

Gloucestershire Economic Growth Joint Committee: Strategic Economic  
Development Fund (SEDF)

**Item 6 b - Expression of Interest/Application Template**

**Gloucestershire Economic Growth: Strategic Economic Development Fund (SEDF):**

This fund is for the benefit of the whole of Gloucestershire, and utilising funds from the current Gloucestershire Local Authority Business Rates Pool. It facilitates collective work on the economic development agenda and reflects the commitment of the Pool participants to drive economic investment which also links to the planning and infrastructure process. Eligibility criteria for the fund has been established and agreed by all participants, against which bids for funding are assessed.

Access to the Fund is for the principle stakeholders only – the Local Authorities and Local Economic Partnership, and any project or funding request will need to have a clearly identified sponsoring lead organisation/contact. Expression of Interest submissions should be completed and submitted for consideration by the Gloucestershire Economic Growth Joint Committee Senior Officer Support Group, at a relevant meeting. They will assess its potential against the criteria and whether a good strategic fit. This mirrors the same approach adopted for the consideration of new projects for the Gloucestershire Capital Investment Pipeline (CIP).

<b>Project Name:</b>	
Gloucestershire Multi-Modal Model.	
<b>Investment theme:</b> <i>Tick the primary theme that best fits your project. If applicable, also tick a sub theme. If 'other' state and explain.)</i>	
<b>Primary Investment theme:</b>	
Business Environment <input type="checkbox"/> Housing <input type="checkbox"/> Infrastructure <input type="checkbox"/> Place Shaping <input checked="" type="checkbox"/> Skills and Employment <input type="checkbox"/> Other <input type="checkbox"/>	
<b>Sub investment theme:</b>	
Digital <input type="checkbox"/> Education <input type="checkbox"/> Employment <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Regeneration <input type="checkbox"/> Transport <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
<b>Promoter Details:</b>	
Promoter Organisation	Gloucestershire County Council
Promoter Address	Transport Planning, Shire Hall, Westgate Street, Gloucester GL1 2TH
Primary Contact (name & job title)	Dave Simmons – Principal Transport Planner

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Email Address	Dave.simmons@gloucestershire.gov.uk
Contact Telephone Number	01452 425651

**Project Summary (Max 250 words)** *(Describe your project idea clearly and succinctly, including what the investment would buy, and why it would lead to economic growth for Gloucestershire. Include the potential timeframe, and any significant drivers or constraints related to the scheduling of the investment.*

Gloucestershire is seeing significant population growth and housing demand and will experience even more growth through additional development land allocations set to be made through emerging Local Plans. This will put ever increasing pressure on Gloucestershire’s transport network, requiring a decisive response to how transport is planned and organised. At the same time, there are key challenges including the urgency of reducing CO2 emissions to combat climate change and the need for a more inclusive transport system.

Addressing these challenges and accommodating additional growth can only be achieved through modal shift away from private car use to more sustainable modes, including walking, cycling and Public Transport. However, at present Gloucestershire is unable to fully assess the impacts of investment in major public transport schemes, or model the (transport) sustainability of potential development sites, because Gloucestershire County Council’s highway base transport model has only limited ability to model sustainable modes of transport.

It is therefore proposed, to build a Multi Modal Transport Model to enable Gloucestershire to explicitly model public transport and active travel (walk and cycle) modes and to complement GCC’s highway based transport modelling suite.

The development of such model will support the strategic ambition to deliver a Mass Rapid Transit System within Gloucestershire’s Central Severn Vale, as expressed in Gloucestershire’s draft Industrial Strategy and help to inform land use planning decisions in emerging District Local Plans from a sustainable transport perspective.

**Summary of benefits/outcomes that will be delivered (Max 250 words)** *(Expanding on your summary, provide information on the tangible benefits or outcomes that would be delivered, leading to the growth of the Gloucestershire economy. These could address challenges or capitalise on opportunities, including those associated with improving productivity. List the expected benefits, estimated quantities and indicate the timescales).*

A multi modal transport model will enable a better understanding of future travel demand from growth in Gloucestershire, direct growth towards locations with high levels of sustainable transport accessibility, and provide a reliable tool to create a Full Business Case for a Mass Rapid Transit System in Gloucestershire.

**Benefits:**

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### Improved Land Use Planning

60,000 new homes and 300ha of employment land is Gloucestershire's growth ambition. Current local plans have identified approximately 25,276 homes and 88.8ha of employment land. The JCS and Stroud Local Plans are under review. The JCS review aims to provide 35,175 homes and 192ha of employment. 12,000 new homes and 52ha of employment land are proposed through Stroud's Local Plan Review. An up to date Highways model and a Multi-Modal Model will be needed to assess development impacts of future local plan growth and potential sustainable mitigation measures.

### Support Major Transport Schemes

A Multi-Modal Model will also be required to assess the likely demand for a Mass Rapid Transit system and give an indication of the system type best suited to Gloucestershire. This will provide evidence for Full Business Case development and increase the potential of Gloucestershire receiving future funding.

### **Outcome:**

An up to date transport model suite that includes a fully developed Multi-Modal Model. Following phase 2, a spread sheet model will be produced, that will allow some high level testing, before a full Multi Modal Model is available.

### **Timescales**

#### **2020:**

Phase 1 – Scoping, Initial data collection and gap analysis.

Phase 2a – Evidence base development and baselining.

Phase 2b – Requirement refining and model development plan.

Phase 2c – Spreadsheet Model development.

#### **2021/2022:**

Phase 2d – Additional data collection

Phase 3 – Model development and forecasting.

