

Technical Note

Project: Gloucestershire County Council Local Transport Plan

Subject: Consultation Report

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1. Introduction

Gloucestershire County Council has a statutory responsibility to have a transport plan and a legal obligation to review it periodically. The Local Transport Plan (LTP) is an overarching policy document that sets out the transport strategy for the county. The current LTP covers the period 2015 to 2031 and has been reviewed in 2019.

The LTP Review considered national, regional and county local priorities and policies that have changed during the plan period. The review strengthens the climate change agenda and reflects adopted Local Plans and their infrastructure requirements. It recognises the link between the newly introduced Local Cycling and Walking Infrastructure Plans (LCWIP), and looks towards a new time horizon, to 2041, to discuss future transport technologies and likely growth scenarios.

Following early engagement of key stakeholders, the public consultation on the revised Draft Local Transport Plan 2015 – 2041 ran from 16th of January until the 26th of March 2020. This report presents the response to the public consultation and sets out the changes that will be made as a result of the comments received.

2. Consultation Approach

2.1. Stage 1- Early engagement

The LTP review process commenced in the summer of 2018. Engagement with senior officers at the county and districts councils took place between the summer 2018 – October 2019. An internal officer workshop in September 2018 ensured that the key issues around spatial areas and transport modes were explored. Engagement with our core key stakeholders provided feedback on the emerging; key issues and opportunities, scheme and policy updates, the spatial strategies and futures chapter. Feedback from our wider key stakeholders provided comments to inform the emerging policy updates.

Key stakeholders in stage 1 early engagement included:

- GCC officers
- District Councils and neighbouring authority officers
- Transport operators
- Statutory bodies
- Protected characteristic groups
- Partnership boards
- Leadership Gloucestershire
- Interest groups

In addition to this early engagement, regular updates were given to senior leadership and Members, including:

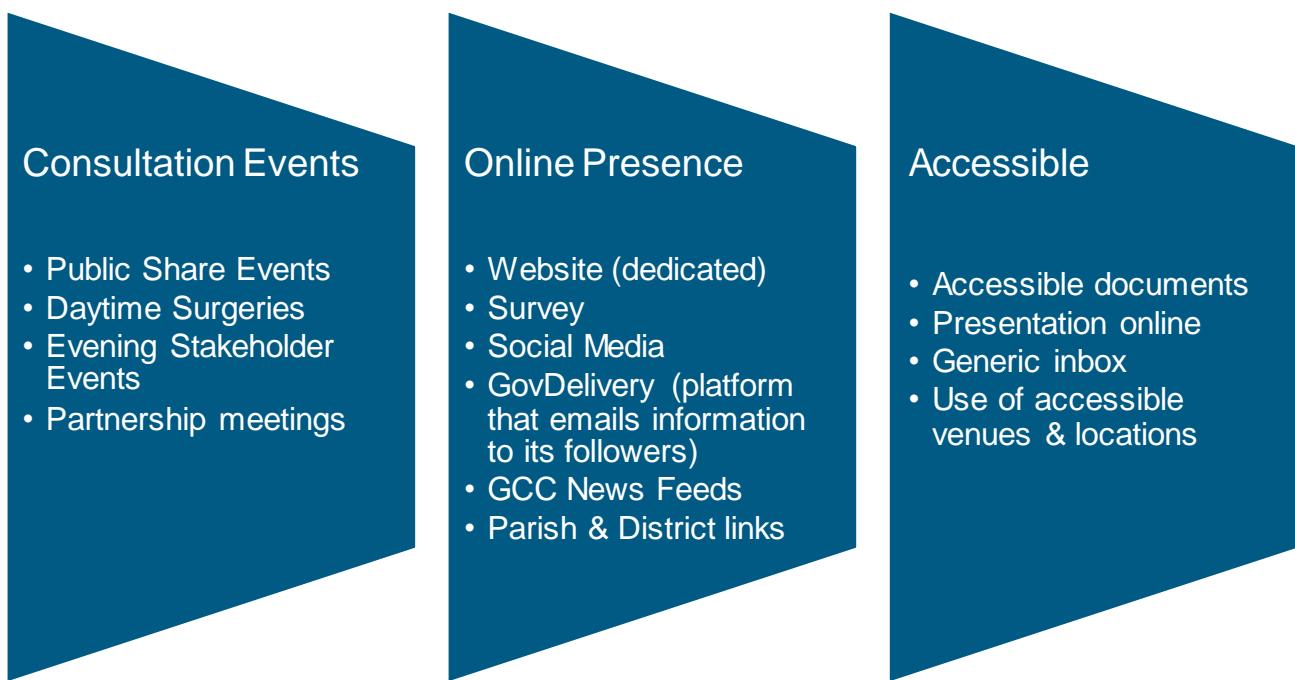
- GCC Cabinet Members
- Local Transport Plan Management Board
- Environment and Economic Growth Scrutiny
- Cabinet
- Department for Transport

In parallel to this early engagement, the Integrated Sustainability Assessment (ISA) Reporting provided recommendations on an iterative basis to ensure the sustainability of the emerging Draft LTP for consultation.

2.2. Stage 2- Public consultation

Stage 2 of the consultation process was a public consultation, which ran from 16th January to 26th March 2020. This was undertaken through a mixture of consultation events and through an online survey, publicised and made accessible as outlined below. Care was taken to ensure that all documents are easily available online and that all venues and locations are in accessible locations. Public consultation was both face to face and had an online presence, which overall reached over 23,000 stakeholders.

Figure 2-1 - Consultation Overview



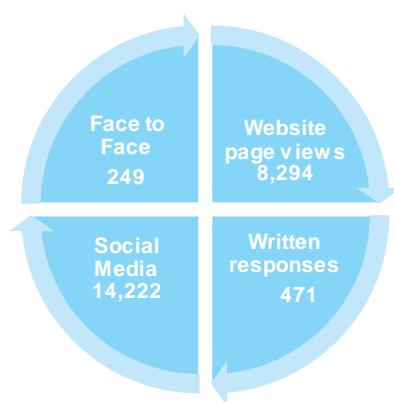
In total, 20 consultation events were held across the county, ensuring a good geographic spread to reach as many stakeholders as possible. The Appendix details the range of consultation events. One final event had to be cancelled due to the Covid-19 related lockdown, however, while regrettable, this did not affect the overall consultation response rate from this district, in comparison to other districts.

The next section presents the summary figures of the consultation responses.

3. Consultation Response Summary

3.1. Level of engagement

Across the public consultation period, up to **23,239** people engaged in the consultation through the following methods:



Not all visits to the website and social media interaction would have resulted in a consultation response, however the figures demonstrate that awareness of the consultation through these methods was high. The written responses category shown above includes questionnaires and emails received from stakeholders. The headline breakdown of 471 written responses received are listed in Table 3-1 which includes a widespread coverage of stakeholders, districts, statutory consultees, parishes, action groups, organisations, officers and individuals.

Table 3-1 Headline breakdown of written responses by group

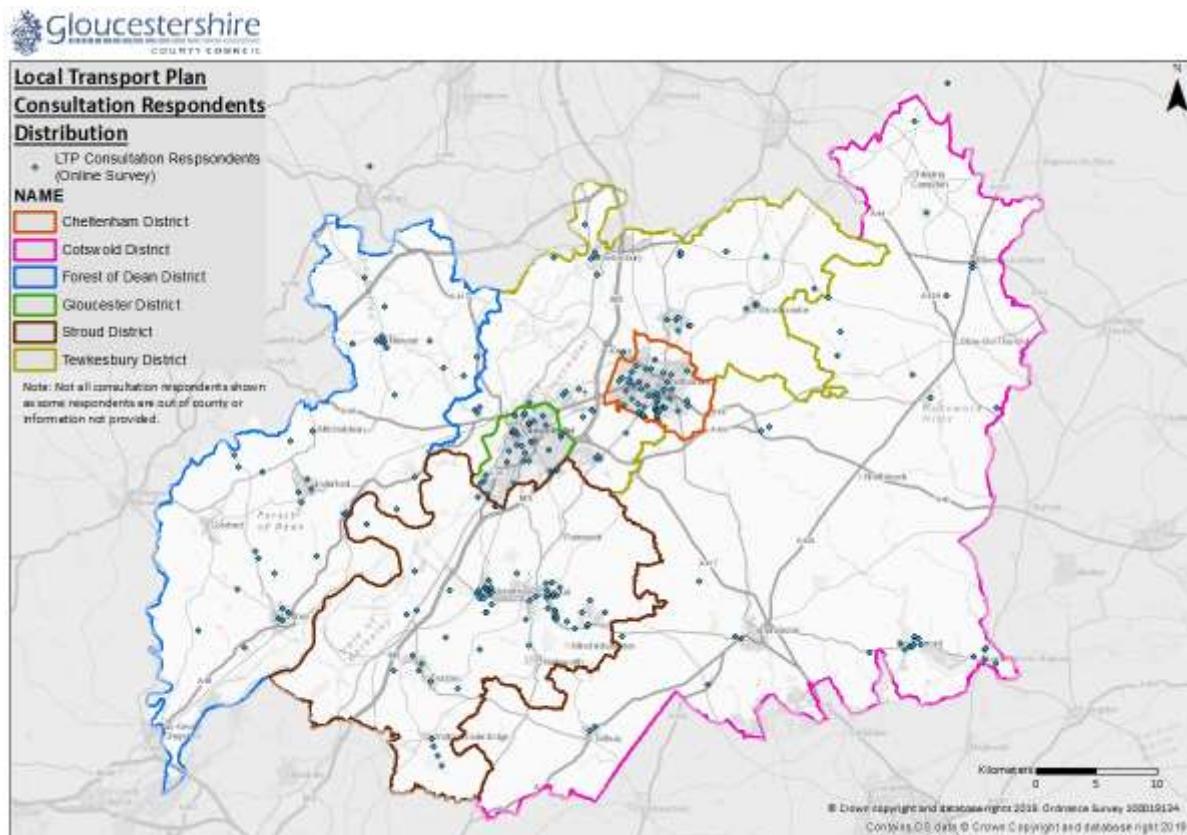
Group	Totals
District Councils, Neighbouring Authorities, Statutory Consultees	11
Parish & Town Councils	25
Action Groups	15
Organisations	14
Individuals	403
Internal	03

A detailed breakdown by group of stakeholders can be seen in the Appendix (A2).

3.2. Locations of survey respondents

Figure 3-1 presents the data of where survey respondents are located. This data was optional for survey participants, with 88% of respondents providing postcode details which have been plotted.

Figure 3-1 Map of survey respondents



The spread of respondents across the county shows Stroud District (22%) are where most respondents are from, followed by Forest of Dean (18%); Cheltenham (14%); Tewkesbury (13%); Cotswold (12%); and Gloucester (9%). A further 2% were respondents from out-of-county and the remaining 10% represent respondents with no postcode data.

3.3. Demographics

Demographic data was collected as part of the online survey and it was optional, therefore not all consultation responses provided it. Table 3-2 presents the demographic data by percentage.

Table 3-2 Demographic Breakdown (based on online questionnaire submission only)

Gender	
Male	47.63%
Female	43.79%
Preferred not to state	8.28%
Age	
Aged 16-24yrs	7.98%
Aged 25-29yrs	3.55%

Aged 30-34yrs	4.14%
Aged 35-39yrs	4.73%
Aged 40-44yrs	4.73%
Aged 45-49yrs	9.47%
Aged 50-54yrs	11.54%
Aged 55-59yrs	7.99%
Aged 60-64yrs	13.91%
Aged 65yrs+	11.54%
Preferred not to state	9.76%

Disability

Disability – yes	12.72%
Disability – no	76.92%
Preferred not to say	9.47%

Ethnicity

Ethnicity – white	88.17%
Ethnicity – other	0.30%
Preferred not to say	10.95%

The percentage of respondents that reported to have a disability is slightly lower than the 16.7% of all Gloucestershire residents. GCC has been in contact with the Physical Disability & Sensory Impairment Partnership Board at the early engagement stage to ensure that disabled groups views were represented.

The Due Regard Statement relating to the LTP consultation can be found at this link:

<https://glosteext.goucestershire.gov.uk/documents/b16343/Due%20Regard%20Statement%20Friday%2020-Dec-2019%2010.00%20Cabinet.pdf?T=9>

The following section sets out a summary of the consultation responses, with full details in section 5.

4. You Said: Consultation Response Highlights

4.1. Consultation - methodology of analysis

4.1.1. Stage 1 – Early Engagement

During stage 1 early engagement with key stakeholders through meetings, workshops and email correspondence, this provided the feedback on the emerging draft LTP, the scheme and policy updates, the spatial strategies (Connecting Places Strategies) and the new future's chapter, "shaping the way to 2041". Stage 1 included a formal governance process of approval through Lead Cabinet Members, Scrutiny and Cabinet to go out to consultation. Stage 1 feedback was incorporated into the draft LTP for public consultation.

4.1.2. Stage 2 – Public Consultation

Stage 2, the public consultation asked members of the public to provide their views on the revised draft LTP. This included; the full revised draft Local Transport Plan (LTP), annexes with tracked changes to policies and the supporting documents, the Integrated Sustainability Appraisal and the draft Habitats Regulations Assessment, all of which were made available online.

The LTP questionnaire invited both qualitative (open comments) and quantitative (closed questions) relating to 'transport and you' which gave stakeholders the opportunity to rank high to low impact on; how transport affects them, and what would encourage them to reduce transport related carbon emissions. Open questions gave stakeholders the opportunity to comment on the draft LTP updates: the LTP vision and objectives, expected outcomes, policies, scheme and target updates, reviewed spatial strategies to 2031 and the strategic vision to 2041.

Feedback from the stage 2 public consultation is presented in graphs for the quantitative data, giving the results of the 'transport and you' closed questions. Open feedback received was analysed and themed to identify key trends in the qualitative data gathered. The theming of comments resulted in a three stage approach to ensure feedback was accurately captured. Firstly, the comments and feedback were broadly divided into headline categories to identify general themes in the initial analysis:

- Connectivity
- Environment
- Delivery

Further analysis was then carried out to identify sub-categories and key themes, to get to the heart of the comments. The sub-categories and key themes are not directly linked to the initial analysis, as comments that were categorised under different categories (connectivity, environment, delivery) may then be analysed to fall into the same sub-category.

For example, a comment about supporting segregated cycle infrastructure – may have been analysed initially as 'connectivity' and a comment about enabling cycling to reduce carbon emissions may be analysed initially as 'environment'. Both could be sub-categorised as 'cycle improvements' and key theme as 'segregated cycle routes'.

The initial analysis that generated the three categories above is not a hierarchy for the following sub-categories. Comments themed into any of the three of the initial analysis categories could go into any of the sub-categories - there is not a direct flow from one initial analysis category into a specific sub-category. However, the sub-

categories are the upper layer of analysis for the detailed key themes and are therefore in a hierarchy. Figure 4-1 sets this out.

Figure 4-1 Theming of open comments

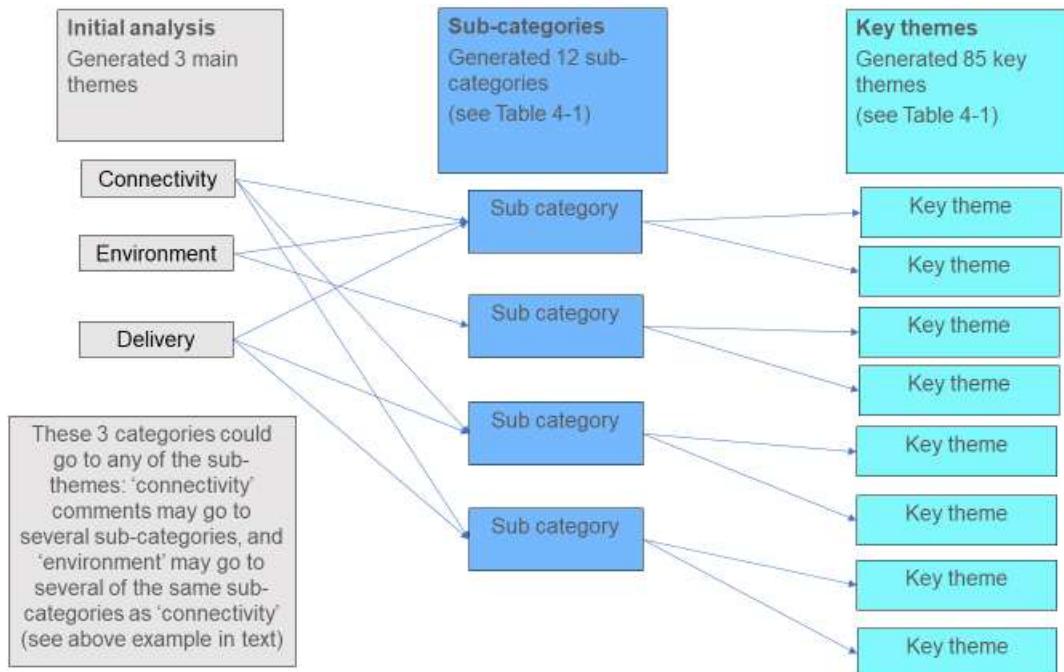


Table 4-1 presents the themes identified as sub-categories and the linked key themes.

Table 4-1 Sub-categories and their related key theme

Sub-categories	Key themes															
Climate Change/ Environment	More Ambitious	Carbon Neutral/ Decarbonising Transport	EV- vehicles/ EVCP	Adaptation & Resilience	Modal Shift/ Active Travel	Reduce Travel Demand & Agile Working	Air Quality & Air Pollution/ AQMAs	Green/ Blue Infrastructure	Noise Pollution	Building with Nature & Biodiversity Net Gain (Natural Capital)	HRA & ISA	Landscape/ Townscape / AONB	General comment on climate change /environment			
Connecting Places Strategy	Challenges/Opportunities		Strategic Vision	General comment on Connected Places Strategy												
Cycle Improvements	Segregated Cycle Routes & Multi-user Tracks	Safer Cycle Routes & Cycle Priority	Shared Use Concern	Cycle Network/ Cycle Infrastructure	E-Bikes & Bike Hire	Active Travel Routes with GI	Horse Riders	General comment on cycle improvements								
Freight	HGV volume & HGV speed /Highway Improvements	Freight Gateway /Lorry Watch /HGV Enforcement	Inappropriate routes & Advisory Freight Route Map	HGV Movements/Distribution Hubs including parcel lockers/ Last Mile Deliveries (Carbon Neutral)			Rail/Water Freight	General comment relating to freight								
Highway Improvements	Speed limits	Highway Condition		Congestion / Highway capacity improvements	Parking & Disabled	Road Works & Intelligent Traffic Controls/ Modelling	P R O W	Flooding	General comment relating to highway improvement							
LTP Delivery /Schemes	Targets/Monitoring /Delivery		Funding	Timescale	Public Transport / Rail	Cycle / Walk	Freight / Highway	Design Principles	Climate Change	Scheme Prioritisation Process / Countywide Schemes	General comment on LTP delivery/ schemes					
LTP Vision/Objectives (including Modal Shift)	Thinktravel / Behaviour Change		Data Apps	Vulnerable Users	Active Travel	More Ambitious	Modal Shift	Climate Change Ambition	Overarching Strategy	General comment on LTP vision/ objectives (inc. modal shift)						

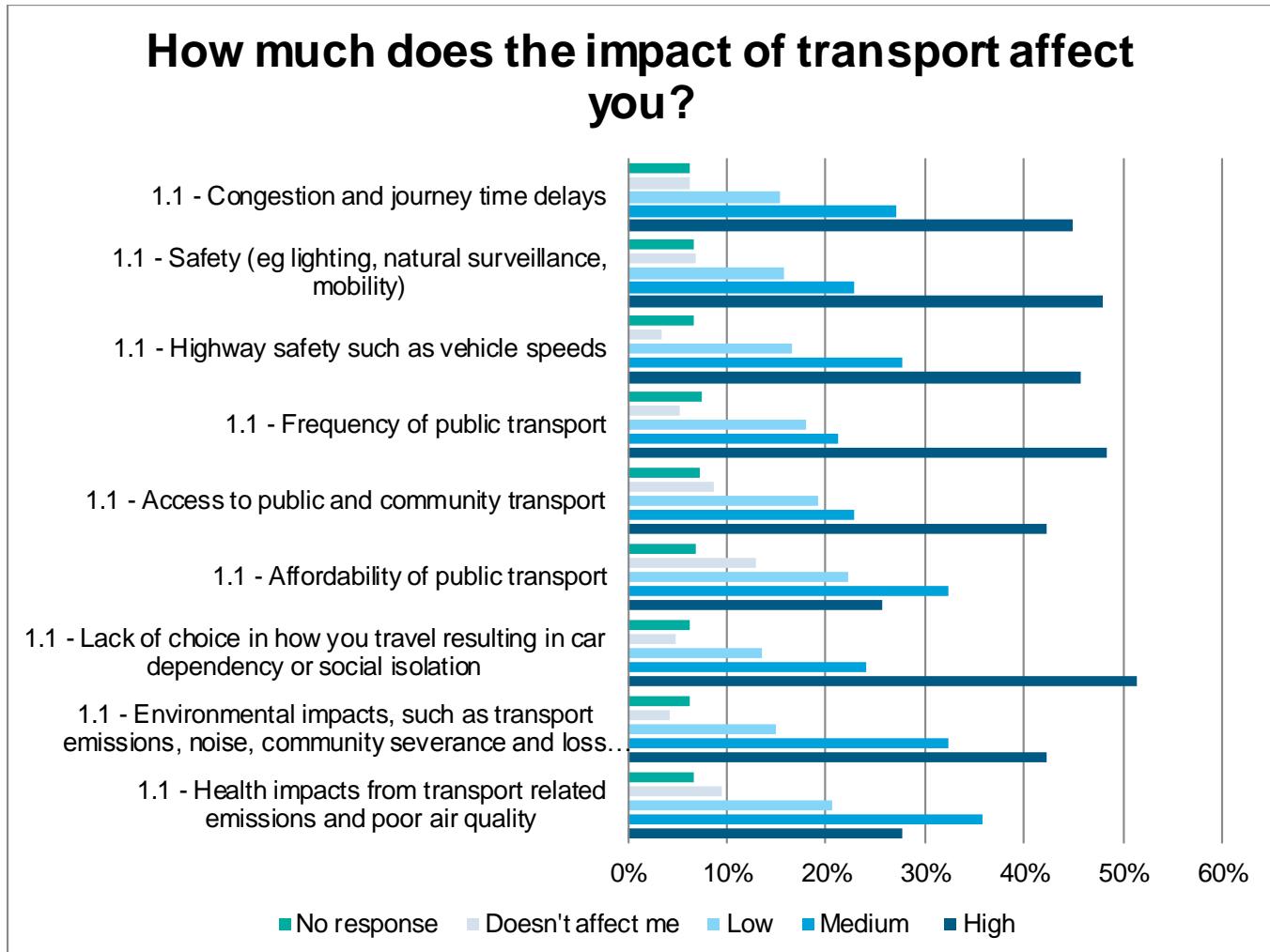
Document specific	General comments on the document	Recreational Tourism	Map	Policy specific updates					
Pedestrian Improvements	Pavements condition	Lighting	Shared Use Concern	Inclusive design & permeability	Safer Streets	Pedestrian priority/ Mobility	General comment on pedestrian improvements		
Public Transport Improvements (including Transport Interchange Hubs)	Lack of bus services/ frequency & Cross-Boundary	Rural Connectivity including Rural Community Transport/ DRT & Cross Boundary	Affordability/ Access to Services & Social Isolation	Bus Priority/ Bus Lanes/ Transport Corridors	Bus Information / Integration	Commuter/ Direct Services & Bus Route & ticketing	Transport Interchange Hubs / Rail Interchange	General comment on public transport improvements	
Rail Improvements	Rail infrastructure	Rail services	New station / Station Facilities Improved	MetroWest	Ticketing	Integration	General comment on rail improvements		
Shaping the Way to 2041	Sustainable Growth/Area	Time horizon	Mass Transit	3rd Severn Crossing	Horizon Scanning	General comment on Shaping the Way to 2041			

4.2. Consultation responses-headlines

4.2.1. Closed questions

Of the 471 consultation responses, 337 completed the closed questions in the questionnaire (71%). The question '**How much does the impact of transport affect you?**' presented a number of ways in which transport can affect daily lives and gave respondents the option to rate the impact by selecting that it doesn't affect me, low impact, medium impact or high impact. Figure 4-2 presents the results.

Figure 4-2 How much does the impact of transport affect you?



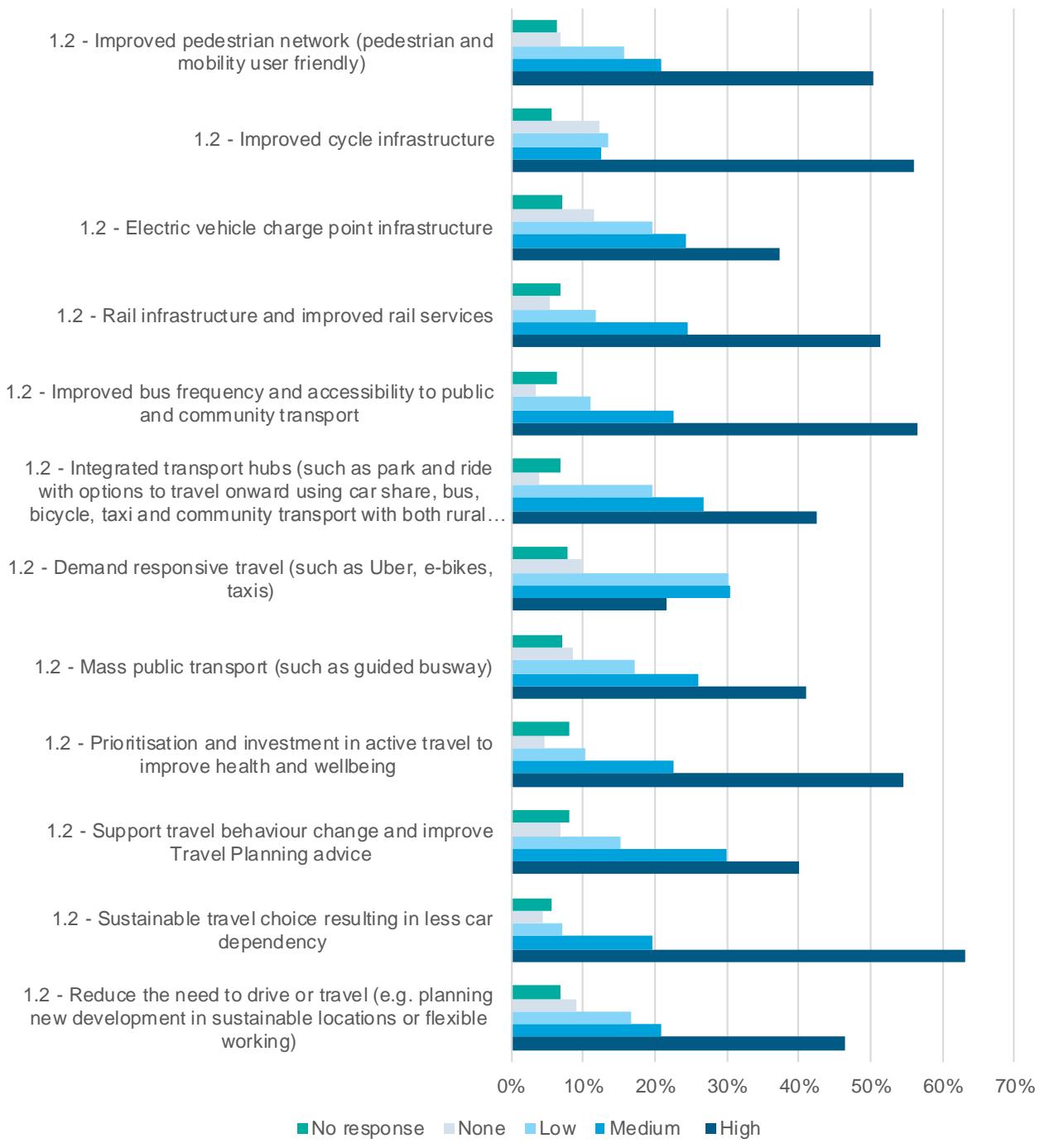
The option that had the highest impact responses was:

- 51%, lack of choice in how you travel, resulting in car dependency or social isolation, followed by;
- Safety (eg lighting, natural surveillance, mobility) (50%);
- Frequency of public transport (49%);
- Highway safety such as vehicle speeds (48%); and
- Congestion and journey time delays (47%).

Secondly, the survey asked, '**In light of the Council's commitment to be a carbon neutral county by 2050, would the following encourage your household/business to reduce transport related carbon emissions?**' Again, various measures were presented, giving respondents the option to rate the measures by selecting no impact, low impact, medium impact or high impact. Figure 4-3 presents the results.

Figure 4-3 In light of the Council's commitment to be a carbon neutral county by 2050, would the following encourage your household/business to reduce transport related carbon emissions?

In light of the Council's commitment to be a carbon neutral county by 2050, would the following encourage your household/business to reduce transport related carbon emissions?



The option that had the highest impact responses was:

- Sustainable travel choice, resulting in less car dependency (63%) followed by;
- Improved bus frequency and accessibility to public and community transport (57%);

- Improved cycle infrastructure (56%);
- Prioritisation and investment in active travel to improve health and wellbeing (55%);
- Rail infrastructure and improved rail services (51%); and
- Improved pedestrian network (pedestrian and mobility user friendly) (50%).

4.2.2. Open Feedback

Open feedback was through comments received as written responses within the online survey, through emails and letters. Of the total 471 consultation responses received, 455 provided open comments (97%). Feedback was with regards to the proposed updates to the vision, objectives, policy changes, spatial and mode strategy updates, scheme priorities and target updates set out the draft LTP.

The open-ended questions of the survey and the comments and feedback received through other methods were analysed together, as outlined in section 4.1. This section provides the highlights of the consultation responses. The details, including how each group responded, are in section 5.

4.2.2.1. Initial analysis response summary

Initial analysis

Generated 3 main themes

Of all the themed comments (1,340 in total), the initial analysis of the responses revealed that the three initial categories generated the following results for all stakeholder groups:

- Connectivity: 64%
- Environment: 14%
- Delivery: 14%
- Non-categorised comments: 8%

As clarified in section 4.1 the comments in these 3 categories could then be linked to any of the sub-themes: ‘connectivity’ comments may go to several sub-categories, and ‘environment’ may go to several of the same sub-categories as ‘connectivity’.

4.2.2.2. Sub-categories response summary

Sub-categories

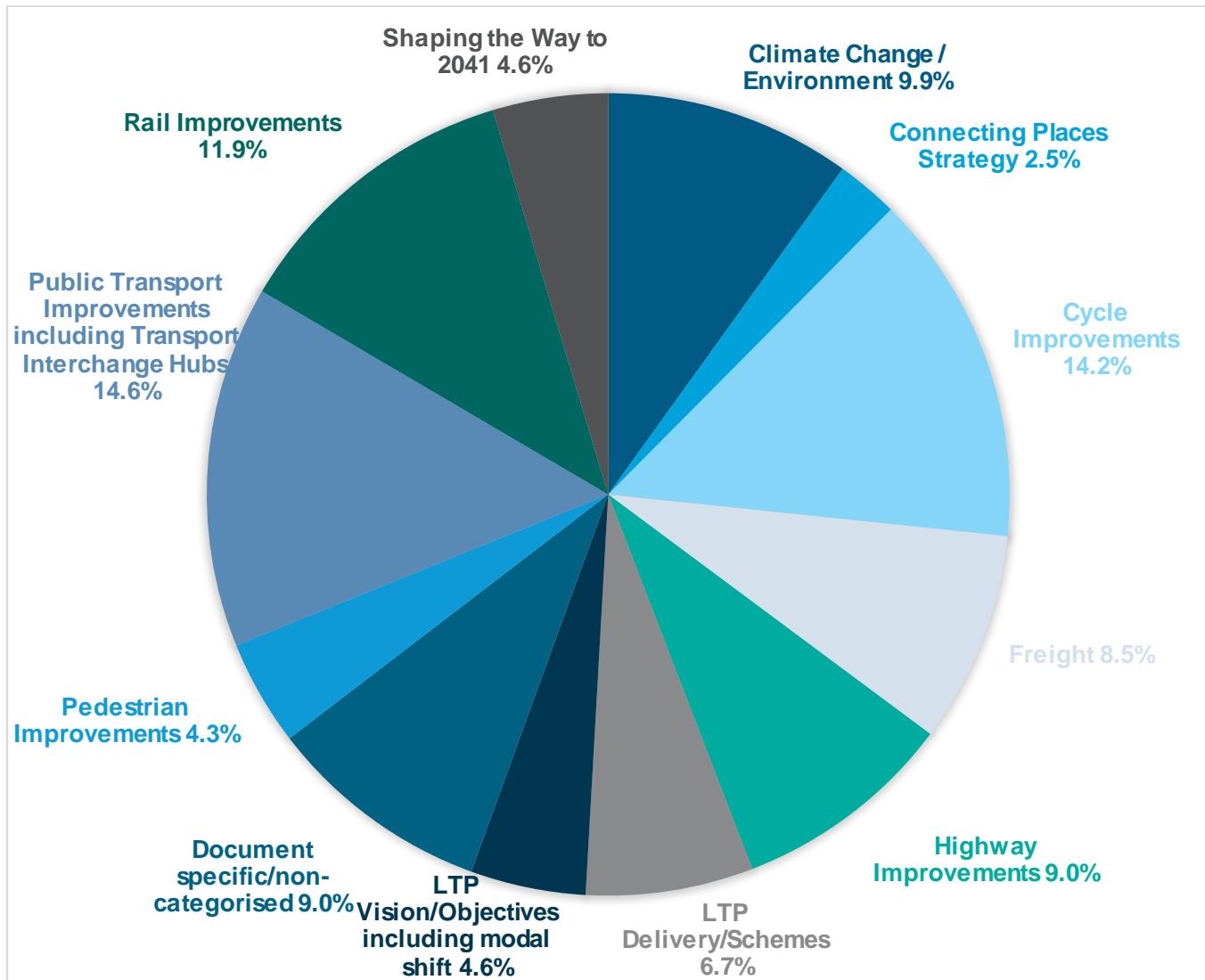
Generated 12 sub-categories

Of all the 1,340 themed comments, the largest proportion were grouped into the **Public Transport Improvements sub-category (14.6%)** followed by:

- Cycle Improvements (14.2%)
- Rail Improvements (11.9%)
- Climate Change/Environment (9.9%)
- Document specific (9.0%)

Figure 4-4 presents the number of comments broken down by sub-category.

Figure 4-4 All comments by sub-category



4.2.2.3. Key themes response summary

Key themes

Generated 85 key themes

Of all the 1,340 themed comments from the consultation responses, the percentage of comments for each key theme is set out in Table 4-2. Numbers appear low, but this is because they are of the 1,340 comments overall and the fact that there are 85 key themes to fully capture the detail of the comments.

Table 4-2 Number of all comments by key theme

Sub-category (number of responses received)	Key Themes (10 or more responses received)
Climate Change/Environment (133)	More ambitious (26)
	Carbon neutral/Decarbonising transport (31)
	EV/EVCP (27)
	Mode Shift/Active Travel (11)
Connecting Places Strategy (34)	General comment on Connected Places Strategy (34)
Cycle Improvements (190)	Segregated Cycle Routes & Multi-User Tracks (60)
	Safer Cycle Routes & Cycle Priority and LCWIP (46)
	Cycle Network/ Cycle Infrastructure (66)
Freight (114 comments)	HGV volume & HGV speed /Highway Improvement (16)
	Freight Gateway/Lorry Watch/HGV Enforcement (10)
	Inappropriate routes & Advisory Freight Route Map (33)
	Distribution Hubs including parcel lockers/HGV Movement/Last Mile Deliveries – Carbon Neutral, H & S (32)
	Rail/Water Freight (20)
Highway Improvements (120)	Highway Condition (34)
	Congestion / Highway capacity improvements (30)
	Parking & Disabled (19)
	Flooding (12)
LTP Delivery/Schemes (90)	Targets/Monitoring/Delivery (30)
	Funding (47)
	Scheme Prioritisation Process / Countywide Schemes (14)
LTP Vision/Objectives including modal shift (62)	Thinktravel/Behaviour change (15)
	More ambitious (19)
	General comment on LTP vision/objectives including modal shift (10)
Document specific/non-categorised (121)	General comment on the document (53)
	Policy specific updates (60)
Pedestrian Improvements (57)	Inclusive Design & Permeability (16)
	Safer Streets (12)
	Pedestrian priority/Mobility (17)
Public Transport Improvements including Transport Interchange Hubs (195)	Lack of bus services/frequency & Cross-Boundary (37)
	Rural Community Transport/DRT & Cross Boundary/Rural Connectivity (46)
	Affordability/Access to Services & Social Isolation (40)
	Bus Priority/Bus Lanes/Transport Corridors (10)
	Bus Information / Integration (12)
	Transport Interchange Hubs/Rail interchange (30)
	General comment on public transport improvements including Transport Interchange Hubs (13)
Rail Improvements (159)	Rail infrastructure (30)
	Rail services (34)
	New station / Station Facilities Improved (64)
	Integration (24)
Shaping the Way to 2041 (62)	Sustainable Growth/Area (27)
	Mass Transit (10)

As already presented, the highest commented sub-categories were public transport improvements, cycle improvements and rail improvements and the highest commented key themes relate to these sub-categories, providing more detail on the types of improvements people want to see.

In terms of public transport improvements, many comments relate to the lack of rural and cross boundary connectivity, as well as affordability, access to services and isolation. This reflects to the closed questions that lack of travel choice resulting in social isolation and car dependency has the highest impact on people in the county.

For cycle improvements, our stakeholders have expressed the need for segregated and safer cycle network. There has been a particular focus on multi-user tracks, however, we should caveat this by the fact that stakeholder support from action groups and their supporters has influenced the number of responses. Despite this, comments from all stakeholders demonstrate a 12.84% agreement in favour of improvements to support and encourage cycling.

Rail improvements generated 152 responses, new rail stations made up a substantial number of these, the majority of which were specific to a new station south of Gloucester. There were also comments relating to re-opening of stations, this is likely to be prompted following government's announcement of the railways reopening fund. However, these comments do not distract from stakeholder feedback relating to rail service, station facilities and integration improvements, all important issues that need addressing to encourage modal shift towards rail.

Climate Change Environment was one of the higher commented sub-categories and breaking this down into key themes reveals that the greatest concerns are to decarbonise transport and become more ambitious to achieve climate emergency targets through the provision of clean fuels (EV charging infrastructure) and mode shift. This reflects the closed question which highlighted that most respondents think that having a sustainable travel choice, leading to less car dependency will have the greatest impact on meeting carbon emission targets.

Highway condition and improvements remain issues of concern for stakeholders. The high number of comments relating to support for active and sustainable transport improvements is encouraging and demonstrates that there is a willingness for modal shift to overcome these issues, if the infrastructure is improved. Freight issues generated considerable feedback overall (8.5%), these concerned comments were concentrated in particular parts of the Cotswolds and the northern areas of the Forest of Dean districts.

Many comments related specifically to the LTP document itself, reflecting one of the higher commented sub-categories document specific. Stakeholders would prefer to read a summary document. We are responding to this request and will produce a summary which references back to the full LTP document for the detail.

4.3. Summary of headlines

The closed questions highlighted that the lack of choice in travel, resulting in car dependency or social isolation had the highest impact on how transport affects people most, followed by safety, frequency of public transport and congestion. Additionally, the closed questions showed that sustainable travel choice, resulting in less car dependency was the highest influential measure to encourage a reduction in carbon emissions, followed by improvements to active and sustainable transport services and infrastructure.

Closed questions results showed that lack of travel choice, safety including mobility issues and frequency of public transport are the main concerns and measures to enable a shift towards sustainable modes can overcome these issues and encourage a reduction in carbon emissions and social isolation. This is backed up with evidence from the qualitative results of the open comments.

The initial analysis from the open feedback showed the majority of comments related to connectivity. On more detailed analysis of the results; most comments were related to improving sustainable modes, including public transport, rail and cycling. Many comments also related to being more ambitious in encouraging modal shift, which can reduce congestion and meet climate emergency targets. Within the key themes, when drilling down into the detail, most comments related to specific improvements to cycling and rail, along with comments on policy and funding.

Section 5 provides more detail on the consultation analysis including breakdown of comments by group.

5. Survey Feedback

5.1. Closed survey questions

As presented in section 4.2.1 the question ‘**How much does the impact of transport affect you?**’ generated the following responses reported to have the highest impact:

- Lack of travel choice resulting in car dependency or social isolation (51%);
- Frequency of public transport (48%); and
- Safety, in terms of lighting/natural surveillance (48%) and vehicle speeds (46%).

The question ‘**In light of the Council’s commitment to be a carbon neutral county by 2050, would the following encourage your household/business to reduce transport related carbon emissions?**’ generated the following most frequent responses:

- Sustainable travel choice, resulting in less car dependency (63%);
- Improved public transport (57%); and
- Prioritisation of active travel modes (55%)

5.2. Open feedback from surveys and other methods

As mentioned in section 4.1 open comments from all methods were analysed and themed to identify key trends in the qualitative data. The theming of comments has resulted in a three-stage approach to ensure all details were accurately captured.

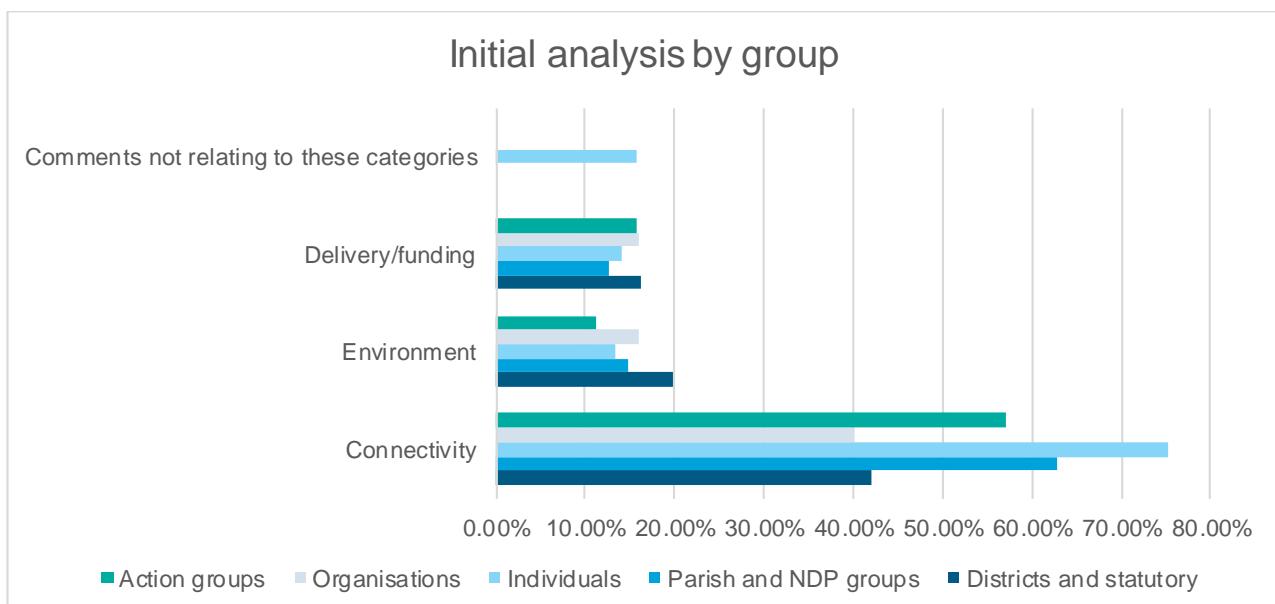
5.3. Initial analysis by stakeholder group

Initial analysis

Generated 3 main themes

The three main themes are; connectivity, environment and delivery. Figure 5-1 presents the data of the responses by stakeholder group in the three main themes generated in the initial analysis. The full detail can be found in Appendix (A3.1).

Figure 5-1 Initial analysis of comments by stakeholder group



Connectivity is the theme that all stakeholder groups commented on the most, ranging from 75% from individuals to 40% from organisations. This follows the findings from the closed questions of the surveys that revealed that most people feel there is a lack of choice of transport options across the county and would like to see improvements that result in less reliance on private cars. Breaking this information down into greater detail, the analysis of the sub-categories themes is presented below.

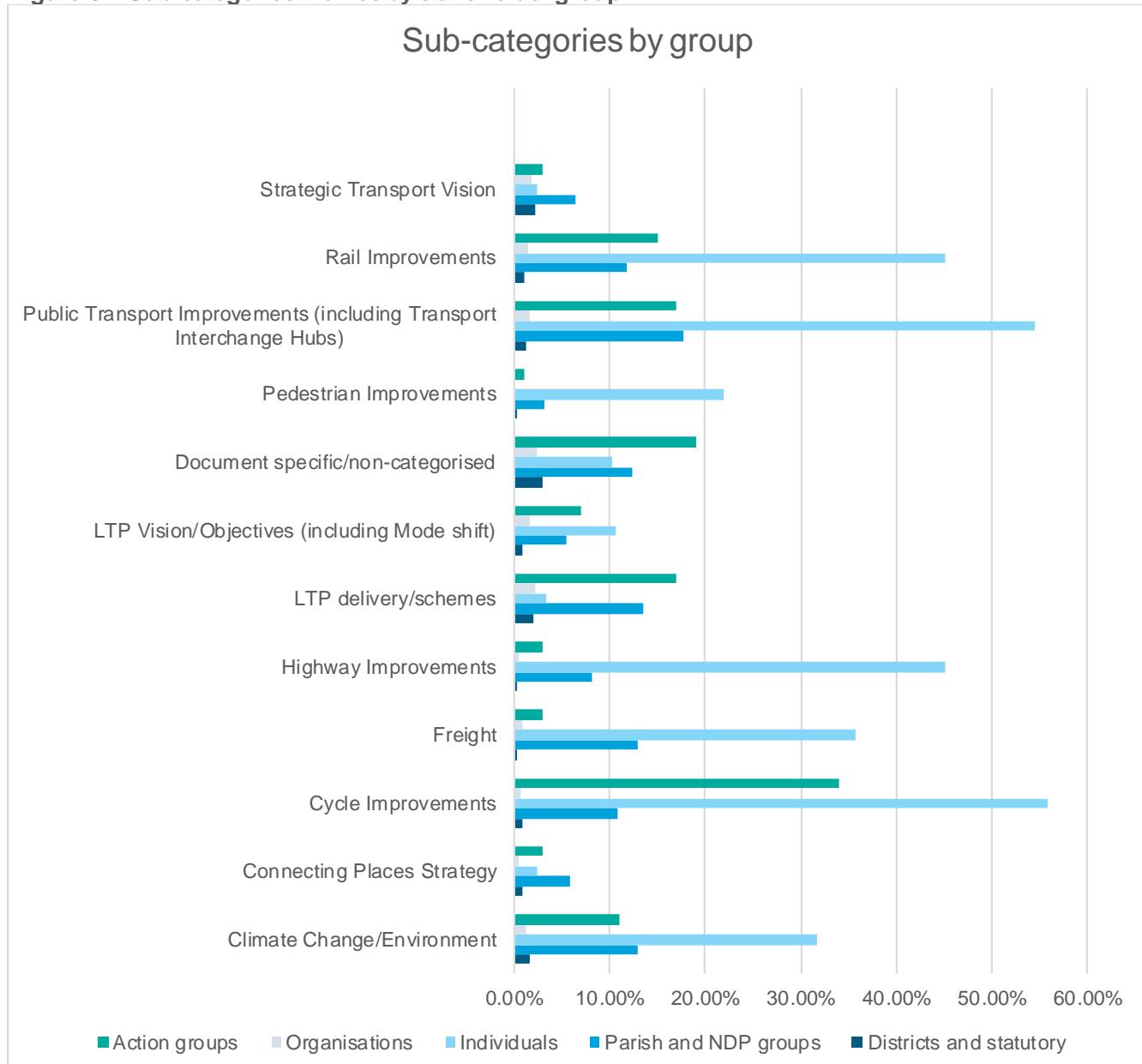
5.4. Sub-categories by stakeholder groups

