connections such as GCC's CWIC and NCN routes. It expected that the primary active travel streets are to experience the highest levels of through traffic including Heavy Goods Vehicles, (HGV's) and agricultural vehicles.

- Secondary Active Travel Streets: These streets provide access to the main active travel street and typically provide access to the settlement centre from the wider area. These streets are anticipated to be subjected to fewer vehicle movements, including HGV and agricultural vehicles than the primary active travel streets.

- Local Streets and Lanes: These would be minor roads or residential streets that provide connections to the secondary or primary active travel street. These are likely to be lightly trafficked with limited through movements.

- Local Access Footways: These would be footpaths, or Public Rights of Way within the rural settlement that links local streets and lanes together or provides away from carriageway connections to the secondary and or primary active travel street. It is important to acknowledge these links as part of providing legible routes, but it is accepted that signage, wayfinding and pedestrian barriers pose a constraint and should be improved where possible.

Inter-settlement – Connections between settlements

8.1.6 Inter-settlement will identify desire lines that link towns and their outlying village settlements. This is particularly prevalent in the Coleford area which has several outlying settlements located within reasonable cycle distance such as Coalway, Broadwell, Berryhill and Milkwall.

8.1.7 The Inter-settlement routes will typically focus on utility cycling distances of 10km but can also provide access to leisure routes, the principles of which are shown in **Figure 8-3** below.

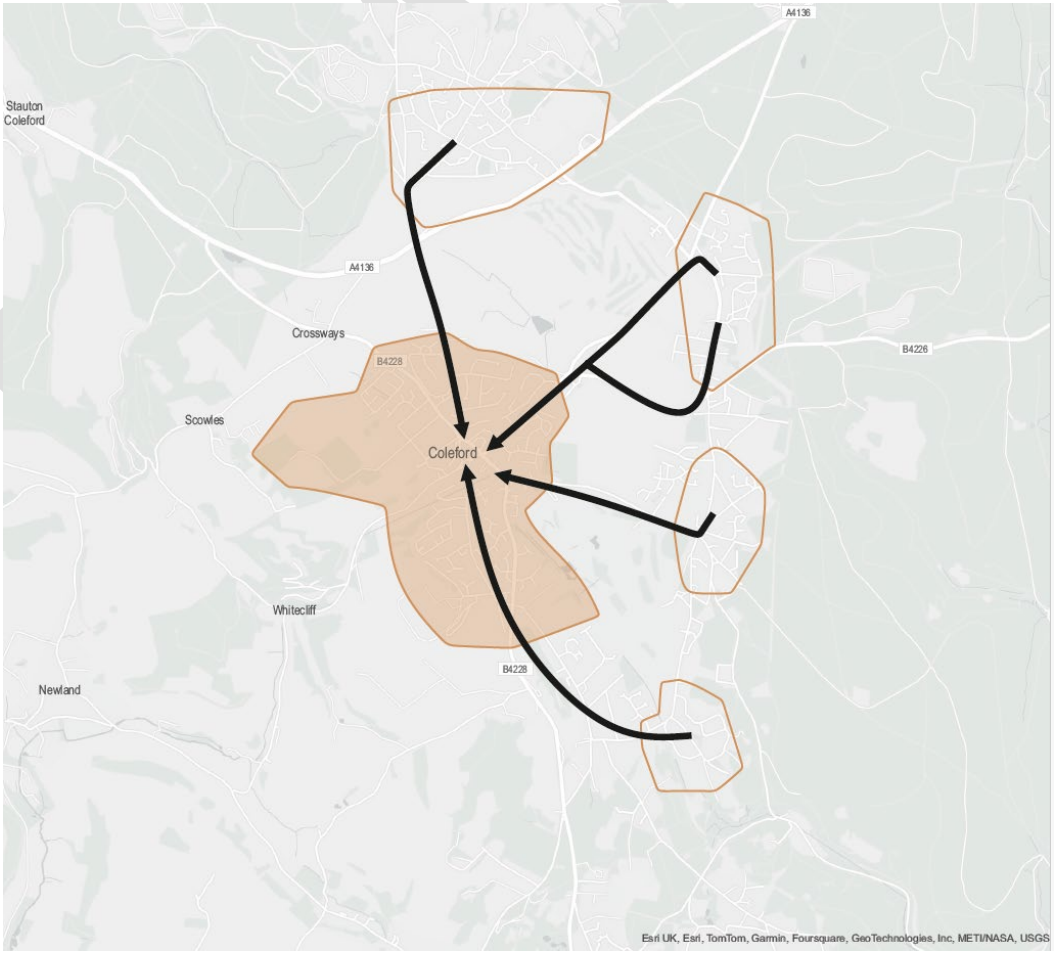

Figure 8-3 Illustration of the Inter-settlement principle

8.1.8 The Inter-settlement routes will seek to provide active travel connections via the most direct or quickest routes, considering, topography and other natural barriers e.g., rivers. These could make use of Public Rights of Way (network or highway corridors should this be the most practicable and safest option.

8.1.9 In addition, Inter-settlement routes can seek to make use of disused railways, subject to landownership considerations. These disused railways often link rural settlements to a larger rural market town and are typically delivered in areas of favourable gradient which enable active travel.

8.1.10 Rural roads are perceived as more dangerous for walking, wheeling, and cycling as they are often narrow, subject to gradient change, have blind bends and high volumes of traffic and higher speeds as well as accommodating HGV's and agricultural vehicles. The Public Rights of Way network and disused railway lines could help overcome these constraints.

8.1.11 The district also has many rural lanes and forestry tracks that could be utilised for active travel purposes but often have high biodiversity value or traverse through ancient woodland or have heritage value which may prohibit the ability to deliver infrastructure improvements.

8.1.12 The Inter-settlement network can be delivered within the following contexts, and will be helpful in informing route network development:

Routes Using Highways

- Strategic Road – These are typically A roads that route across the district and provide access to the wider county or other regions. These routes are typically high flows and high traffic speeds outside of settlements boundaries.
- Secondary Road – These are typically B roads that provide a link from smaller roads to A roads or connect different areas together within the district.
- Minor Road – These are typically unclassified roads and often link residential areas to the wider transport network.
- Lanes and Tracks – These are typically small, narrows lanes that link rural hamlets to smaller village settlements, often narrow, unlit and subject to local traffic or agricultural vehicles.

Routes using Public Rights of Way

8.1.13 The district has a significant number of Public Rights of Way. These, where appropriate, could be upgraded to support increased active travel use but will not necessarily be of formed surfacing or have lighting, but could provide an appropriate away from carriageway route if there are too many highway constraints.

- Bridleways, Byways and Restricted Byways – These are rights of way that support travel by active modes including cycling and should be prioritised for improvement if required.
- Public Rights of Way – These are rights of way that support active travel by walking. They do not support wheeling or cycling and if these routes are identified as part of the network, a legal process will be required to be completed in order to upgrade the route to a cycle track.

Long Distance – Cross Boundary and Leisure routes

8.1.14 Long distance routes will seek to identify desire lines that provide cross-boundary connections or long-distance travel between the primary four Forest of Dean district towns.

8.1.15 These will form routes that are 10km or more with a primary focus upon leisure cyclists, although with the advent of e-bikes they will also support cross-boundary utility trips. They can also provide access to other long distance leisure cycling routes.

8.1.16 The long-distance routes will follow the same principles as the Inter-settlement routes, making use of highways, disused railways, forest tracks and the Public Rights of Way network where appropriate. **Figure 8-4** is an illustration of the long-distance route principle within the district. The black arrows on represent those long-distance corridors with a desire for cross boundary movement that can accommodate utility and leisure trips, whilst the green dotted arrow indicates interaction with predominately leisure routes and how these leisure routes can form part of a wider cohesive network.

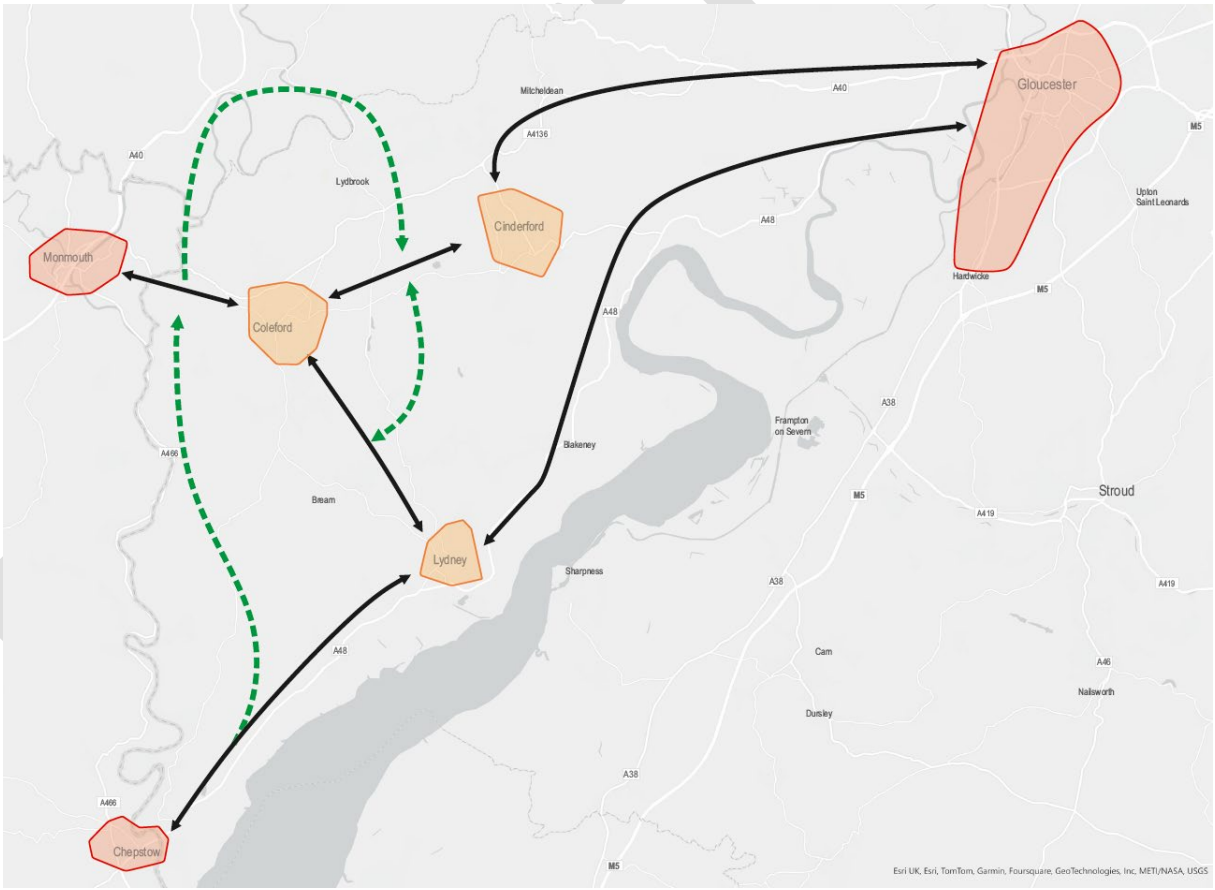

Figure 8-4 Illustration of the Long-Distance Principle (Black all-purpose routes, Green primarily leisure routes)

9 Active Travel Strategy Network Planning

9.1 Network Planning Methodology

9.1.1 The Forest of Dean ATS network principles of a three-tiered approach has been useful in determining the proposed network. A tiered network approach allows for local community focused interventions to be identified within the settlements, focussing on short journeys. Whilst the inter-settlement enhances connections between the settlements for utility or commuting but also provides access to nature and leisure activities. The final tier focusses on long distance connections that are primarily cross boundary routes or leisure routes.

9.1.2 This approach allows for a comprehensive network to be developed that will accommodate the needs of all users. The following section outlines how those principles have been put into practice and informed the development of network from identifying desire lines to interpreting them onto actual routes.

9.2 Trip Attractors

9.2.1 To help shape the network it is important to understand where people are likely to travel to. These are known as Trip Attractors, and they cover many uses such as but not limited to:

- Community facilities, including areas of greenspace.
- Educational facilities
- Healthcare facilities
- Retail facilities including supermarkets, shopping centres, and,
- Transport Interchanges such as bus stops, bus stations, and railway stations.
- Large employers & industrial estates
- Leisure & tourism destinations

9.2.2 **Figure 9-1** demonstrates the trip attractors for Lydney.

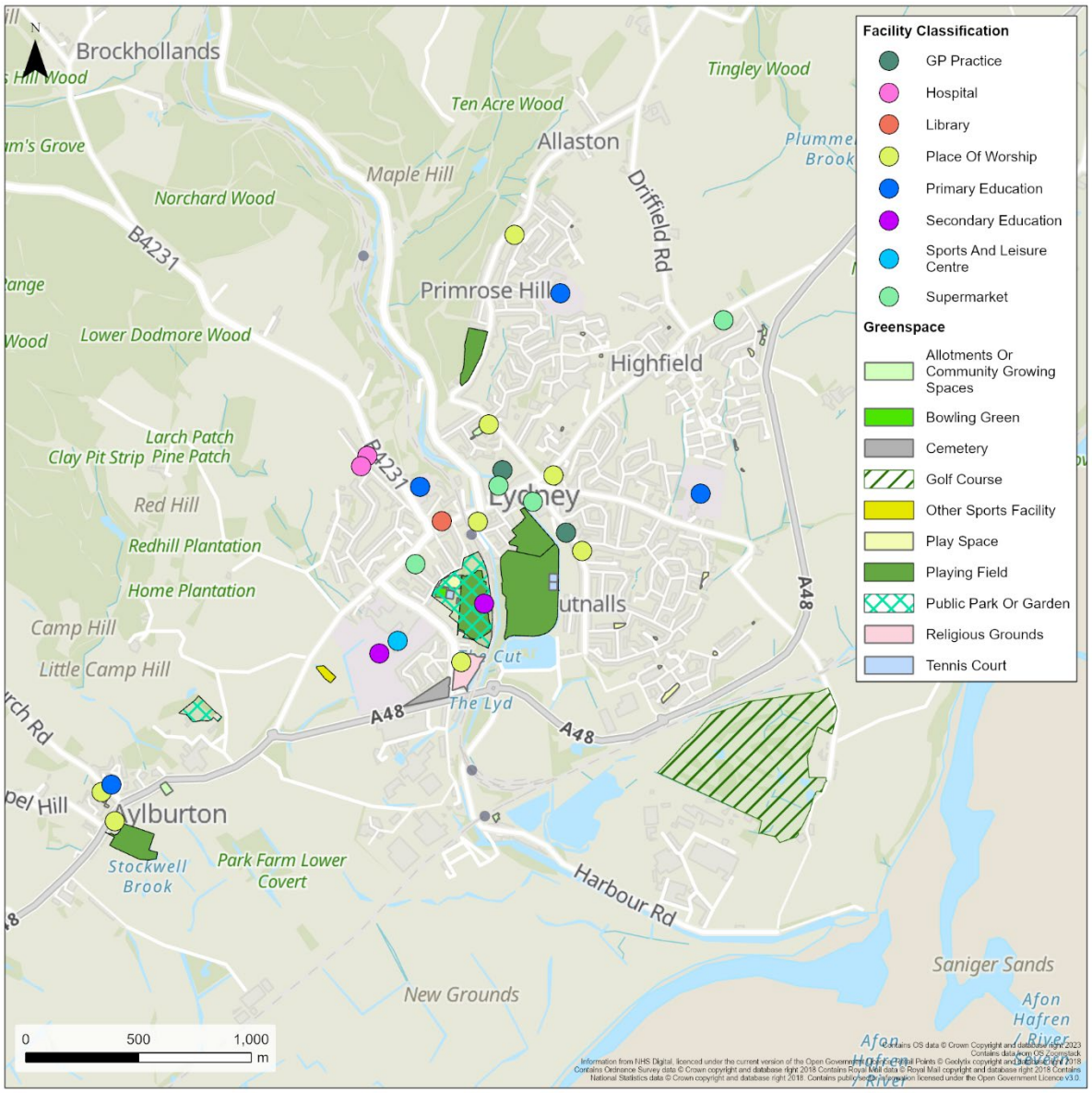

Figure 9-1: Trip Attractors

9.2.3 Once the trip attractors have been identified they can be clustered. This helps demonstrate potential areas of high trip demand and is a useful aide to mapping desire lines. **Figure 9-2** shows the clustered trip attractors.

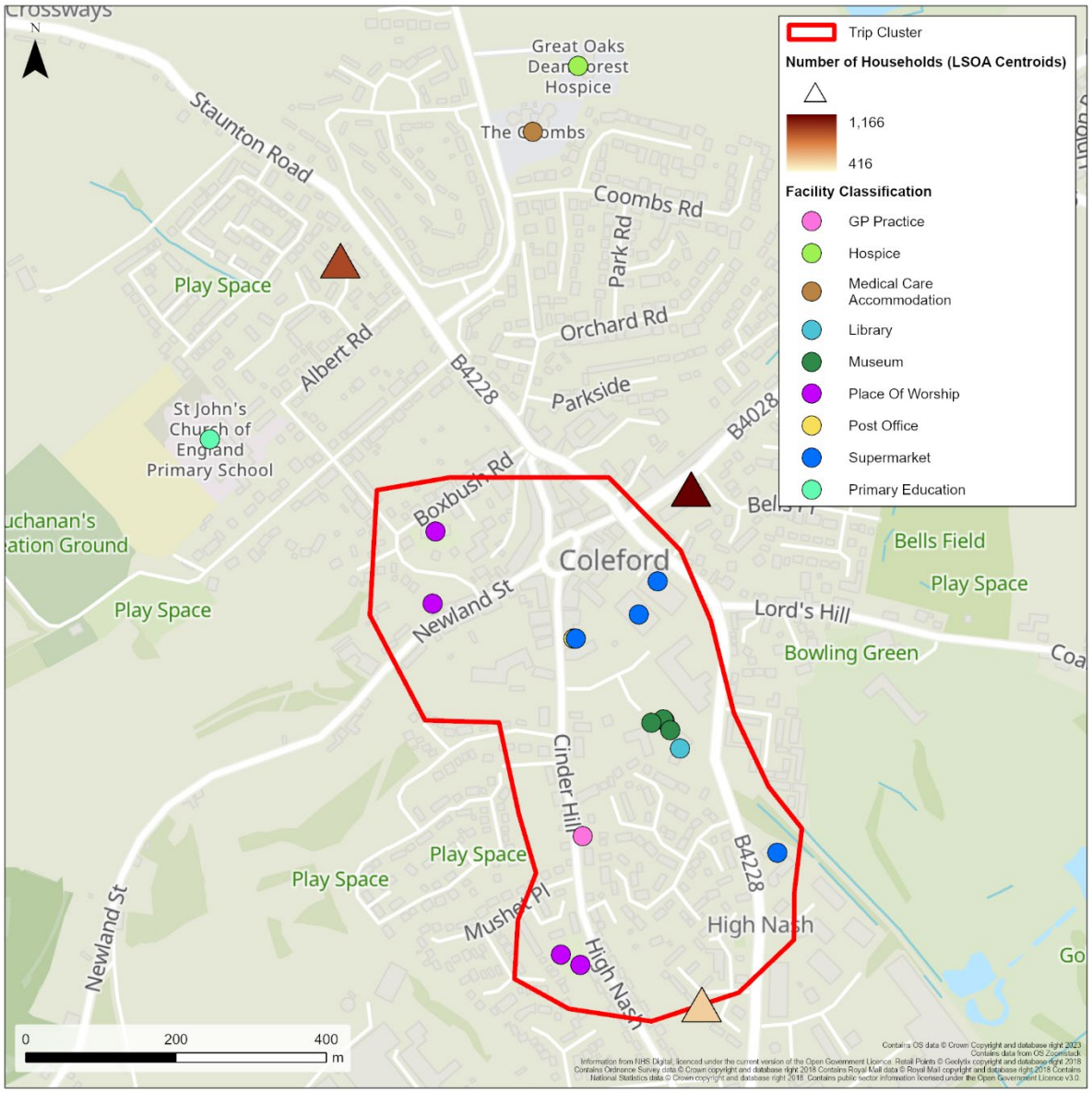

Figure 9-2: Clustered trip attractors.

9.3 Walk and Cycle Isochrones

9.3.1 In addition to plotting trip attractors, it is important to understand how far an individual could walk, wheel or cycle along a particular route. Isochrones are a useful way of visually representing this. Isochrones are a line on a map or diagram that connects points from which it takes the same amount of time to travel to a specific location. These are useful tools in active travel network development as they visualise areas of equal travel time from a central point, helping to inform decisions making on corridors, routing or infrastructure development.

9.3.2 The isochrones in this instance are taken from the centre point of an area and used to understand where a person can reach in a 15-minute walk, which typically equates to a 2km distance and a 30-minute cycle that typically equates to a 10km journey.

9.3.3 The isochrone therefore provides a visual representation of the end points within those timescales. This is important as not all directions can be traversed equally. Two end points

may be a similar distance away but may take longer to travel owing to factors such as geography and topography, traffic, and routes available for specific modes of transport.

9.3.4 These visual representations therefore provide an additional resource to support subsequent desire line mapping. **Figure 9-3** demonstrates an example of a walking isochrone for Lydney town centre and **Figure 9-4** demonstrates a cycling isochrone for Cinderford town centre.

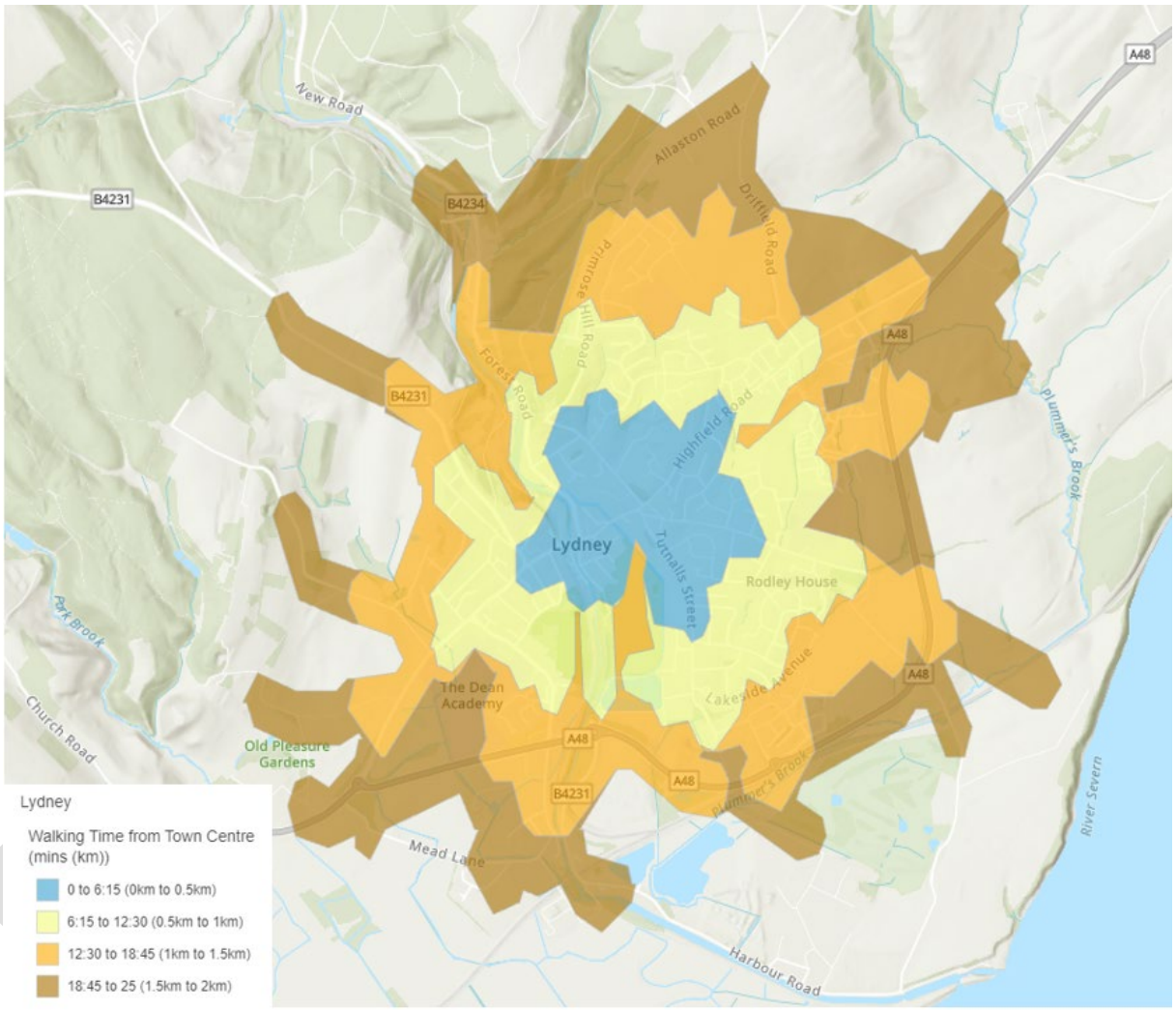

Figure 9-3: Walking Isochrone for Lydney

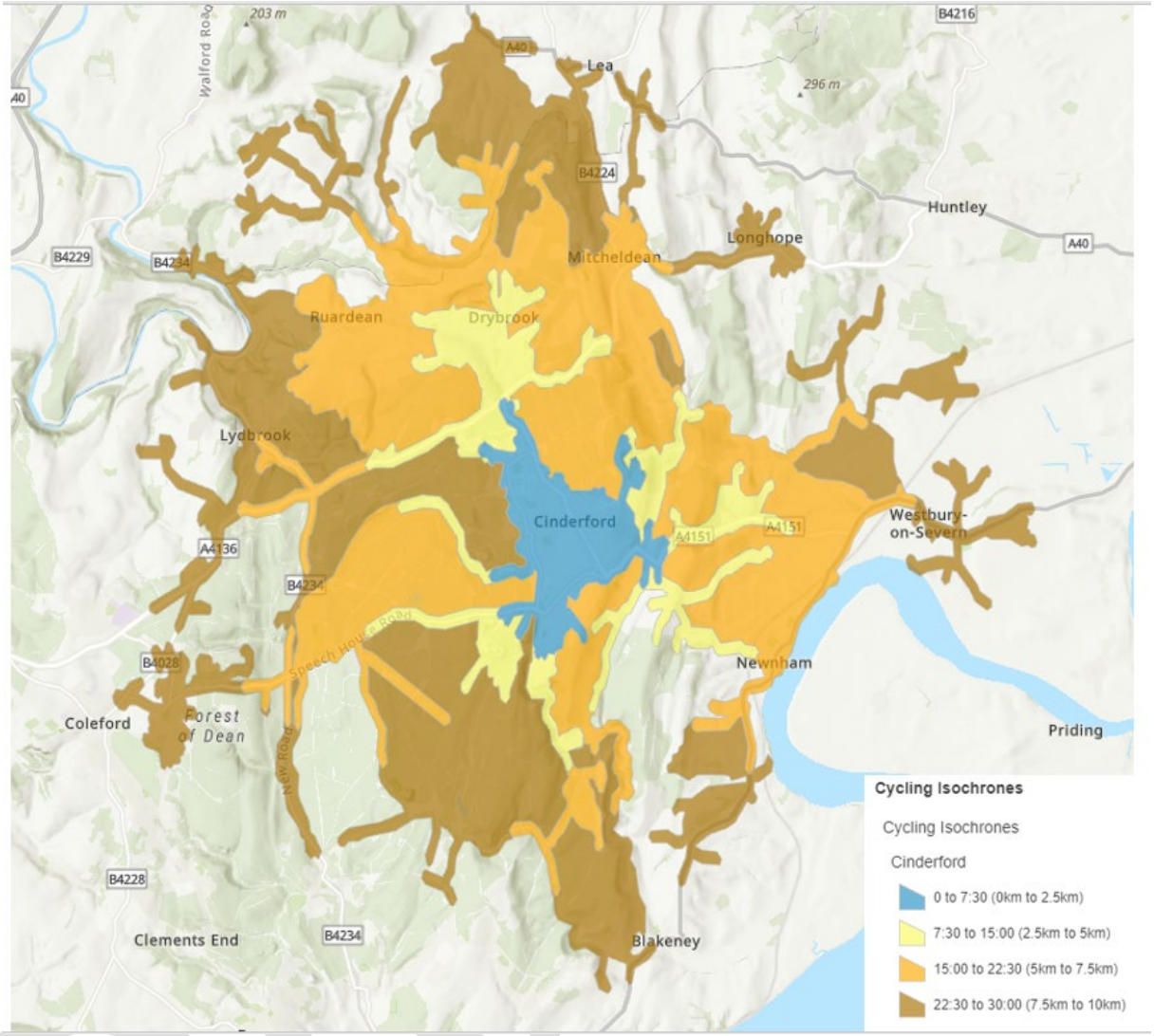

Figure 9-4: Cycling Isochrone for Cinderford

9.4 Desire lines.

9.4.1 The clustering of trip attractors and the isochrone analysis, along with a review of Census Journey to Work data has enabled high-level desire lines to be established.

9.4.2 At this stage of network planning the desire lines have not been linked to existing roads or active travel routes. **Figure 9-5** demonstrates the high-level desire lines within the Forest of Dean District area, as well as cross boundary desire lines.

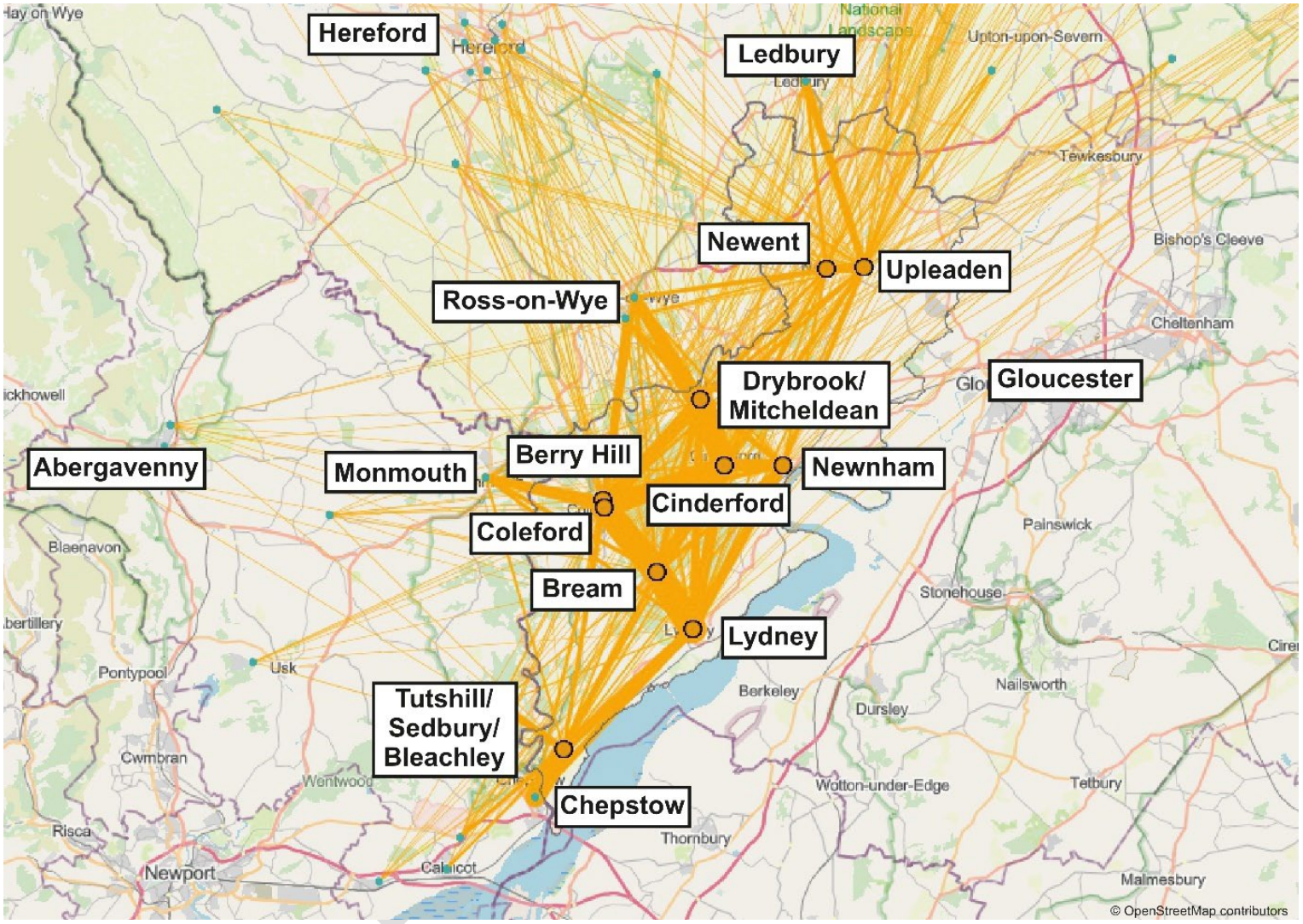

Figure 9-5: Forest of Dean District Desire Lines

9.4.3 The desire line analysis demonstrates a strong demand for movement between the four primary settlements in the south of the district, Cinderford, Coleford, Lydney and Sedbury / Tutshill. These locations show strong cross boundary demand to Monmouth and Chepstow.

9.4.4 Newent has reduced travel demand from the four settlements located in the south of the district but shows strong cross boundary demand to Ledbury and Ross-on-Wye.

9.4.5 The high-level desire lines will now form the basis for more detailed route analysis, with a review of likely demand using the Propensity to Cycle Tool being a useful guide to establish corridors of strong demand.

9.4.6 For the Intra-settlement network level, the desire lines can be drilled down in more detail with Lydney being used as an example.

9.4.7 The desire lines for Lydney have been shown in **Figure 9-6** . A review of the Propensity Cycle Tool, as well as the previously undertaken Isochrone analysis can now help to determine which of these desire lines will form the basis of the primary corridors and help to link desire lines to roads and active travel routes. This will then inform route classification.