**Strategic Fit (Max 150 words)** *(Give the local, regional or national context for your project. Explain how it clearly aligns to the Strategic Economic Plan v2*

<https://www.gfirstlep.com/downloads/2018/sep-2-update2018v3.pdf>

*and complements the local District strategies and delivery plans*

The Gfirst LEP in their Local Industrial Strategy has stated the importance of a Mass Rapid Transit (MRT) system to serve the Gloucester and Cheltenham urban area. It has been identified as one of the key infrastructure requirements to provide a reliable, quick and clean alternative to the private car.

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The proposal for a MRT system was also picked up in the emerging revised Gloucestershire Local Transport Plan (2015 - 2041) and a Mass Transit solution to support modal shift is also identified as a medium to long-term regional transport priority in the Western Gateway's emerging Strategic Transport Plan.

A Multi-Modal Model will enable the development of a robust Full Business Case for a Mass Transit solution and help determine the likely demand for a MRT system and provide an indication as to what sort of MRT system should be progressed and help to model the benefits of sustainable travel and influence future infrastructure needs.

In addition it will inform the plan making process for the District Local Plans.

### **Evidence of need or demand (Max 150 words)** *(give details of the evidence you can reference that supports your case that there is a need or demand for this project)*

Currently there are high levels of congestion on key routes with limited scope for highway-based improvement solutions<sup>1</sup>. Further growth will worsen congestion beyond acceptable levels or risks blocking the delivery of economic growth and reducing Gloucestershire's productivity. Furthermore, Gloucestershire County Council and most of Gloucestershire's Districts have declared a climate emergency and the business as usual approach will not allow the authorities to meet their climate targets.

A Multi Modal Transport Model will enable an informed decision on future Land Use allocations, enabling suitable travel and ensure that the necessary sustainable infrastructure can be identified, assessed and targeted to the most appropriate locations so as to actively change travel behaviour and increase the mode share of sustainable methods of transport.

Furthermore, any major investment in public transport infrastructure will require a robust assessment tool to create a Business Case compliant with Government guidance. A Multi Modal Model would provide such a tool.

### **Summary of the project costs and any sources of funding:** *(Estimated total capital cost of the project, and (if available) list the main elements of the budget. Provide details of any potential or secured source(s) of funding and the likely shortfall.)*

The Multi-Modal Model development will consist of a number of phases, high level cost estimates are broken down as follows;

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<sup>1</sup> Travel in the CSV's urban area is dominated by the private motorcar with single occupancy car trips mode share an average of 69.1%. Bus mode share averaged at 7.3% despite the very high frequency of services in the urban areas. Bike mode share was only 4.8% on average across the Central Severn vales urban areas.

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Phase 1 – Light touch scoping = £10k  
 Phase 2 – Evidence base development and spreadsheet model: £100k. (Cost may include additional data collection. Please note that it is not possible to collect data at present, due to the Covid-19 related lock down. The Data collection element may therefore be moved into phase 3).  
 Phase 3 – Multi-Modal Model development using a revised SATURN base model 2020/21 = £400k

The total cost of developing the model is £510k, however £100k is already available for revising the SATURN base model.

The total funding being sought is £410k.

**Summary of the Revenue Investment(s) required** *(Explain how the project would be deliverable and sustainable by explaining the sources of revenue funding to support the likely cost needed to deliver the project following the capital investment)*

### **Project Status** *(select from one of the following, and provide brief explanation)*

Concept Stage *(very early stages, requires considerable development before it could be considered for funding)*

Outline Stage *(early stages, some detail clear but longer term aspiration which will need further development)*

Developed Stage *(clear project plan, deliverable, but seeking funds)*

The tasks for early phase model development have already been identified and set. The project will make use of existing data primarily and then will seek additional data based on a gap analysis. A project brief outlining the aims, objectives and outcomes has been drafted ready for submitted to an appropriate consultant.

Mobilising Stage *(project moving close to delivery, which still has some challenges to overcome)*

### **Project Status: key milestones** *(where applicable, provide brief notes on the current situation)*

Promoter identified

GCC is commissioning Atkins to complete the work as part of their professional services

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	agreement with the County.
Full Business case available	
Planning Status	
Land Assembly (potential requirement for CPO)	
Confirmed Funding Sources	
Design Detail Stage	
Earliest Potential Start Date	

**Key challenges/risks associated with Project** *(give brief indication of the main challenges or risks associated with the successful delivery of this project)*

Challenge / Risk	Potential Impact / mitigation
Funding shortfall	If funding is not available to develop a Multi-Modal Model it will impact significantly on GCC's ability to assess and inform land use planning decisions. Without sufficient funding there is a strong possibility that it will impact on the delivery of GCC's LTP ambitions to encourage mode shift to sustainable transport as well as GCC's ability to meet climate change targets.
Covid-19	While phases 1 and 2 of the project can be delivered without new data, the last phase of the project will require new traffic data collection. This will not be possible until traffic levels have returned to levels that can be considered representative of a long term trend.
Delayed Model delivery	This will impact on GCC's ability to manage long-term risk and network resilience as well as prevent GCC's ability to access/produce evidence to support future funding bids for major transport infrastructure schemes.
Lack of expert knowledge	Transport models are complex computer programmes that need a specific expertise to be built. At present it is proposed that the model would be built by Atkins, one of the largest transport planning consultants in the UK and experienced in delivering projects of this scale.

**Declaration by Applicant**

I certify to the best of my knowledge the information submitted on this form is true and correct.

Signed (on behalf of Promoter)



Date:-06/05/2020

Gloucestershire Economic Growth Joint Committee: Strategic Economic  
Development Fund (SEDF)

Name and title: Dave Simmons, Principle Transport Planner

Sent to: (Name of organisation / person )
Date submitted:

