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For the attention of Local Transport Planning Team

7<sup>th</sup> August 2021

Dear Sir or Madam,

### **Transport Integration in Gloucestershire**

I understand there is to be a “Build back better” consultation on improvements to bus services. Whilst Railfuture is concerned primarily with railways, we recognise that many rail passengers use buses to reach trains and we believe many more would use both modes of public transport instead of cars if bus/rail interchange were easier.

We do not wish to comment on the details of bus frequencies and routes but offer our suggestions on how the overall public transport journey can be made more attractive.

If anything in this letter requires clarification, please let me know.

Yours sincerely

Nigel Bray  
Railfuture  
Secretary, Severnside Branch.

## 1. General principles

Ideally there needs to be a seamless journey where two or more modes of transport are involved. In particular, the transfer between bus and train needs to be as easy as possible. Another important concern is that passengers do not want to miss their intended train because their bus has been caught in traffic queues. We see this as important as increasing the frequency of bus services or offering attractive bus fares.

Better management of road traffic, eg the provision of more bus lanes on main roads passing near to railway stations; and bus priority measures at busy road junctions, would probably do more to increase the attractiveness of public transport than just tweaking bus timetables.

Any policy for buses at national or local government level must not look at bus services in isolation from rail and use of road space.

## 2. Some specific interchange locations

2.1 The Gloucester Transport Hub is excellent apart from one respect. The bus station lacks any live information about train services. Nor does Gloucester railway station have any live information on bus services, as is the case at some major stations such as Bristol Parkway and Reading.

We welcome the plans to route bus services into the forecourt of Gloucester station. This is long overdue and should significantly reduce the need to cross Bruton Way or Metz Way to transfer between train and bus.

2.2 The recent improvements to the forecourt of Cheltenham station, including a spacious bus stop, additional staircase from Queen's Road and segregation of cycle and taxi parking, are also most welcome.

2.3 The bus stop outside the entrance to Moreton-in-Marsh station serves a number of routes which, although not frequent, offer easy physical interchange and create a mini transport hub and potential gateway to the North Cotswolds.

2.4 The only national rail station in the county with no regular bus services within a few minutes' walk appears to be Lydney. A bus service between the station and Coleford in particular is highly desirable in view of plans to close the hospitals at Lydney and Cinderford in favour of a new one at Coleford. Easier onward travel from Lydney by bus is also important because the Forest of Dean is a very significant centre of tourism.

If regular bus services to/from Lydney station are not considered viable, we suggest that demand responsive buses or a shared taxi scheme be investigated.

2.5 Reductions in recent years to bus services calling at Cam & Dursley station have resulted in no buses serving it after early evening or on Sundays. When MetroWest is extended to Gloucester, it is likely that the station will gain passengers and this might justify reinstatement of some bus services. Failing that, a demand responsive bus or shared taxi arrangement might be the most realistic solution to the problem of onward travel from the station in the later part of the evening and on Sundays.