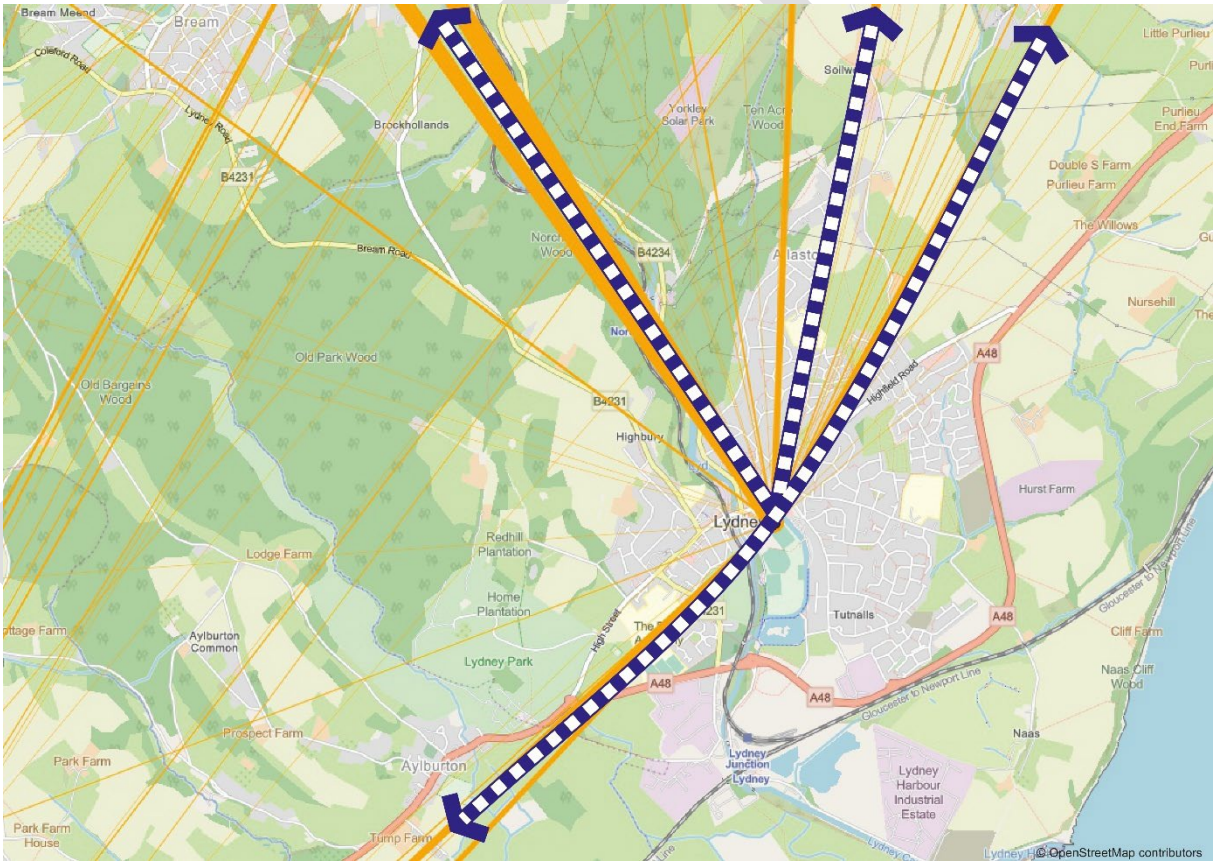

Figure 9-6: Lydney Desire Lines

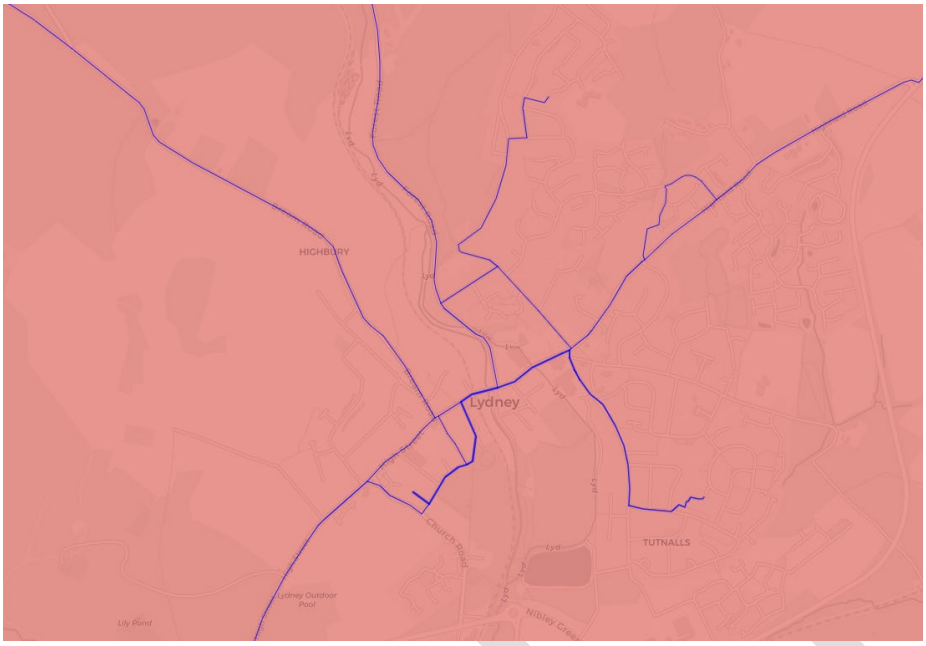

Figure 9-7: Lydney Propensity to Cycle Corridors

9.4.8 The PCT output for Lydney, **Figure 9-7**, aligns strongly with the high-level desire lines (Figure 9-6) and has given an indication as to which roads and active travel corridors should be considered as part of the network development. The thickness of the line also denotes the likely level of demand, with a thicker line indicating higher demand than others. This can be used as a guide, along with the trip attractors in determine route classification. In this case, the thicker line along Lydney High Street is likely to form part of the Primary Active Travel Street.

9.4.9 **Figure 9-8** over leaf shows an overlay of the route desire lines, Isochrone analysis and the PCT to show the development of the network planning and the identification of corridors that will form the Active Travel Network.

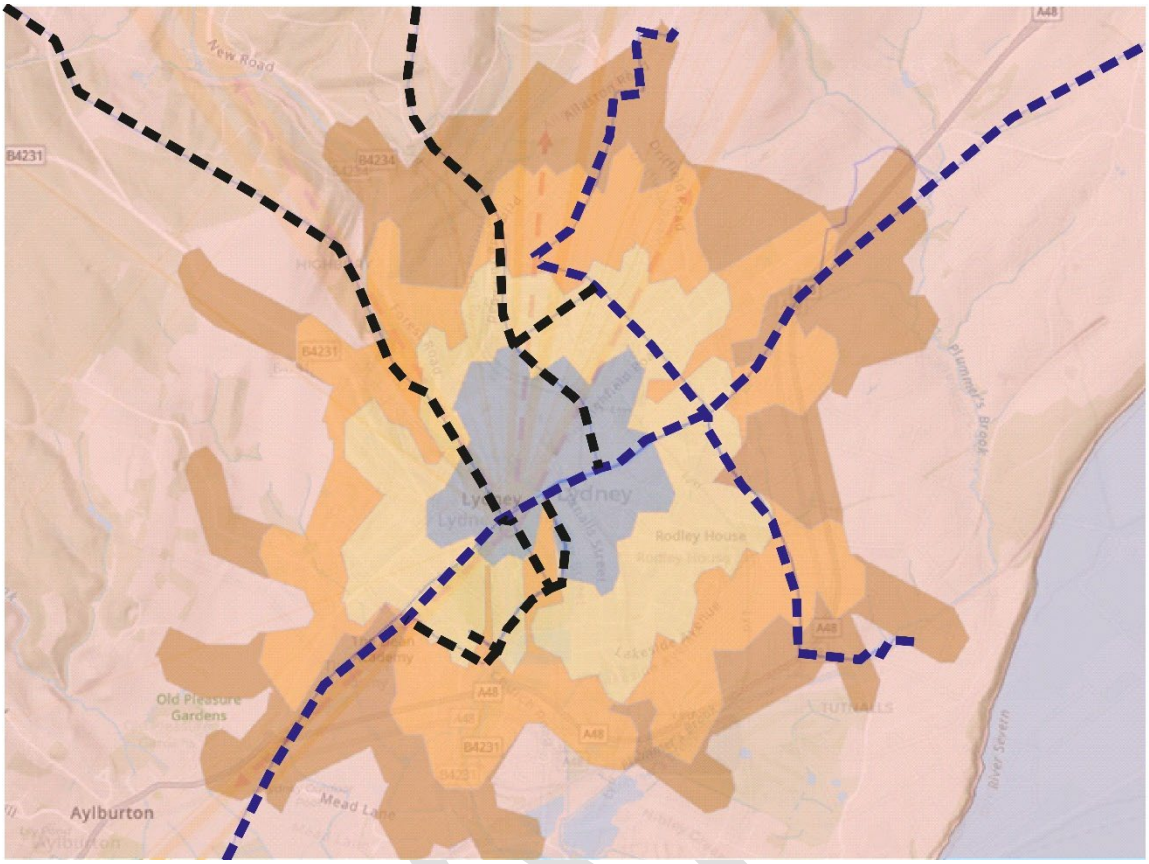

Figure 9-8: Network Development process for Lydney

9.4.10 The above process has therefore informed the corridors that form the active travel network and has resulted in a long list of possible routes. These will be subject to a prioritisation process which may filter out any less suitable routes.

9.4.11 **Figure 9-9** overleaf demonstrates the indicative desire lines that form the indicative active travel network covering both walking/wheeling and cycling. These routes will then be classified against the principles set out in **Section 7.** In addition, where the Gloucestershire County Council CWIC strategic route passes through a settlement, this corridor will form part of the Primary Active Travel Street. The Secondary and Tertiary corridors show how the network can be expanded once the primary intra-settlement routes have been delivered.

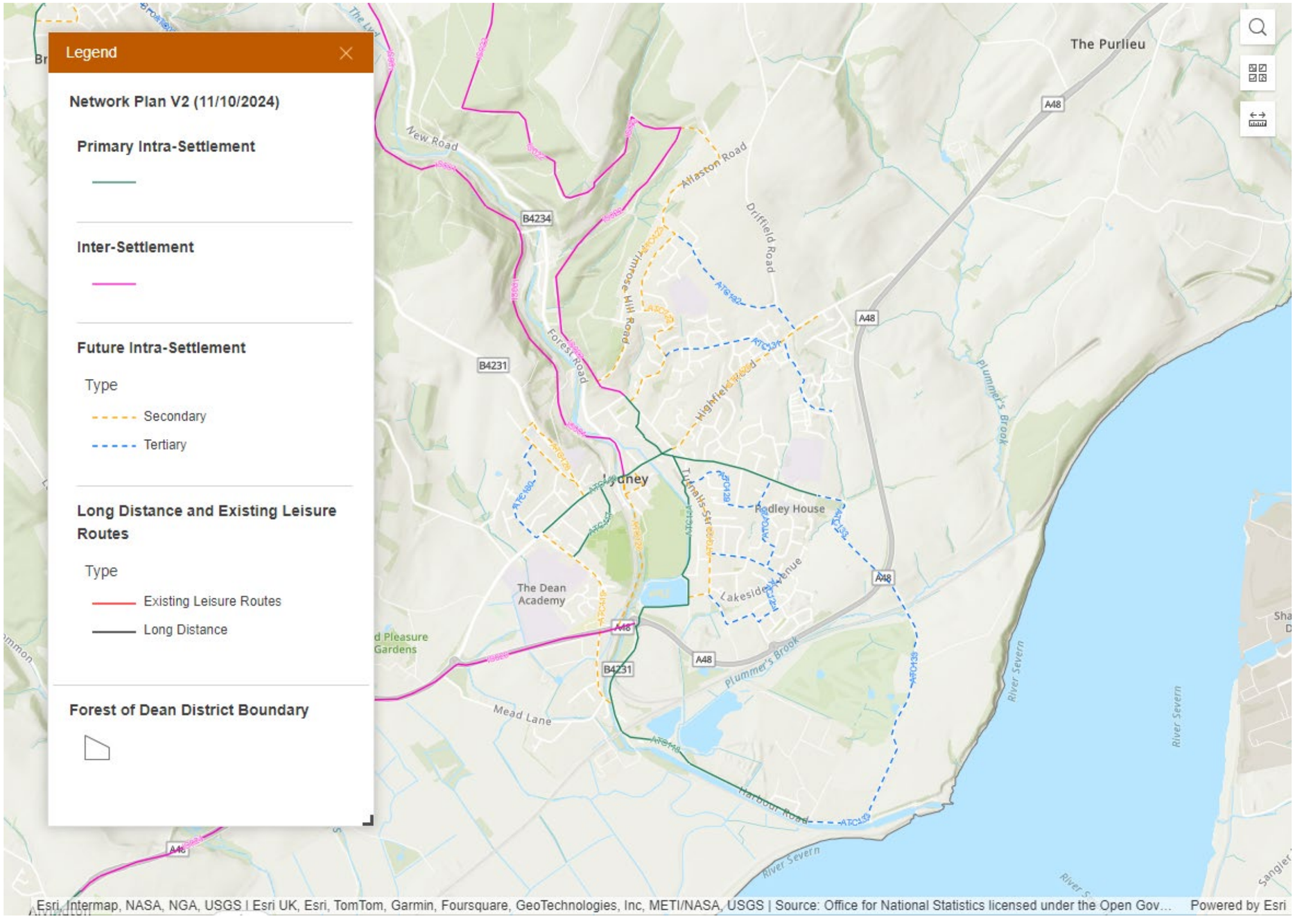

Figure 9-10: Network Desire lines for walking/wheeling and cycling

9.5 Inter-settlement and Long-Distance Methodology

9.5.1 The network planning for inter-settlement and long-distance routes, varies slightly to that or the intra-settlement connections, with consideration of the rural nature of the district being required here.

9.5.2 The initial analysis in terms of identifying desire lines remains the same as the Intra-settlement network. A full analysis of Inter-settlement desire line development is provided in Appendix X and summarised below.

9.5.3 Firstly, the desire lines as shown in **Figure 9-5** above, have been drilled down to determine the corridors of highest demand, as shown in **Figure 9-11** overleaf, which demonstrates an example from Cinderford.

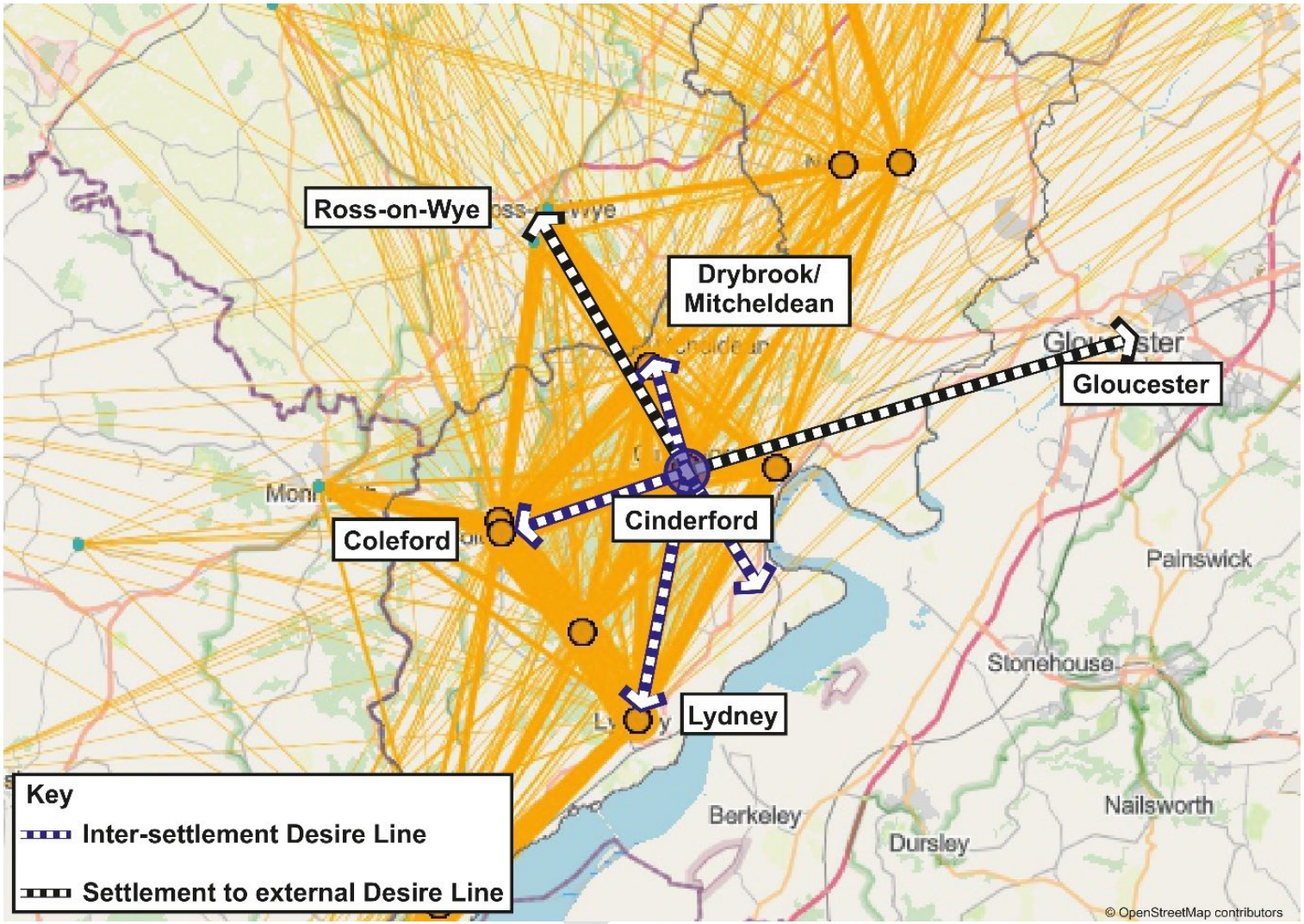

Figure 9-11: Inter-settlement and Long-Distance desire lines (Journey to Work)

9.5.4 The Isochrone analysis demonstrates the reasonable cycle distance for a 30-minute cycle time and can help to affirm the high-level desire lines derived from the Journey to Work data which is shown in **Figure 9-12**.

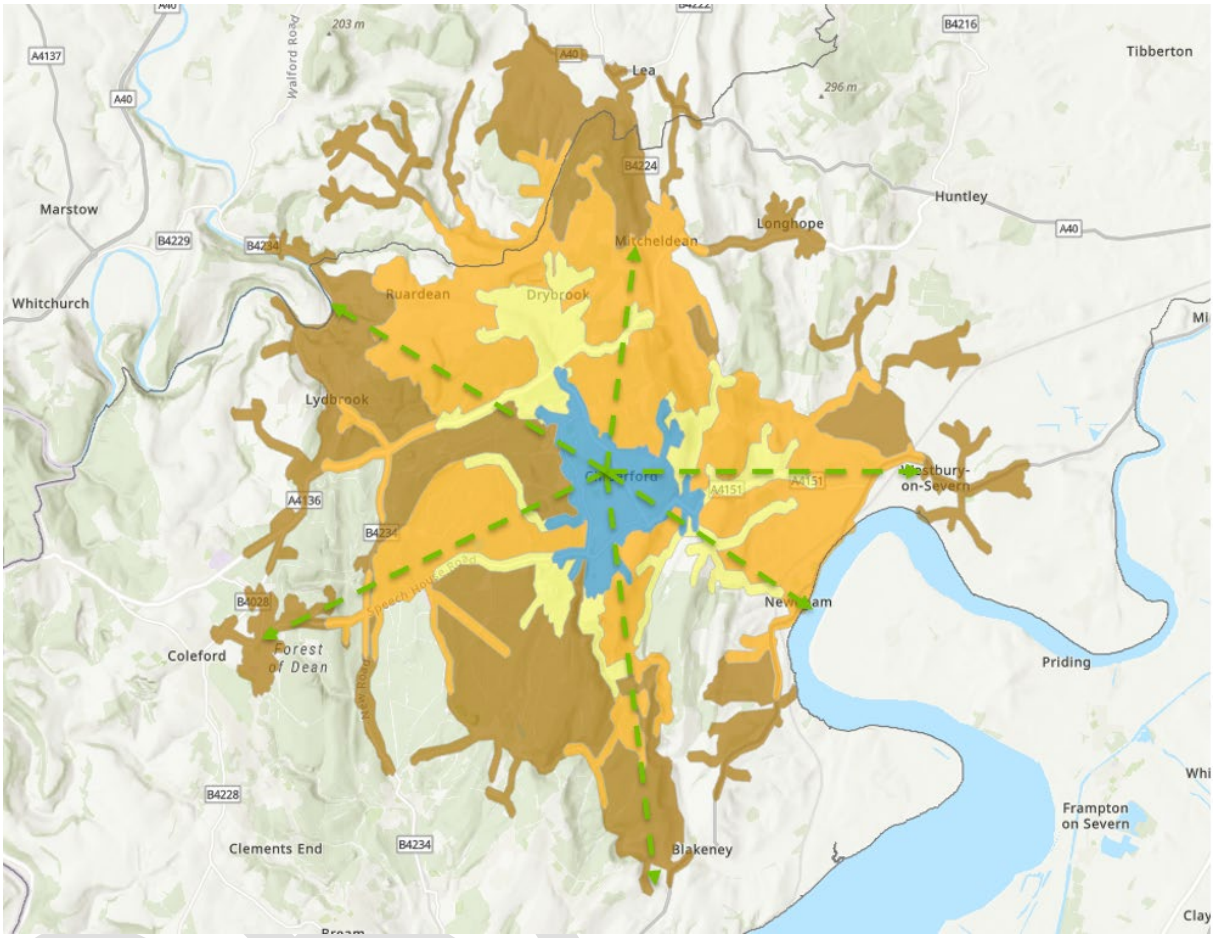

Figure 9-12: High Level desire lines derived from the Isochrone Analysis.

9.5.5 Once again, the PCT can also be interrogated to determine which routes the desire lines can be linked with. The PCT for Cinderford and surrounding area, along with the high-level desire lines are shown overleaf in **Figure 9-13**

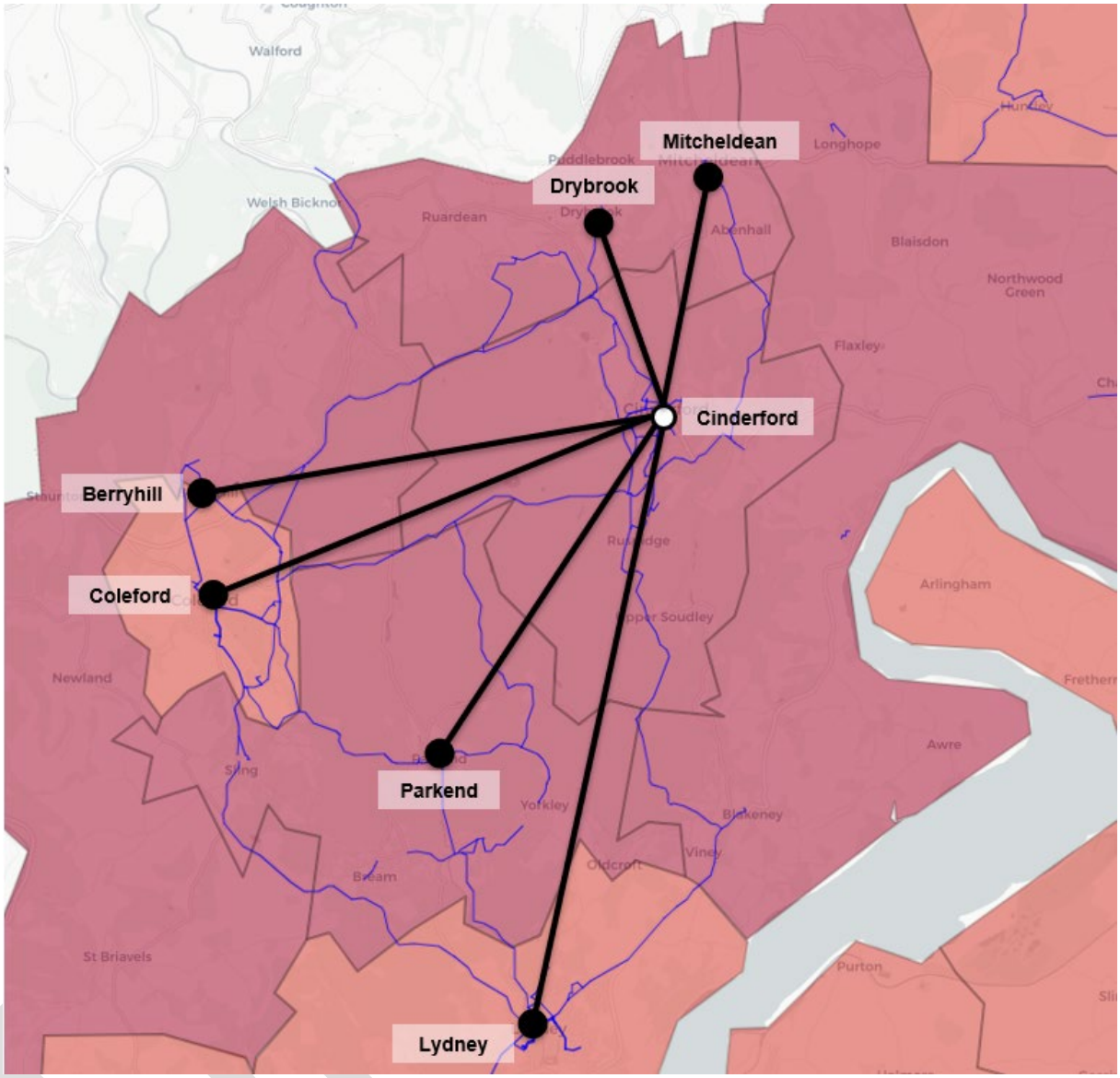

Figure 9-13: Cinderford area PCT and High-Level Desire Lines

9.5.6 The inter-settlement and long-distance corridors have then been determined from this analysis. However, given the environmental and topographical constraints in the district, not all highway routes will be appropriate due to vehicles speeds, flows, gradients, and available highway space. Therefore the use of disused railways, Public Rights of Ways and Quiet Lanes have been identified as potential routes to link with the established desire lines.

9.5.7 Furthermore, the Gloucestershire County Council CWIC provides a cross district strategic cycle route. This route has also been incorporated into the network planning and will form part of the inter-settlement corridors.

10 Active Travel Strategy - Interventions

10.1 Infrastructure Intervention Principles and Action Points

10.1.1 Whilst the network methodology sets out the routes in which the Forest of Dean ATS will target for improvements. It is important that the strategy outlines the type of interventions that should be delivered and ensure that they are appropriate for a rural setting such as the Forest of Dean District.

10.1.2 LTN 1/20 and GCC's Active Travel Design Guide, will be important considerations, but it may not be viable or appropriate to deliver LTN 1/20 compliant intervention across the whole district, because of either a low propensity for active travel in certain areas, or where there are practicality and value for money constraints. In this case, alternative proposals such as improved cycle parking, or rural mobility interchanges could be deemed more appropriate.

10.1.3 Furthermore, where LTN 1/20 compliant infrastructure cannot be provided for practicality reasons, it is essential that this is robustly evidenced and justified. As long as the alternative infrastructure remains safe and is approved by Active Travel England, it can still offer improvements over the current provisions.

10.1.4 To support the delivery of the vision and objectives, the active travel network will be led by a series of **guiding principles**. These principles will help to ensure that the strategy considers the needs of all users and seeks to identify, design, and deliver an inclusive strategy and continuing pipeline of schemes.

10.1.5 The Department for Transport (DfT) Local Transport Note 1/20 (LTN 1/20), Cycle Infrastructure Design, outlines the importance of understanding that cycling has its own characteristics that are distinct from motorised traffic, and these should be recognised and acknowledged from the outset of planning and designing infrastructure. Although these routes are primarily focused upon cycling, it is important to view them from all active mode perspectives, and these principles will be used to ensure fully inclusive networks and designs are developed. The guiding principles are outlined in the **Table 10-2** below.

Principle	Definition
Coherent	Networks should be planned and designed to allow people to reach the day-to-day destinations easily along routes that connect, are simple to navigate and are consistently high quality.
Direct	Routes should provide the shortest and fastest way of travelling from place to place.
Safe	Ensure that infrastructure is safe and perceived to be safe, so that more people feel able to use it.
Comfortable	Routes with good quality, well maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting, avoiding steep gradients, excessive or uneven crossfall and adverse camber.
Attractive	Cycling and walking provide a more sensory experience compared to driving. People value attractive routes through parks, waterfront locations, and well-designed streets and squares so that people want to spend time using them.

Table 10-2: Active Travel Strategy and Network development guiding principles.

10.1.6 In addition to the five guiding principles set out in **Table 10-3**, the ATS will seek to identify and deliver inclusive infrastructure, accessible to all, and will do so by considering the following **action points**.

Action Point	Justification
Desire Lines	The active travel network should seek to accommodate and enhance movements along the preferred desire lines as closely as possible. Without doing so, users will choose the shortest path, leaving infrastructure / routes at risk of not being used if they deviate away from where people wish to go.
Junction and crossing improvements	Crossing improvements should seek to improve priority for people walking, wheeling and cycling at junctions, enhancing safety and continuity of routes. Improved crossing facilities should be provided on the active travel desire lines to improve safety and reduce severance.
Wayfinding	Wayfinding signage should be used to aid navigation and encourage use of designated routes. Providing legible and consistent wayfinding will provide the user with confidence that they are on the correct route. This will encourage repeat trips and confidence to travel via active modes again. The inclusion of distance, time or interchange information can help journey plan and avoid potential overestimating the time it takes to make a trip via active modes. Making the route as easy to navigate as possible will help towards a successful implementation of the strategy.
Secure cycle parking	The strategy should encourage delivery of secure cycle storage at key origins and destinations and be provided in convenient and secure locations. The cycle parking should be appropriate for the expected dwell times.
Green buffers and BNG+	In the delivery of the routes outlined in the strategy, where appropriate and where possible, green buffers should be included within the designs, this provides a natural buffer between vehicle traffic and active travel users, increasing safety, comfort and provides opportunities for Sustainable Drainage Systems (SuDs) in urban locations or additional Biodiversity Net Gain (BNG) and habitat creation in the semi-urban, and rural areas, supporting the Gloucestershire Local Nature Recovery Strategy (LNRS)
Context sensitive design	The designs should be fitting for the context in which they are to be delivered, taking account of local context, space constraints and impacts upon heritage assets, conservations areas or natural environments. The designs should enhance the character of the environment in which they are to be delivered.
Healthy and School Streets	Active travel improvements should adopt a healthy streets approach which puts people at the centre of how streets and public spaces are designed, managed and function. The healthy streets indicators should be prioritised and balanced in order to deliver social, economic, and environmental sustainability. Where Schools are present, the ATS should seek

	to deliver schools streets in which priority is given to active modes to encourage safe, and sustainable travel to school.
Lighting	Offering personal security to users, particularly women, young people and the elderly will help ensure inclusive active travel provisions can be provided and ensure that the network is as effective as possible. However, lighting must be considerate of sensitive environments as well as the level of energy consumption required. Time sensitive lighting or lighting triggered by the presence of active travel users can help to overcome these constraints.
Surfacing	Appropriate surfacing will ensure that the active travel network is available all year round, resilient to environmental and climatic changes and offers ease of maintenance that is cost effective. The surface should be hard, smooth, level, durable and safe in all weather and permeable to minimise threats from surface flooding.

Table 10-3: Active Travel Strategy Action Points

10.1.7 The guiding principles will therefore inform design and delivery processes as set out below.

Designing for Walking and Wheeling

10.1.8 It is important that corridors where interventions are proposed, or where upgraded crossing needs are identified, that they are inclusive and can accommodate the needs of all those who walk or wheel.

10.1.9 The walk and wheel interventions will be delivered in line with the overarching principles set out in Section 5.4 that align with LTN 1/20 and Inclusive Mobility. However, they will consider the following, detailed, design considerations.

- Widths: Interventions in which footway improvements are delivered should ensure a minimum width of 2m is provided where practicable, this will allow sufficient space for two wheelchair users to pass, including those using larger power assisted versions. However, given the geographical constraints within the district, this width may not be possible in all places, therefore a reduced width of 1.5m would still allow a wheelchair user and pedestrian to safely pass, but only where there is no alternative.

- Barriers: Bollards previously installed to prevent anti-social behaviour, often preclude inclusive accessibility. For wheelers and non-standard cycles, barriers should be removed entirely. However, if this is not possible due to other considerations a minimum 1.5m gap should be provided. In the rural areas, styles and gates also pose a barrier to users and should be replaced by accessible gates complying with BS5709:2018 standards. Ideally the gates should be air locked for ease of access and if the route is shared with horse riders, an additional trombone handle is to be provided for ease of access. Should there be additional livestock needs, cattle grids with sufficient accessibly gated bypasses should be provided.

- Surfaces: Uneven surfaces, gaps in surfacing material or regular changes in surface material create barriers to movement for some people, particular those with impaired mobility or vision. Ensuring consistent surfacing material that is level and smooth will enable inclusive interventions. However, the surfacing material should be sympathetic to environmental and heritage assets in proximity to the intervention. In rural areas in which there is likely to be a need to accommodate, walkers, wheelers, cycles and horse-riders the surfacing should be appropriate and resilient enough for all users.

Flexipave[46], for example, is a permeable surfacing material that is better suited to all users compared to traditional tarmac. The material is highly porous in nature which will reduce the potential need for any additional drainage measures.

- Gradients: Interventions should deliver a consistent gradient, where slopes are avoided where possible. However, given the hilliness of the district additional measures should be considered such as resting places.

- Resting: Regular resting places should be provided to ensure an inclusive environment for all users, especially with consideration given to the above point. The Countrywide for All Good Practice Guide: A guide to Disabled People's Access in the Countrywide defines non-urban context in which is recommends resting places. It suggests for Urban Fringe and managed landscapes that resting points are provided every 200m. The siting of the resting places should be considered to ensure positive visual amenity which will provide the user with a sense of safety and security. In appropriately located resting spots risk not being used.

- Crossings: Where interventions involved the provision of new or improved crossing facilities, these should be located as close to the walking desire lines as possible. Crossing improvement should seek to provide priority in accordance with the hierarchy of road users. Crossing distances should also be minimised to reduce delay to those walking, wheeling, or cycling. Where a new crossing is proposed, the appropriateness of the crossing type will be assessed against industry standards with further considerations given to:

    - Traffic speed (average and 85th Percentile)
    - Carriageway width.
    - Number of traffic lanes.
    - Number of community amenities within 500m of the crossing point.
    - The user characteristics i.e. is it located close to a school with young people or is the demographic particularly older than other locations.
    - The index of multiple deprivation decile of the local community.
    - The need for tactile paving which aids those with certain disabilities e.g. vison impairment to identify safe crossing points:

Designing for Cycling

10.1.10 Designing for cycling also needs to be inclusive and not simply for conventional bicycles. There are a range of accessible cycles that also need to be considered as outlined by LTN 1/20 Section 5.4. LTN 1/20 provides a helpful diagram of the types of cycles that should be considered, and this is shown in **Figure 10-1** below.

[46] KBI Flexipave | KBI UK | Flexipave

Figure 10-1: LTN 1/20 accessible cycles.

10.1.11 It is important that appropriate high-level considerations are given to the design of cycle infrastructure in rural areas such as the Forest of Dean district. This should consider traffic conditions as well as the place and movement functions of the cycle route being designed.

Cycle Parking and Secure Storage.

10.1.12 The Forest of Dean ATS has outlined how a lack of secure cycle storage and parking facilities can impact upon an individual's opportunities to access goods, services, education, and employment. These disadvantages can be overcome through the delivery of appropriate cycle storage facilities and such delivery should consider the following:

- Suitable cycle storage should be provided as close to major trip attractors or interchanges as possible.
- They should be located to leave walking routes free and not cause obstruction to other users.
- They should consider existing or planned street furniture such as bus shelters, benches, planting, and signage.
- Consider bespoke designs to minimise visual impact and to reflect the local character and context.
- They must offer passive surveillance or active surveillance to provide users with confidence to leave their belongings, particularly for longer dwell times.
- The cycle parking should be a consideration within a full end to end journey planning, so must be suitably located to where users want to go as well as integrating into the wider active travel network, i.e. easy to find.

Public Transport Integration & Rural Interchange Hubs.

10.1.13 The Forest of Dean District has many rural hamlets that are located beyond what can be considered comfortable walking and cycling distance, or where the delivery of active travel routes are either constrained by geographical and topographical conditions, or where demand would not make the delivery of bespoke active travel infrastructure such as physical cycle lanes viable.

10.1.14 In these cases, it is important to maximise the benefits that quiet rural lanes offer, as well as the potential of Public Transport. In these locations the priority will be to encourage walking, wheeling, cycling over a short distance to an existing bus stop, or GCC identified Interchange Hub.

10.1.15 This integration will be key in encouraging residents in rural areas to travel sustainably, but also provide greater scope to access opportunities that would previously have been reliant on the private car.

10.1.16 In these locations, smaller scale interventions would be appropriate and offer Value for Money. Such interventions could be:

- Improved bus stop facilities such as flag and Post, Shelter and timetable information.
- Improved cycle storage facilities at bus stops, so that users can maximise the quiet lanes to access bus stops.
- Improved wayfinding and signage so that users know where the nearest bus stop / interchange is located.

10.1.17 Although typical bus services may not be available or offer reliable frequencies and journey times, the integration in rural areas can be picked up by community transport providers or Gloucestershire County Council's 'Robin' Demand Responsive Transport service currently operating in the south of the district. Lobbying the public transport service providers at local government and operational levels should be undertaken to encourage cycle spaces on buses.

10.1.18 To enable successful public transport integration, the stops should be appropriately located on the active travel network with clear signage and wayfinding and lighting (where appropriate) so that users can safely and conveniently access them.

10.1.19 Providing enhanced access to public transport bus stops, rail stations or rural interchange hubs will better connect those living in rural settlements via safe and attractive routes and the better connection may increase patronage, safeguarding the viability of the service and helping to deliver the Forest of Dean District Councils Climate Change targets.

Reducing the impacts of motor traffic in villages

10.1.20 Traffic management measures can promote active travel in rural areas by reducing motor vehicle speeds and volumes, for example, implementing 20mph speed limit in all urban and village areas. This can result in walking, wheeling, and cycling feeling safer and more enjoyable.

10.1.21 Appropriate traffic management measures would be site specific and depending on the outcome of suitable audits and feasibility studies. Gloucestershire County Council are the Local Highway Authority, so any measures proposed will need to be discussed and agreed with by the appropriate highway managers.

10.1.22 Some examples of potential traffic management measures are provided in **Table 10-1** overleaf:

Measure	Description	Examples
Road Markings	Road markings can be introduced or removed to slow traffic speeds. Dragons' teeth markings can be used to indicate the approach to a settlement area. The centre line can be removed in other situations, where appropriate, to create a perception of a narrowed carriageway and reduce speed. This is useful in the rural settings where narrow carriageway widths preclude the ability to provide segregated cycle tracks or lanes.	 [47]
Gateways & Signs	Gateway points are usually a combination of features used to indicate to motorists that road conditions are changing as they enter a settlement or residential area. This can help to reduce road speed and raise driver awareness that there may be other non-motorised users ahead. Gateways can be accompanied by road markings, build outs, surfacing, signage or giveaways, however consideration must be given to visual impact and the local environment.	 [48]
Vehicle Restrictions	Motor Vehicle – Type Restrictions: These can be used to reduce impacts of motor vehicles in more sensitive areas. They can be used to create vehicle restricted areas (VRA's) which then prioritise movements by walking, wheeling, and cycling, making the area easier to navigate and conflict reduced. Such schemes would require delicate public engagement and consultation.	 [49]
	Motor Vehicle – Movement Restrictions: These measures can include the creation of one-	

[47] Photo © Jaggery (cc-by-sa/2.0)

[48] Photo © Trevor Littlewood (cc-by-sa/2.0)

[49] Modal filter in Waltham Forest (Credit Cam Cycle)

	way streets, no entry zones, road closures, modal filtering and turning bans. The creation of one-way streets provides room for active travel corridors that can route the same way or in opposite directions as outlined in LTN 1/20. Modal Filters prevent through traffic and reduce flows on minor roads whilst retaining access for walking, wheeling, and cycling. This encourages the use of active modes for short journeys.	
Physical Traffic Calming	Horizontal Deflections: These rely on slowing traffic down by means of buildouts, islands, chicanes, pinch-points and road narrowing's. Consideration must be given to the flow of traffic and their speeds and to their effect on cyclists when assessing the suitability of such measures.	 50
	Vertical Deflections: This is a change in height of the carriageway which force vehicles to slow down. Common measures are speed humps, speed tables, cushions and raised pedestrian crossings. Careful design is required so as not to make it dangerous or uncomfortable for cyclists. These measures can only be used on lit roads with a speed limit of 30mph or less.	 51

[50] Photo © David Dixon (cc-by-sa/2.0)

[51] Photo © Jaggery (cc-by-sa/2.0)

	Natural traffic calming: This approach gives more consideration to the natural environment and the local character of a settlement in order to minimise visual and environmental impacts. These measures can be delivered through the existing townscape features with materials used sensitive to the surroundings.	 52
Junctions and Crossings	Dropped Kerb Crossings: Dropped Kerb crossing should be provided on or as close to the natural desire line as possible as identified on the route network plan. They should also be accommodated by appropriate tactile paving.	 53
	Continuous crossings: Continuous crossings provide a crossing that is at grade and signifies priority to active travel modes over motorised cars.	
	Side road entry treatments: These can include raised table junctions to slow vehicles into an area of high active travel users or residential areas.	

Table 10-1: Potential Traffic Management Measures

10.2 Behavioural Change Interventions

10.2.1 Delivering active travel interventions is not just about physical cycle tracks. There are a range of approaches that can be taken to improving active travel uptake. Examples of real-world active travel interventions are provided here to act as a guide for developing similar schemes in the Forest of Dean District.

Case Study 1 – Cinderford Beat the Streets https://beatthestreet.me/cinderford/

10.2.2 'Beat the Street' is a free, fun and safe walking and cycling game that encourages children, families, and individuals to explore their local area, have fun and keep healthy. The initiative energises communities using a simple game to get people moving sustainably. To participate in the initiative, participants collect a Beat the Street card from their local school or local distribution point, create a Beat the Street account and register their card.

[52] Turnpike Road, London (Sustrans)

[53] Progress with new westbound cycle lane on Prince of Wales Road (camdencyclists.org.uk)

10.2.3 Contactless sensors called Beat Boxes are placed on lamp posts around your area. Participants find the nearest Beat Box and hover their card until it beeps and flashes. This starts their participation. Participants walk, cycle, or wheel to their next Beat Box to collect points. Visit two Beat Boxes within an hour to collect 10 points for each Beat Box - this is 20 points for their journey. They can carry on with their journey and score 10 points for each extra Beat Box they visit.

10.2.4 Over 1.6 million players across 116 towns and cities have taken part in the initiative so far. The programme is evidence-based and leads to long-term behaviour change by creating a social norm around walking and cycling. It is a fun and healthy way to explore one's local area and compete with others.

10.2.5 Cinderford within the district is one of the towns participating in the 'Beat the Street' programme. At the time of writing, a four-week game was in progress in the town, running from Wednesday 26th June 2024 to Wednesday 24th July 2024. The game saw 1,339 players in Cinderford, with 10,691 miles covered by the end of the game.

10.2.6 The benefits arising out of Beat the Street include improved physical fitness as the game encourages physical activity, a boost to mental-well-being from physical activity and fun element aspect of the game, community connection as the game fosters a sense of community with players competing against each other, and health benefits with evidence from participants elsewhere reporting that the initiative helped them to be more active, walk more than usual and feel healthier.

Case Study 2 Love to Ride Love to Ride | Gloucestershire County Council (thinktravel.info)

10.2.7 Love to Ride is an innovative online platform and app that encourages more people to cycle. The platform utilizes behaviour change principles to provide practical encouragement and support to both seasoned cyclists and those new to the activity.

10.2.8 The program attracts diverse participants, from non-cyclists to regular cyclists. By understanding each individual's barriers and motivations, Love to Ride offers tailored information and support to help overcome challenges and reinforce the habit of cycling.

10.2.9 Participants can log their rides, set goals, and track their progress, making the experience interactive and fun. Additionally, Love to Ride partners with local businesses and stakeholders to organize events such as Workplace Cycle Challenges and community-wide Cycle Challenges.

10.2.10 The impact of the program is profound. On average, 40% of non-cyclists start cycling weekly, and 32% of non-commuting cyclists begin cycling to work each week. To date, the program has engaged over half a million participants, logged millions of miles, and partnered with thousands of companies across 12 countries.

Case Study 3 The Cycling Demonstration Towns (CDT) Programme

10.2.11 The Cycling Demonstration Towns (CDT) programme was a UK initiative, which ran from October 2005 to March 2011. It was aimed at promoting cycling as a means of transport. The initiative looked to increase cycling in six medium-sized towns in England, which were used as demonstration towns. The six towns initially included were Aylesbury, Brighton and Hove, Darlington, Derby, Exeter and Lancaster with Morecambe. One of the key focuses was on encouraging children to cycle to school.

10.2.12 Aspects of the programme included each town receiving funding to invest in cycling infrastructure and promotion. Five of the towns received £500,000 per year for three years to spend on cycling while the sixth town Aylesbury, received £300,000 per year for the three years. Improvements were made in creating new cycling routes such as to schools and

employment centres, improving existing ones and adding facilities such as cycle parking. Improvement measures included advanced stop lines, and construction of both on road cycle routes and traffic-free routes. The programme also focussed on cycle promotion and educations through campaigns and providing cycle training.

10.2.13 The programme saw a notable increase in the proportion of secondary school pupils cycling to school, from about 4% to 8%[54]. The programme led to an increase in cycling trips with results demonstrating an overall increase in cycling trips of 29% in the CDT towns over five and half years, ranging from 6% to 59%.[55]

10.2.14 From the longer time-series CDT data, it was said that it appeared possible to sustain growth in cycling throughout the programme period, with no 'glass ceiling reached', although in some towns, special circumstances meant that they saw less growth in the latter part of the programme.

Case Study 4 The Cycling City and Towns (CCT) Programme

10.2.15 The DfT funded Cycling City and Towns (CCT) programme, built on the experience of the earlier implemented CDT programme. It saw an investment in cycling in 12 towns and cities and ran from July 2008 to March 2011.

10.2.16 The 12 participating towns and cities included Blackpool, Cambridge, Chester, Colchester, Greater Bristol, Leighton-Linslade, Shrewsbury, Southend, Southport, Stoke-on-Trent, Woking and York. The objective of the programme was to explore the relationship between investment in cycling as part of a whole-town strategy, and the number of cyclists and frequency of cycling trips. As with the CDT programme, the focus of the CCT programme was on encouraging more cycling for short 'everyday' urban trips.

10.2.17 The CCT programme demonstrated an overall increase of 24% in the 12 cities and towns over three years, ranging from 9% to 62% across the towns.

10.2.18 As with the CDT programme, it was concluded that the CCT (and CDT) programmes suggested that with concerted and consistent effort, it should be possible to achieve significantly higher levels of cycling in the UK[56].

Case Study 5 Health Walks Programme (Hertfordshire)

10.2.19 Health Walks Programme (Hertfordshire) - The Hertfordshire Health Walks Programme has been running since 2001 and is co-ordinated by the County Council's Countryside & Rights of Way Service (CRoW) in partnership the county Public Health Department, district councils and the NHS. The programme coordinates free, local, health-focused walks across the county in order to encourage residents to get more active. The walks are led by trained volunteers, with approximately 80 walks organised each week and over 68,000 participations a year.15 Users register online or at their first walk and fill in a short questionnaire relating to health and wellbeing in order to receive a reference number, which they provide at the beginning of each walk. Users can view local walks on the county council website as well as search for walks based on their location and / or difficulty.

Case Study 6 Greater London Authority (2019) Healthy Streets

10.2.1 The Healthy Streets Approach (London) The Healthy Streets Approach is a system of policies and strategies aimed at making London a healthier, more inclusive city where people choose

[54] https://www.sustrans.org.uk/media/2964/2964.pdf

[55] Evaluation of the Cycling City and Towns and the Cycling Demonstration Towns programmes - Sustrans.org.uk

[56] 2964.pdf (sustrans.org.uk)

to walk, cycle and use public transport. It supports active travel and a modal shift away from private car use to reduce the number of non-essential car, freight and servicing journeys on London's streets. This in turn frees up space, reduces congestion, improves air quality and creates more pleasant environments for the remaining essential journeys. The approach has 10 key indicators considered to be the essential ingredients for a healthy street environment: 1. Pedestrians from all levels of society 2. Easy to cross 3. Shade and shelter 4. Places to stop and rest 5. Not too noisy 6. People choose to walk, cycle and use public transport 7. People feel safe 8. Things to see and do 9. People feel relaxed 10. Clean air

10.2.2 Additional examples can include:

- Bike trains which is an organised cycle rides to nearby schools featuring multiple 'stations' along a route where users can join the bike train. They offer safe group cycling with a leading at the front and rear[57].

- Bike buddies: This is a Sustrans promoted initiative that encourages users to cycle to work with a 'buddy', which can benefit those who want to cycle but do not feel comfortable doing so alone. Through the initiative the users can help one another to ensure they have the correct kit such as a helmet, that their bike has been checked so that it is safe for use, and journey plan[58].

[57] SRTS_BikeTrain_final.pdf (walkbiketoschool.org)

[58] How to become a bike buddy - Sustrans.org.uk

11 Prioritisation and Network Plan.

11.1 Network Plan Classification

11.1.1 The network planning, undertaken using the principles set out in the strategy, has identified several desire lines, which have been classified as follows:

- Intra-settlement links consisting of:
  - Primary Active Travel Streets
  - Secondary Active Travel Streets
  - Local Streets and Lanes
  - Local Footpaths and PRoWs.
- Inter-settlement Links
- Long Distance Links

11.1.2 These corridors have been subject to a prioritisation process as detailed in Section 11.2.

11.2 Prioritisation Methodology

11.2.1 In order to prioritise the active travel corridors, a multicriteria prioritisation approach was developed. Only the primary active travel corridors, inter-settlement, and long-distance corridors have been prioritised at this strategy setting stage as these corridors will offer the most benefit when delivered. The secondary and local streets, lanes and public rights of way, which form part of the secondary and tertiary networks, although not prioritised, are indicated on the Network Plan as dashed lines, Attached in **Appendix G** This signifies future links that can be delivered to create a cohesive network.

11.2.2 The approach was developed along the lines of the Department for Transport's (DfT) Early Assessment and Sifting Tool (EAST)[59]. While the approach was developed to be consistent with the 5 Case Business Case Model comprising Strategic, Economic, Financial, Commercial and Management dimensions, it was considered that conducting the prioritisation using bespoke but relevant themes, was more intuitive and appropriate given the long list of corridors to be prioritised. The themes that were used are as follows:

- Theme 1: Strategic Fit
- Theme 2: Risks to Delivery
- Theme 3: Route Selection Tool (RST)
- Theme 4: Access to facilities
- Theme 5: Scale of Impacts
- Theme 6: Benefits to users / wider benefits.

11.2.3 Each Theme is associated with one or more parameters or criteria. Each criterion is scored using a five-point system from 1 to 5 where a score of 1 implies a low score, and a score of 5 indicating a high score.

11.2.4 The parameters are also subject to a three-point weighting ranging from 1 (Low) to 3 (High). The ATS Steering Group sought importance to be attached to how schemes impact on the ecology of a location (Theme 3), and on carbon emissions (Theme 6). These parameters are assumed to have a weighting of 3 applied to their score.

11.2.5 Thus, a scheme that has no ecological impacts would score highly and would have its score then further multiplied by 3, reflecting that it has no adverse impacts on the ecology. Similarly, a scheme with a positive impact on carbon reduction would also have its score further multiplied by 3 to reflect the importance of these parameters on scheme prioritisation.

11.2.6 Each theme is scored considering the weighted scores of its constituent parameters or criteria. The weighted scores for each scheme are then summed up to give a scheme its Total Score. The scheme with the highest Total Score is ranked first and vice versa. The scoring and prioritisation are undertaken using a bespoke spreadsheet prioritisation tool.

11.2.7 **Table 11-1** shows the parameters/criteria used for each theme and the associated weighting. While the five-point score for a given parameter/criteria may vary between 1 and 5, the weighting of the parameter is fixed as shown in the table.

[59] Early Assessment and Sifting Tool (EAST) Guidance.pdf

11.2.8 It is noted that the Route Selection Tool (RST), an Active Travel England approved tool, themes are undertaken using a dedicated route selection tool. The Route Selection Tool considers and scores the following parameters/criteria for a scheme:

- Directness
- Gradient
- Safety
- Connectivity and
- Comfort

11.2.9 All parameters in the RST have a weight of 2. The scores from the RST for a scheme, are imported into the bespoke spreadsheet prioritisation tool for ultimate ranking.

Theme No.	Theme	Prioritisation Parameter/Criteria	Weighting 1(Low) - 3 (High)
1	Strategic Fit	Alignment with Objectives & subobjectives	1
		Future Development (Housing)	2
2	Risks to Delivery	Potential Ecological Impacts/Environmental/Ancient Woodland	3
		Land Ownership	2
		Deliverability	1
		Scheme Cost/Affordability	1
3	Route Selection Tool (RST)	**Directness**	2
		Gradient	2
		Safety	2
		Connectivity	2
		Comfort	2
4	Access to Facilities	Access to Jobs, education, facilities, retail	2
5	Scale of impacts	Population/Catchment	2
		Potential to reduce car use	2
6	Benefits to Users/and or Wider Benefits	Social Value/Community	2
		Potential Carbon emissions impact	3
		Health Benefits/ageing population	2
		Air Quality	1

Table 11-1: Prioritisation Parameter/Criteria and Weighting

11.3 Prioritisation Outcomes

11.3.1 Following the prioritisation process, the corridors have been ordered in terms of the ranking. This therefore provides a steer as to where investment should be prioritised, although there is flexibility should a geographically specific funding opportunity arise, or additional Section 106 contributions come forward.

11.3.2 The ranked Intra-settlement, Inter-settlement, and Long-Distance prioritisation outputs are provided in **Figures** 11-1, 11-2 and 11-3, respectively.

11.3.3 A combined prioritisation is provided in **Figure 11-4** to demonstrate the performance of each corridor and to assist with officer decision making. However, it must be noted that this process is intended to guide delivery. Therefore, if a suitable funding opportunity arises or there is significant interest in a particular corridor, routes lower in the priority order may be advanced ahead of some higher priority routes. .

				Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6		
				Total - Strategic Fit	Total - Risks to Delivery	Total - RST	Total - Access to Facilities	Total - Scale of Impacts	Total - Benefits to users/Wider Benefits	Total Score	Ranking (1 = Highest/Best in List)
Route ID	Route Details		Action Plan								
ATC053	Dockham, Meadow Road, York Road - Cinderford	703	Central	27	34	36	6	10	31	144	1
ATC169	Milestone Walk and Parkend Walk - Sling	313	Central	25	35	40	2	14	28	144	1
ATC054	Cinderford town centre to SGS Forest High School - Cinderford	721	Central	26	30	38	6	10	33	143	3
ATC116	B4231 High St / Newerne St, Lydney	852	Southern	28	30	34	6	12	33	143	3
ATC149	Newent - Church Street / Gloucester Steet	1152	Northern	29	29	30	10	16	29	143	3
ATC146	Horsefair Lane, Glebe Close, Watery Lane - Newent	771	Northern	28	33	38	4	12	28	143	3
ATC055	Broadmoor Road, Cinderford Northern Quarter, Cinderford	478	Central	28	32	34	10	8	30	142	7
ATC148	Newent - B4216 / Broad Steet / Bury Bar Ln	811	Northern	27	30	36	2	16	31	142	7
ATC117	Bathurst Park Rd / White Cross Rd, Lydney	485	Southern	27	32	40	4	12	26	141	9
ATC115	Naas Lane, Lydney	820	Southern	27	30	32	4	14	33	140	10
ATC147	Newent - Watery Lane	883	Northern	27	30	34	2	18	28	139	11
ATC114	Albert Street, to A48, Lydney	1692	Southern	27	24	36	4	14	33	138	12
ATC081	B4432 / Woodgate Road, Mile End	1488	Central	23	30	44	6	10	23	136	13
ATC073	B4228 – Station Road, Coleford	460	Central	25	32	30	2	12	34	135	14
ATC158	Redmarley - Bromsberrow Rd / The Causeway	492	Northern	22	32	44	2	12	21	133	15
ATC118	A48 – Lydney Harbour, Lydney	2470	Southern	29	23	34	10	14	21	131	17
ATC174	High Street – East Street, St Briavels	580	Southern	22	30	38	2	12	28	132	16
ATC052	A4151, Cinderford	858	Central	26	34	26	4	10	30	130	18
ATC181	Tibberton Road, Tibberton	613	Northern	23	34	42	2	12	17	130	18
ATC016	Beachley Road – Coleford Road, Tutshill	887	Southern	28	27	30	6	10	28	129	20
ATC072	South Road, New Road, Coalway Road, Berry Hill	1904	Central	25	29	26	2	16	31	129	20
ATC074	Park Road, Berry Hill, Coalway	780	Central	25	30	28	2	18	26	129	20
ATC160	High Street, Ruardean	1106	Central	24	29	34	2	10	30	129	20
ATC043	Coleford Road – Crown Lane, Parkend	456	Central	24	32	34	2	12	24	128	24
ATC071	Town Centre – Station Road – Coleford (GCC)	1770	Central	26	24	30	2	14	31	127	25
ATC002	Birdwood - Church Lane / Bulley Lane	319	Northern	22	35	26	2	12	29	126	26
ATC005	A48 - Blakeney	292	Central	22	28	32	2	12	30	126	26
ATC139	Stenders Road to Gloucester Road Vantage Park - Mitcheldean	1268	Northern	28	29	28	8	12	21	126	26
ATC033	High Road and High Street - Bream	763	Central	25	30	26	6	12	26	125	29
ATC104	A40 from Newent Lane to Horseshoe Cottage - Huntley	666	Northern	22	34	28	2	12	26	124	30
ATC155	High Street - Newnham	360	Central	25	32	26	2	10	29	124	30
ATC165	High Street - Drybrook	554	Central	24	30	30	2	12	26	124	30
ATC050	Oakle Street to Bulley Lane - Churcham	349	Northern	22	35	34	4	12	16	123	33
ATC100	A417 from Corsend Road to Hartpury Village Hall, Over Old Road - Hartpury	550	Northern	23	34	30	2	14	20	123	33
ATC234	A4151 – Broad Street - Littledean	602	Central	22	32	30	4	10	24	122	35
ATC044	Wesley Road, School Road, Whitecroft	946	Central	24	27	28	2	14	26	121	36
ATC051	Valley Road, Station Street and A4151 Steam Mills Road - Cinderford	2760	Central	26	24	24	10	10	27	121	36
ATC134	Old Hill, A4136 to Nupend Lane via Old Monmouth Road and Latchen - Longhope	762	Northern	25	27	32	2	12	23	121	36
ATC188	B4234 – School Road - Lydbrook	600	Central	23	30	32	2	10	24	121	36
ATC046	Mill Hill (Upper), Brockweir	255	Southern	22	32	36	2	12	16	120	40
ATC096	Chapel Lane, B4221, Quarry lane - Gorsley	708	Northern	22	30	30	2	14	22	120	40
ATC171	Church Road– Top Road, Soudley	945	Central	23	30	34	2	12	19	120	40
ATC183	Gloucester Road - Upleadon	700	Northern	23	30	32	2	16	17	120	40
ATC093	Ann Cam C of E School to B4215/B4216 junction - Dymock	460	Northern	22	32	32	2	12	19	119	44
ATC201	Coleford Town Centre	232	Central	24	35	26	4	8	22	119	44
ATC177	A417 - Staunton & Corse	1220	Northern	22	29	30	2	16	19	118	46
ATC190	Joys Green – Church Hill, Lydbrook	1210	Central	23	29	30	2	10	24	118	46
ATC186	Netherend – Severn View Road, Woolaston	792	Southern	23	29	44	2	4	15	117	48
ATC185	A48 – Netherend, Woolaston	1307	Southern	23	29	30	2	12	20	116	49
ATC045	Quayside – Mill Hill (Lower), Brockweir	165	Southern	22	28	34	2	12	16	114	50
ATC111	A40 – Methodist Church - May Hill	1067	Northern	22	32	24	2	16	17	113	51
ATC180	Huntley Road – Orchard Rise - Tibberton	780	Northern	22	34	26	2	12	17	113	51
ATC001	A48, Aylburton	561	Southern	28	18	30	10	4	21	111	53
ATC025	Lydney Road, Yorkley	393	Central	22	22	44	2	4	15	109	54
ATC020	Bailey Hill, Yorkley	622	Central	22	22	42	2	4	15	107	55
ATC227	Ruspidge	183	Central	21	35	22	2	4	22	106	56
ATC067	Cliffords Mesne	676	Northern	22	30	24	2	12	14	104	57
ATC009	Tutshill & Sedbury	2480	Southern	26	20	26	6	12	13	103	58
ATC047	Mill Hill (Central), Brockweir	580	Southern	19	31	26	2	6	17	101	59

Figure 11-1: Intra-settlement prioritised routes

Route ID	Route Details			Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6		
	Location	Route Length (m)	Action Plan Area	Total - Strategic Fit	Total - Risks to Delivery	Total - RST	Total - Access to Facilities	Total - Scale of Impacts	Total - Benefits to users/Wider Benefits	Total Score	Ranking (1 = Highest/Best in List)
IS023	A48, Lydney - Aylburton	1540	Southern	27	29	38	2	16	14	126	1
IS018	A4151, More Road, Drybrook Road - Cinderford to Drybrook	1991	Central	25	29	32	4	14	17	121	3
IS004	uiet Lanes, A4151, Silver Street, Dean Road - Cinderford to Newnham on Seve	4344	Central	27	26	26	4	18	19	120	4
IS006	Oakwood Road, B4228, Lamsquay Road - Sling to Coleford	1097	Central	23	24	30	2	12	26	117	5
IS025	A48, Woolaston - Tutshill / Sedbury	7498	Southern	26	24	30	6	20	18	124	2
IS026	Hartpury - Gloucester (NCN)	6141	Northern	24	26	26	6	16	18	116	6
IS020	A4136, Mitcheldean - Longhope	1875	Northern	27	26	24	10	12	14	113	7
IS016	Parkend to Coleford (Disused Railway)	3640	Central	23	22	26	2	18	21	112	8
IS003	Lydbrook - Coleford	10394	Central	27	22	21	10	18	13	111	9
IS017	Coleford - Cinderford	8053	Central	28	18	26	10	16	13	111	9
IS002	Newent - Dymock (Disused Railway)	5972	Northern	23	22	26	4	18	17	110	11
IS005	Parkend Walk, Darkhill - Sling to Coleford	838	Central	23	30	22	2	16	17	110	11
IS028	Quiet Lane - Watery Lane, Cliffords Mesne - Newent	2604	Northern	27	31	18	4	16	14	110	11
IS030	New Road, B4231, PRoW Network, B4228 - Bream to Burse Farm	3220	Central	23	26	28	2	14	16	109	14
IS031	Burse Farm - St Briavels	1248	Southern	22	29	28	2	12	16	109	14
IS019	High Street - The Stenders, Drybrook - Mitcheldean	1386	Northern	27	29	20	6	12	14	108	16
IS040	A40, Huntley - Birdwood / Churcham	3569	Northern	22	26	30	2	12	16	108	16
IS001	Lydney – Whitecroft (Dean Forest Greenway)	4159	Southern	28	18	26	10	4	19	105	18
IS021	A4136, Longhope - Huntley	3428	Northern	22	26	26	2	14	14	104	19
IS024	A48, Aylburton - Alvington / Woolaston	1338	Southern	23	29	26	2	10	14	104	19
IS014	PRoW Network - Horsefair Lane, Newent - Gorsley	4275	Northern	27	17	24	2	18	14	102	21
IS036	Longhope - Boxbush (Disused Railway)	2727	Northern	22	22	26	2	12	18	102	21
IS041	A48, Main Road - Blakeney to Yorkley	4045	Central	22	23	22	2	16	15	100	23
IS010	Townsend - Ruardean to Lydbrook	1816	Central	23	24	20	2	14	15	98	24
IS011	Oakwood Road - Sling to Bream	2811	Central	23	23	20	4	14	14	98	24
IS015	B4234, Forest Tracks / Quiet Lanes - Parkend to Whitecroft	1895	Central	22	18	22	4	14	17	97	26
IS043	B4228, Hewelsfield - English Bicknor	2317	Southern	22	23	22	2	14	14	97	26
IS044	Quiet Lanes from B4228 - Woolston	4172	Southern	23	26	18	2	12	16	97	26
IS009	Quiet Lanes and PRoW Network - Ruardean to Drybrook	2359	Central	23	22	20	2	14	15	96	29
IS022	Lydney - Whitecroft	6214	Southern	27	15	20	4	16	14	96	29
IS034	PRoW Network - Durbridge Road, Redmarley - Dymock	5726	Northern	22	22	22	2	14	14	96	29
IS039	Quiet Lanes, Staunton and Corse - Hartpury	6545	Northern	22	26	16	2	14	16	96	29
IS037	Quiet Lanes and PRoW Network - Westbury on Severn to Littledean	6679	Central	25	18	22	2	16	12	95	33
IS033	Quiet Lanes and Disused Railway - Soudley to Cinderford	1380	Central	23	20	20	2	12	17	94	34
IS035	A48, Boseley Road, Disused Railway - Westbury on Severn - Longhope	5875	Northern	22	18	24	2	16	12	94	34
IS042	Brockweir – Hewelsfield (Off-road route)	2471	Southern	22	23	14	2	12	14	87	36
IS038	Quiet Lanes & PRoW Network, Churcham - Tibberton	4420	Northern	22	15	20	2	12	14	85	37
IS027	PRoW Network / Forest Track, May Hill - Cliffords Mesne	3072	Northern	21	15	16	2	12	14	80	38

Figure 11-2: Inter-settlement prioritised routes

Route ID	Route Details			Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6		
	Location	Route Length (m)	Action Plan Area	Total - Strategic Fit	Total - Risks to Delivery	Total - RST	Total - Access to Facilities	Total - Scale of Impacts	Total - Benefits to users/Wider Benefits	Total Score	Ranking (1 = Highest/Best in List)
LD006	A40, Churcham - Highnam	5462	Northern	24	26	28	10	16	14	118	1
LD010	Quiet Lanes, Newent - Gloucester (GCC)	12222	Northern	28	25	22	6	18	19	118	1
LD013	Disused Railway, Boxbush - Ross on Wye	8612	Northern	24	17	34	10	18	14	117	3
LD007	Disued Railway, Dymock - Ledbury	12238	Northern	27	22	32	2	18	14	115	4
LD009	A4136 Corridor - Fives Acres to Monmouth	8160	Central	26	26	26	10	14	11	113	6
LD005	River Wye via Disused Railway and NCN 432	20897	Central	25	15	28	10	16	17	111	7
LD001	A4136, B4028, Forest Tracks - Five Acres to FoD Cycle Centre Leisure Trails	2075	Central	26	23	28	6	10	22	115	4
LD002	Christchurch and Symonds Yat - Upgrade of existing circular trail	8956	Central	22	26	28	2	18	14	110	8
LD004	Coleford to Monmouth via disused railway	9566	Central	26	18	20	6	18	14	102	10
LD003	Wye Valley Greenway Extension	13950	Southern	22	18	26	4	20	13	103	9
LD011	Brockweir - Bigsweir	4959	Southern	22	14	32	2	12	14	96	11
LD008	Cinderford to Parkend via upgraded leisure tracks	10427	Central	24	14	30	2	16	9	95	12
LD012	Blakeney to Mallards Pike (Disused Railway)	5600	Central	22	14	20	2	16	14	88	13

Figure 11-3: Long-Distance Prioritised routes

Route ID	Location	Action Plan	Priority
ATC053	Dockham, Meadow Road, York Road - Cinderford	Central	
ATC169	Milestone Walk and Parkend Walk - Sling	Central	
ATC149	Newent - Church Street / Gloucester Steet	Northern	
ATC146	Horsefair Lane, Glebe Close, Watery Lane - Newent	Northern	
ATC054	Cinderford town centre to SGS Forest High School - Cinderford	Central	
ATC116	B4231 High St / Newerne St, Lydney	Southern	
ATC148	Newent - B4216 / Broad Steet / Bury Bar Ln	Northern	
ATC055	Broadmoor Road, Cinderford Northern Quarter, Cinderford	Central	
ATC117	Bathurst Park Rd / White Cross Rd, Lydney	Southern	
ATC115	Naas Lane, Lydney	Southern	
ATC147	Newent - Watery Lane	Northern	
ATC114	Albert Street, to A48, Lydney	Southern	
ATC081	B4432 / Woodgate Road, Mile End	Central	
ATC073	B4228 – Station Road, Coleford	Central	
ATC158	Redmarley - Bromsberrow Rd / The Causeway	Northern	
ATC174	High Street – East Street, St Briavels	Southern	
ATC118	A48 – Lydney Harbour, Lydney	Southern	
ATC181	Tibberton Road, Tibberton	Northern	
ATC052	A4151, Cinderford	Central	
ATC072	South Road, New Road, Coalway Road, Berry Hill	Central	
ATC074	Park Road, Berry Hill, Coalway	Central	
ATC160	High Street, Ruardean	Central	
ATC016	Beachley Road – Coleford Road, Tutshill	Southern	
ATC043	Coleford Road – Crown Lane, Parkend	Central	
ATC071	Town Centre – Station Road – Coleford (GCC)	Central	
ATC002	Birdwood - Church Lane / Bulley Lane	Northern	
ATC139	Stenders Road to Gloucester Road Vantage Park - Mitcheldean	Northern	
ATC005	A48 - Blakeney	Central	
IS023	A48, Lydney - Aylburton	Southern	
IS025	A48, Woolaston - Tutshill / Sedbury	Southern	
ATC033	High Road and High Street - Bream	Central	
ATC104	A40 from Newent Lane to Horseshoe Cottage - Huntley	Northern	
ATC155	High Street - Newnham	Central	
ATC165	High Street - Drybrook	Central	
ATC050	Oakle Street to Bulley Lane - Churcham	Northern	
ATC100	A417 from Corsend Road to Hartpury Village Hall, Over Old Road - Hartpury	Northern	
ATC234	A4151 – Broad Street - Littledean	Central	
ATC134	Old Hill, A4136 to Nupend Lane via Old Monmouth Road and Latchen - Longhope	Northern	
ATC044	Wesley Road, School Road, Whitecroft	Central	
ATC051	Valley Road, Station Street and A4151 Steam Mills Road - Cinderford	Central	
ATC188	B4234 – School Road - Lydbrook	Central	
IS018	A4151, More Road, Drybrook Road - Cinderford to Drybrook	Central	
ATC096	Chapel Lane, B4221, Quarry lane - Gorsley	Northern	
ATC183	Gloucester Road - Upleadon	Northern	
ATC171	Church Road– Top Road, Soudley	Central	
ATC046	Mill Hill (Upper), Brockweir	Southern	
IS004	Quiet Lanes, A4151, Silver Street, Dean Road - Cinderford to Newnham on Severn	Central	
ATC093	Ann Cam C of E School to B4215/B4216 junction - Dymock	Northern	
ATC201	Coleford Town Centre	Central	
ATC177	A417 - Staunton & Corse	Northern	
ATC190	Joys Green – Church Hill, Lydbrook	Central	
LD006	A40, Churcham - Highnam	Northern	
LD010	Quiet Lanes, Newent - Gloucester (GCC)	Northern	
ATC186	Netherend – Severn View Road, Woolaston	Southern	
IS006	Oakwood Road, B4228, Lamsquay Road - Sling to Coleford	Central	
IS025	A48, Woolaston - Tutshill / Sedbury	Southern	
LD013	Disused Railway, Boxbush - Ross on Wye	Northern	
ATC185	A48 – Netherend, Woolaston	Southern	
IS026	Hartpury - Gloucester (NCN)	Northern	
LD001	A4136, B4028, Forest Tracks - Five Acres to FoD Cycle Centre Leisure Trails	Central	
LD007	Disued Railway, Dymock - Ledbury	Northern	
ATC045	Quayside – Mill Hill (Lower), Brockweir	Southern	
ATC111	A40 – Methodist Church - May Hill	Northern	
ATC180	Huntley Road – Orchard Rise - Tibberton	Northern	
IS020	A4136, Mitcheldean - Longhope	Northern	
LD009	A4136 Corridor - Fives Acres to Monmouth	Central	
IS016	Parkend to Coleford (Disused Railway)	Central	
ATC001	A48, Aylburton	Southern	
IS003	Lydbrook - Coleford	Central	
IS017	Coleford - Cinderford	Central	
LD005	River Wye via Disused Railway and NCN 432	Central	
IS002	Newent - Dymock (Disused Railway)	Northern	
IS028	Quiet Lane - Watery Lane, Cliffords Mesne - Newent	Northern	
IS005	Parkend Walk, Darkhill - Sling to Coleford	Central	
LD001	A4136, B4028, Forest Tracks - Five Acres to FoD Cycle Centre Leisure Trails	Central	
LD002	Christchurch and Symonds Yat - Upgrade of existing circular trail	Central	
ATC025	Lydney Rd, Yorkley	Central	
IS030	New Road, B4231, PRoW Network, B4228 - Bream to Burse Farm	Central	
IS031	Burse Farm - St Briavels	Southern	
IS019	High Street - The Stenders, Drybrook - Mitcheldean	Northern	
IS040	A40, Huntley - Birdwood / Churcham	Northern	
ATC020	Bailey Hill, Yorkley	Central	
ATC227	Ruspidge	Central	
IS001	Lydney – Whitecroft (Dean Forest Greenway)	Southern	
ATC067	Cliffords Mesne	Northern	
IS021	A4136, Longhope - Huntley	Northern	
IS024	A48, Aylburton - Alvington / Woolaston	Southern	
LD003	Wye Valley Greenway Extension	Southern	
ATC009	Tutshill & Sedbury	Southern	
IS014	PRoW Network - Horsefair Lane, Newent - Gorsley	Northern	
IS036	Longhope - Boxbush (Disused Railway)	Northern	
LD004	Coleford to Monmouth via disused railway	Central	
ATC047	Mill Hill (Central), Brockweir	Southern	
LD003	Wye Valley Greenway Extension	Southern	
IS041	A48, Main Road - Blakeney to Yorkley	Central	
IS010	Townsend - Ruardean to Lydbrook	Central	
IS011	Oakwood Road - Sling to Bream	Central	
IS015	B4234, Forest Tracks / Quiet Lanes - Parkend to Whitecroft	Central	
IS043	B4228, Hewelsfield - English Bicknor	Southern	
IS044	Quiet Lanes from B4228 - Woolston	Southern	
IS034	PRoW Network - Durbridge Road, Redmarley - Dymock	Northern	
IS039	Quiet Lanes, Staunton and Corse - Hartpury	Northern	
IS009	Quiet Lanes and PRoW Network - Ruardean to Drybrook	Central	
IS022	Lydney - Whitecroft	Southern	
LD011	Brockweir - Bigsweir	Southern	
IS037	Quiet Lanes and PRoW Network - Westbury on Severn to Littledean	Central	
LD008	Cinderford to Parkend via upgraded leisure tracks	Central	
IS035	A48, Boseley Road, Disused Railway - Westbury on Severn - Longhope	Northern	
IS033	Quiet Lanes and Disused Railway - Soudley to Cinderford	Central	
LD012	Blakeney to Mallards Pike (Disused Railway)	Central	
IS042	Brockweir – Hewelsfield (Off-road route)	Southern	
IS038	Quiet Lanes & PRoW Network, Churcham - Tibberton	Northern	
IS027	PRoW Network / Forest Track, May Hill - Cliffords Mesne	Northern	

Priority Scale
High
Medium
Low

Figure 11-4: Combined Prioritised routes

12 Actions Plan Pipeline

12.1 Action Plan

12.1.1 Four Action Plans accompany the strategy. For physical interventions, the Action Plans are provided on a geographic basis with the district split into North, Central and South.

12.1.2 A Behavioural Change Action Plan has been provided covering the whole district and identifies initiatives that can be implemented in several locations. The behavioural Change Action Plan is attached in **Appendix C**

12.1.3 The Geographic Action Plans are provided in **Appendix D** (Northern), **Appendix E** (Central) and **Appendix F** (Southern). The Action Plans provide a prioritised pipeline of schemes for implementation with the highest priority corridors assuming an. anticipated delivery time frame of up to 10 years. Medium priority schemes are regarded as having a delivery time frame of between 10-15 years. These time frames accord with the time frame of the emerging Local Plan. The lower priority routes are regarded as longer-term ambitions which may see their delivery stretch into a future Local Plan time period, this is largely because of their length, and the higher costs required to deliver them.

12.1.4 However, these time frames are fluid and should not preclude delivery of any scheme should a suitable funding opportunity arise.

12.1.5 **Figures 12-1, 12-2** and **12-3** demonstrate the prioritised active travel network within the three geographic areas and **Tables 12-1, 12-2, 12-3** demonstrate the pipeline of scheme in each geographic action plan area.

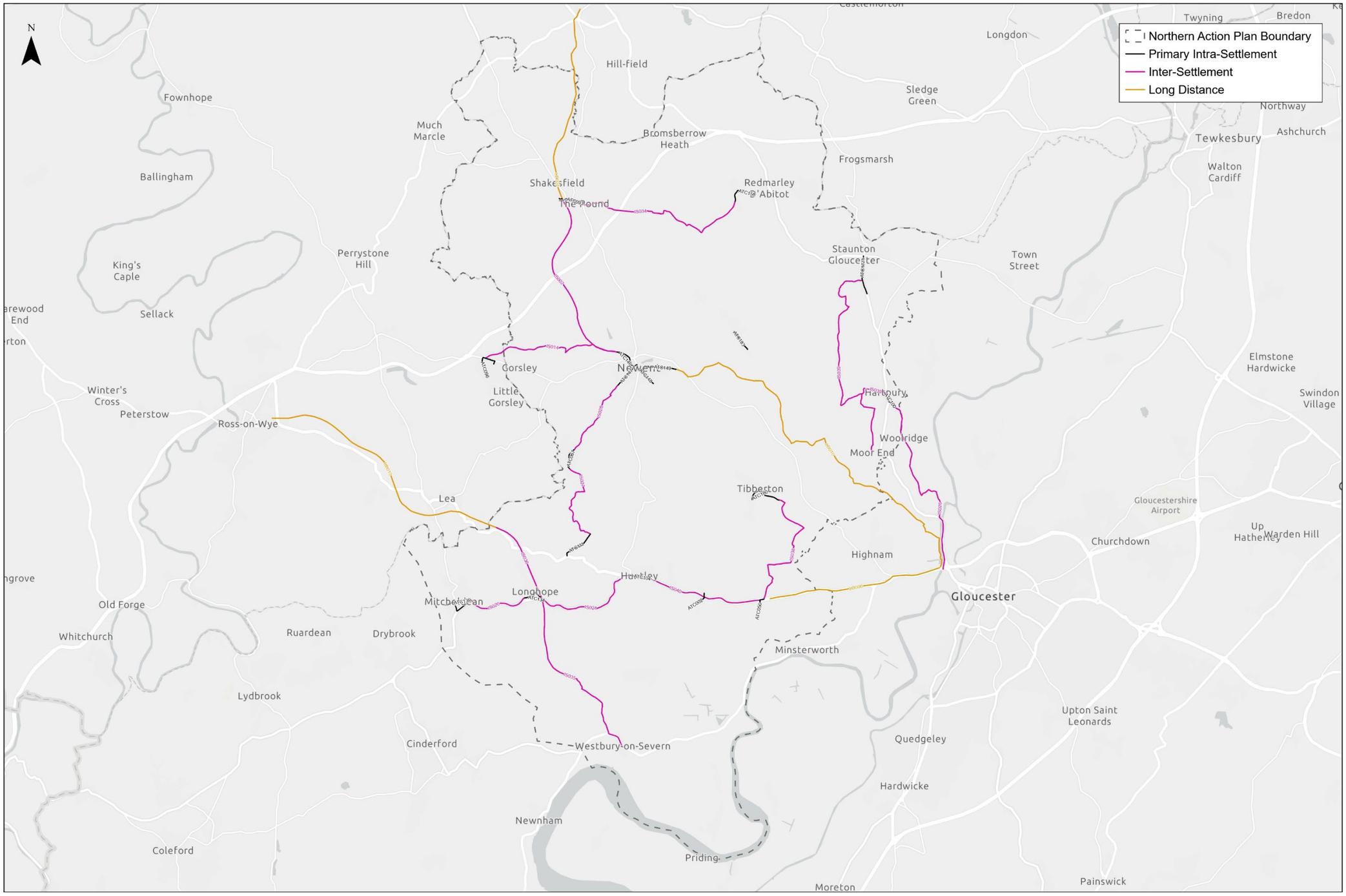

Figure 12-1: Northern Action Plan Network (Zoom to see Route ID))

Northern Action Plan Summary

Route ID	Location	Action Plan	Priority
ATC149	Newent - Church Street / Gloucester Steet	Northern	
ATC146	Horsefair Lane, Glebe Close, Watery Lane - Newent	Northern	
ATC148	Newent - B4216 / Broad Steet / Bury Bar Ln	Northern	
ATC147	Newent - Watery Lane	Northern	
ATC158	Redmarley - Bromsberrow Rd / The Causeway	Northern	
ATC181	Tibberton Road, Tibberton	Northern	
ATC002	Birdwood - Church Lane / Bulley Lane	Northern	
ATC139	Stenders Road to Gloucester Road Vantage Park - Mitcheldean	Northern	
ATC104	A40 from Newent Lane to Horseshoe Cottage - Huntley	Northern	
ATC050	Oakle Street to Bulley Lane - Churcham	Northern	
ATC100	A417 from Corsend Road to Hartpury Village Hall, Over Old Road - Hartpury	Northern	
ATC134	Old Hill, A4136 to Nupend Lane via Old Monmouth Road and Latchen - Longhope	Northern	
ATC096	Chapel Lane, B4221, Quarry lane - Gorsley	Northern	
ATC183	Gloucester Road - Upleadon	Northern	
ATC093	Ann Cam C of E School to B4215/B4216 junction - Dymock	Northern	
ATC177	A417 - Staunton & Corse	Northern	
LD006	A40, Churcham - Highnam	Northern	
LD010	Quiet Lanes, Newent - Gloucester (GCC)	Northern	
LD013	Disused Railway, Boxbush - Ross on Wye	Northern	
IS026	Hartpury - Gloucester (NCN)	Northern	
LD007	Disued Railway, Dymock - Ledbury	Northern	
ATC111	A40 – Methodist Church - May Hill	Northern	
ATC180	Huntley Road – Orchard Rise - Tibberton	Northern	
IS020	A4136, Mitcheldean - Longhope	Northern	
IS002	Newent - Dymock (Disused Railway)	Northern	
IS028	Quiet Lane - Watery Lane, Cliffords Mesne - Newent	Northern	
IS019	High Street - The Stenders, Drybrook - Mitcheldean	Northern	
IS040	A40, Huntley - Birdwood / Churcham	Northern	
ATC067	Cliffords Mesne	Northern	
IS021	A4136, Longhope - Huntley	Northern	
IS014	PRoW Network - Horsefair Lane, Newent - Gorsley	Northern	
IS036	Longhope - Boxbush (Disused Railway)	Northern	
IS034	PRoW Network - Durbridge Road, Redmarley - Dymock	Northern	
IS039	Quiet Lanes, Staunton and Corse - Hartpury	Northern	
IS035	A48, Boseley Road, Disused Railway - Westbury on Severn - Longhope	Northern	
IS038	Quiet Lanes & PRoW Network, Churcham - Tibberton	Northern	
IS027	PRoW Network / Forest Track, May Hill - Cliffords Mesne	Northern	

Table 12-1: Northern Action Plan Ranked list of schemes

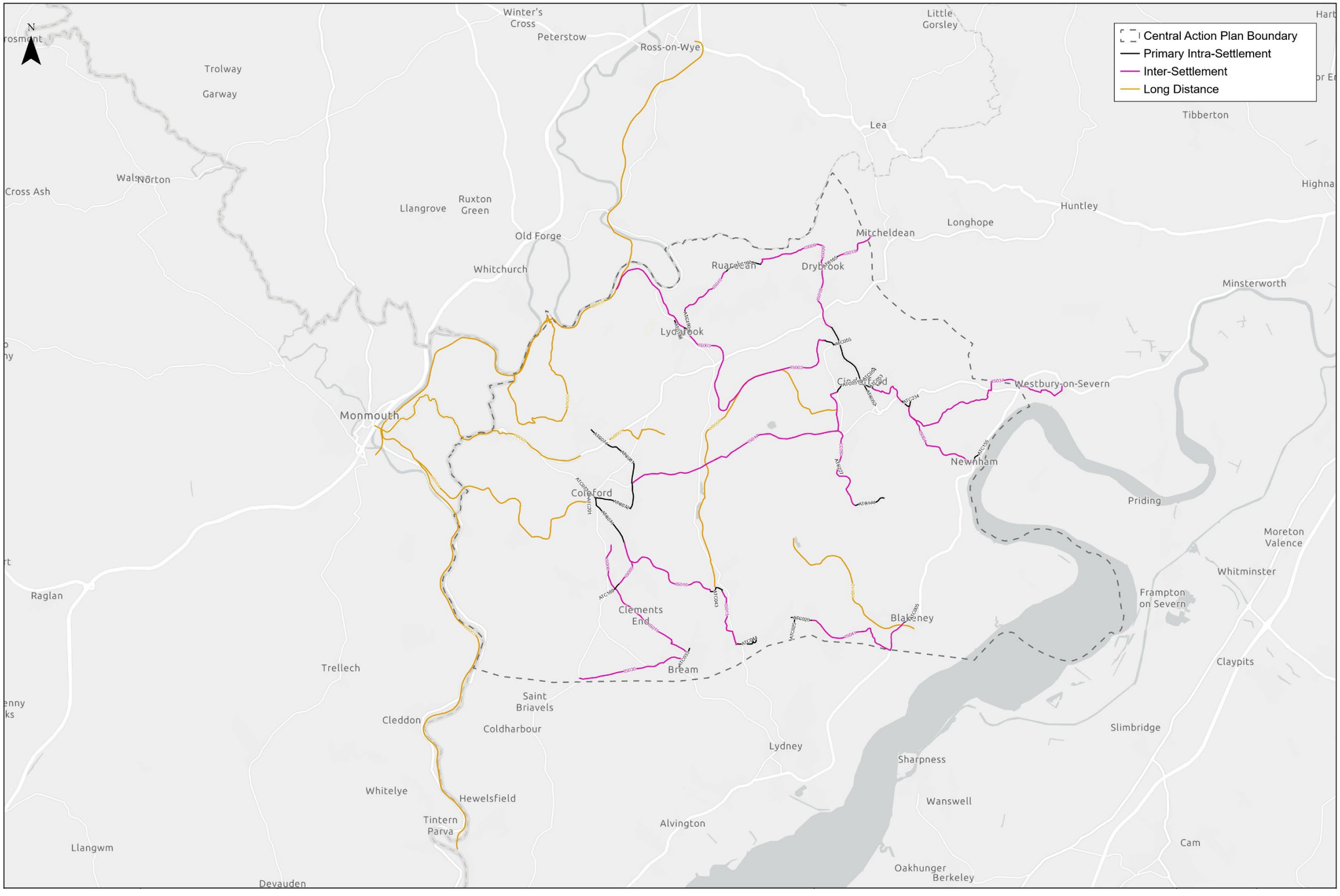

Figure 12-3: Central Action Plan Network (Zoom in to see route ID)

Route ID	Location	Action Plan	Priority
ATC053	Dockham, Meadow Road, York Road - Cinderford	Central	
ATC169	Milestone Walk and Parkend Walk - Sling	Central	
ATC054	Cinderford town centre to SGS Forest High School - Cinderford	Central	
ATC055	Broadmoor Road, Cinderford Northern Quarter, Cinderford	Central	
ATC081	B4432 / Woodgate Road, Mile End	Central	
ATC073	B4228 – Station Road, Coleford	Central	
ATC052	A4151, Cinderford	Central	
ATC072	South Road, New Road, Coalway Road, Berry Hill	Central	
ATC074	Park Road, Berry Hill, Coalway	Central	
ATC160	High Street, Ruardean	Central	
ATC043	Coleford Road – Crown Lane, Parkend	Central	
ATC071	Town Centre – Station Road – Coleford (GCC)	Central	
ATC005	A48 - Blakeney	Central	
ATC033	High Road and High Street - Bream	Central	
ATC155	High Street - Newnham	Central	
ATC165	High Street - Drybrook	Central	
ATC234	A4151 – Broad Street - Littledean	Central	
ATC044	Wesley Road, School Road, Whitecroft	Central	
ATC051	Valley Road, Station Street and A4151 Steam Mills Road - Cinderford	Central	
ATC188	B4234 – School Road - Lydbrook	Central	
IS018	A4151, More Road, Drybrook Road - Cinderford to Drybrook	Central	
ATC171	Church Road– Top Road, Soudley	Central	
IS004	Quiet Lanes, A4151, Silver Street, Dean Road - Cinderford to Newnham on Severn	Central	
ATC201	Coleford Town Centre	Central	
ATC190	Joys Green – Church Hill, Lydbrook	Central	
IS006	Oakwood Road, B4228, Lamsquay Road - Sling to Coleford	Central	
LD001	A4136, B4028, Forest Tracks - Five Acres to FoD Cycle Centre Leisure Trails	Central	
LD009	A4136 Corridor - Fives Acres to Monmouth	Central	
IS016	Parkend to Coleford (Disused Railway)	Central	
IS003	Lydbrook - Coleford	Central	
IS017	Coleford - Cinderford	Central	
LD005	River Wye via Disused Railway and NCN 432	Central	
IS005	Parkend Walk, Darkhill - Sling to Coleford	Central	
LD001	A4136, B4028, Forest Tracks - Five Acres to FoD Cycle Centre Leisure Trails	Central	
LD002	Christchurch and Symonds Yat - Upgrade of existing circular trail	Central	
ATC025	Lydney Rd, Yorkley	Central	
IS030	New Road, B4231, PRoW Network, B4228 - Bream to Burse Farm	Central	
ATC020	Bailey Hill, Yorkley	Central	
ATC227	Ruspidge	Central	
LD004	Coleford to Monmouth via disused railway	Central	
IS041	A48, Main Road - Blakeney to Yorkley	Central	
IS010	Townsend - Ruardean to Lydbrook	Central	
IS011	Oakwood Road - Sling to Bream	Central	
IS015	B4234, Forest Tracks / Quiet Lanes - Parkend to Whitecroft	Central	
IS009	Quiet Lanes and PRoW Network - Ruardean to Drybrook	Central	
IS037	Quiet Lanes and PRoW Network - Westbury on Severn to Littledean	Central	
LD008	Cinderford to Parkend via upgraded leisure tracks	Central	

Table 12-2: Central Action Plan Ranked list of Schemes

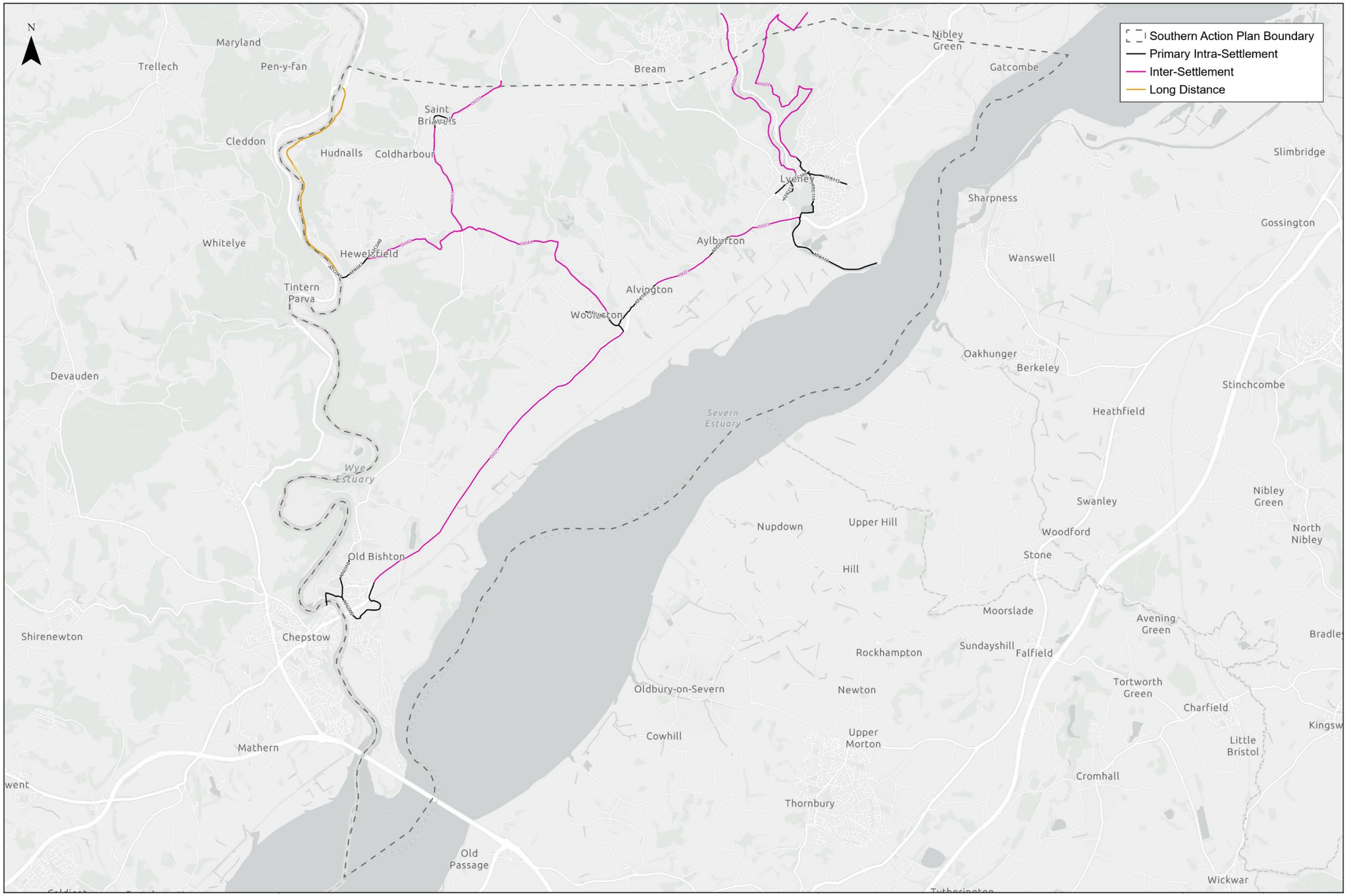

Table 12-3: Southern Action Plan Network (Zoom in to see route ID)

Route ID	Location	Action Plan	Priority
ATC116	B4231 High St / Newerne St, Lydney	Southern	
ATC117	Bathurst Park Rd / White Cross Rd, Lydney	Southern	
ATC115	Naas Lane, Lydney	Southern	
ATC114	Albert Street, to A48, Lydney	Southern	
ATC174	High Street – East Street, St Briavels	Southern	
ATC118	A48 – Lydney Harbour, Lydney	Southern	
ATC016	Beachley Road – Coleford Road, Tutshill	Southern	
IS023	A48, Lydney - Aylburton	Southern	
IS025	A48, Woolaston - Tutshill / Sedbury	Southern	
ATC046	Mill Hill (Upper), Brockweir	Southern	
ATC186	Netherend – Severn View Road, Woolaston	Southern	
IS025	A48, Woolaston - Tutshill / Sedbury	Southern	
ATC185	A48 – Netherend, Woolaston	Southern	
ATC045	Quayside – Mill Hill (Lower), Brockweir	Southern	
ATC001	A48, Aylburton	Southern	
IS031	Burse Farm - St Briavels	Southern	
IS001	Lydney – Whitecroft (Dean Forest Greenway)	Southern	
IS024	A48, Aylburton - Alvington / Woolaston	Southern	
LD003	Wye Valley Greenway Extension	Southern	
ATC009	Tutshill & Sedbury	Southern	
ATC047	Mill Hill (Central), Brockweir	Southern	
LD003	Wye Valley Greenway Extension	Southern	
IS043	B4228, Hewelsfield - English Bicknor	Southern	
IS044	Quiet Lanes from B4228 - Woolston	Southern	
IS022	Lydney - Whitecroft	Southern	
LD011	Brockweir - Bigsweir	Southern	
IS042	Brockweir – Hewelsfield (Off-road route)	Southern	

Figure 12-3: Southern Action Plan Ranked list of Schemes

13 Funding and Delivery

13.1 Funding and Investment

13.1.1 The current funding landscape for infrastructure and incentivisation's can and is complex with a variety of funding sources that have differing requirements, eligibility, and differing capital availability.

13.1.2 The funding ask will also vary significantly due to the scale of the interventions identified, from small scale improvements through cycle storage and signing to large scale hard engineering through physical active travel infrastructure.

13.1.3 **Table 13-**1 below provides examples of the types of funding opportunities that can be pursued to support the delivery of the ATS' pipeline of actions.

Fund	Description	Funding Value
FoDDC Levelling Up Capacity Fund	Active Travel Strategy & Action Plan	£40,000
FoDDC UKSPF & REPF	Active Travel Strategy & Action Plan	£155,500
FoDDC Capital Grant	WDPC leading on Lydney-Parkend Cycleway	£55,000 (£25,000 claimed to date)
FoDDC UKSPF	Hartpury University/College – Active Travel Feasibility Study	£20,000 - completed
Active Travel Fund	Active Travel England's Capital Funding Tranche	Up to £20,000,000

Table 13-1: Funding Opportunities examples

13.2 Delivery Partners

13.2.1 The ATS and its associated pipeline of schemes / projects and key actions and outcomes will be delivered in a partnership with key stakeholders. Those stakeholders are likely to be as follows:

- Forest of Dean District Council officers / members.
- Gloucestershire County Council officers / members.
- Town and Parish Councils
- Active Travel England.
- Sustrans.
- Public Health England.

- Active Gloucestershire
- Sports England.
- Forestry England.
- Forest of Dean & Wye Valley Tourism
- Forest Economic Partnership
- Land Promoters and Developers

13.2.2 Community engagement and land owner identification and negotiation will be critical processes within the implementation of the strategy and its schemes / projects and action points. This engagement will ensure that the strategy is delivering what is most needed, where it is most needed, and it is delivered in the way that is agreeable for all.

13.2.3 A full transparent delivery process will ensure strategy success and reduce potential conflicts, or challenge and ensures the priorities and ambitions of all partners are considered and supported without prejudicing the delivery of their own ambitions.

13.2.4 It is also key to include land promoters and developers within and delivery partnerships which will help ensure that new growth developments are suitably located, do not impact and prejudice the delivery of the ATS whilst also maximising from the benefit of the ATS to support the delivery of sustainable residential and employment proposals in the district and that suitable contributions of infrastructure deliver are secured against the pipeline of schemes / projects and actions.

13.3 Monitoring and Evaluation

13.3.1 The Forest of Dean District Council will be responsible for Monitoring and Evaluating any public money spend and delivery of active travel infrastructure. Providing Value for Money and ensuring the infrastructure delivered meets the Active Travel Strategies objectives and outcomes is important and effective Monitoring and Evaluation can ensure the strategy delivers its desire successes. Any monitoring and evaluation should however be commensurate with the value of the scheme, as to not be a burden on the public purse, but compliant with the DfT's Monitoring and Evaluation guidance.

13.3.2 It is, therefore, likely that a detailed Monitoring and Evaluation plan will be provided on a scheme-by-scheme basis. Key Monitoring and Evaluation (M&E) considerations are provided below, informed by Active Travel England's approach to M&E through the Active Travel Fund processes[60].

Monitoring

The lead delivery partner, likely to be the Forest of Dean District Council or Gloucestershire County Council will be expected to provide monitoring data at regular intervals which can vary from quarterly to 6 monthly. This enables project progress to be tracked with monitoring considering, but not limited to, budget spent, project status and miles / numbers of schemes constructed.

[60] Guidance note for local authorities to support completion of the active travel fund 4 proforma - GOV.UK

Evaluation

Evaluation can help to understand the schemes impact and value for money. Whilst the exact type of evaluation approach will be determined on a scheme-by-scheme basis, some examples of evaluation approaches are provided below.

Impact evaluation: Counterfactual is considered best practise, with the DfT recommending the following:

- Collecting data on cycling and walking rates through sensors, manual counts and/or road user intercept surveys, where the scheme is being built and at a comparison site.
- Or, collecting count data at the site pre-construction to collect a baseline, and then again post construction to allow comparison.

13.3.3 The M&E can therefore help ensure the strategy remains relevant and that the scheme priorities delivery against its objectives. It will also help measure not only modal shift, but also capture any changing attitudes to Active Travel provisions and any health, wellbeing and Carbon impacts.

Appendix A MCAT

Appendix B Prioritised List of Schemes

Appendix C Behaviour Change Action Plan

Appendix D Northern Action Plan

Appendix E Central Action Plan

Appendix F Southern Action Plan

Appendix G Network and Future Network Plans

Appendix H Glossary of Key Terms