Sub-categories

Generated 12 sub-categories

Figure 5-2 presents the data of the responses by stakeholder group in the 12 sub-categories. The full details can be found in Appendix (A3.2).

Figure 5-2 Sub-categories themes by stakeholder group



Districts and statutory commented mostly on the following sub-categories:

Document specific/non-categorised (21.5%), Strategic Transport Vision (15.5%), LTP delivery/schemes (13.9%) Public Transport Improvements (including Transport Interchange Hubs) (9.14%). These groups cover a fairly strategic role in policy input and therefore have provided comments on the policies contained within the document itself. Outside of this, comments on public transport improvements are high, suggesting recognition of limited connectivity by sustainable modes across the county.

Parish and NDP groups commented mostly on the following sub-categories:

Public Transport Improvements (including Transport Interchange Hubs) (15.3%), LTP delivery/schemes (11.6%) Climate Change/Environment (11.1%) Freight (11.1%). These groups represent smaller, more localised members of the population and therefore are closer to some of the mode or location specific issues, such as requiring improvements to public transport. Climate change and environment are concerns in these groups, who may the effects of these locally, such as through local congestion and air quality issues.

Organisations commented mostly on the following sub-categories:

Document specific/non-categorised (17%), LTP delivery/schemes (15%), Strategic Transport Vision (13%) Public Transport Improvements (including Transport Interchange Hubs) (11%) LTP Vision/Objectives (including Mode shift) (11%). Like districts and statutory, these groups are likely to play a more strategic role in policy input and have focused comments on the document itself. Again, public transport improvements also feature highly in this group, perhaps recognising the limitations of access by sustainable modes across the county.

Action groups commented mostly on the following sub-categories:

Cycle Improvements (25.5%), Document specific/non-categorised (14.2%), LTP delivery/schemes (12.7%), Public Transport Improvements (including Transport Interchange Hubs) (12.7%), Rail Improvements (11.2%). Cycle improvements stand out as the most commented sub-category by this group, which is understandable given that 5 of the 15 action groups that responded are directly related to cycling. Public transport and rail improvements also feature highly, following the trend that improvements to sustainable transport are sought after by many.

Individuals commented mostly on the following sub-categories:

Cycle Improvements (17%), Public Transport Improvements (including Transport Interchange Hubs) (16.5%), Rail Improvements (13.7%), Highway Improvements (13.7%), Freight (10.9%). In comparison to strategic groups such as district councils, statutory bodies or organisations, individuals have commented mostly on mode specific issues, focussing on improvements to cycling, public transport and rail. Highway improvements and freight feature highly also, suggesting insight on local issues and reflecting the fact that congestion is deemed a concern for many from the closed questioning.

5.5. Key themes by stakeholder group

Key themes

Generated 85 key themes

Breaking this information down into even greater detail, further analysis created 85 key themes arising from the sub-categories. The full list of the key themes and the number of responses by stakeholder group is presented in the Appendix (A3.3). However, Figure 5-3 presents the top five key themes by group. Some key themes had the same number of responses by stakeholder group and where this occurred these are included as joint entries.

Figure 5-3 Top 5 key themes by stakeholder group

District councils and statutory bodies	Parish councils and NDP groups	Individuals	Organisations	Action groups
<ul style="list-style-type: none"> • 1. Specific policy updates • 2. Sustainable Growth/Area • 3. Funding • 3. General comment on Connected Places Strategy • 4. Scheme Prioritisation Process / Countywide Schemes • 5. Document • 5. General comment on document specific/non-categorised • 5. Targets/ Monitoring/ Delivery • 5. Rural Community Transport/DRT & Cross Boundary/Rural connectivity 	<ul style="list-style-type: none"> • 1. General comment on document specific/non-categorised • 2. General comment on Connected Places Strategy • 3. EV/EVCP • 3. Funding • 4. Rural Community Transport/DRT & Cross Boundary/Rural connectivity • 5. Lack of bus services/frequency & Cross-Boundary • 5. New station / Station Facilities Improved • 5. Sustainable Growth/Area 	<ul style="list-style-type: none"> • 1. Cycle Network/ Cycle Infrastructure • 2. New station / Station Facilities Improved • 3. Safer Cycle Routes & Cycle Priority (and LCWIP) • 4. Affordability/ Access to Services & Social Isolation • 5. Highway Condition Poor 	<ul style="list-style-type: none"> • 1 Specific policy updates • 2. Funding • 3. Sustainable Growth/Area • 4. Carbon neutral /decarbonising • 4. Rural Community Transport/DRT & Cross Boundary/Rural connectivity • 4. General comment on the document • 5. General comment on LTP vision/objectives (inc. mode shift) 	<ul style="list-style-type: none"> • 1. Segregated Cycle Routes & Multi-user Tracks • 2. Specific policy updates • 3. More ambitious • 4. Funding • 4. New station / Station Facilities Improved • 5. Lack of bus services/frequency & Cross-Boundary

Districts and statutory

Mirroring the analysis of the sub-categories, the detailed breakdown of comments into key themes relating to the LTP policies and the document itself, reflect that this group covers a fairly strategic role in policy input. Outside of this and following on from the sub-category of public transport improvements, rural and cross boundary connectivity are key, which as mentioned before suggests a recognition of limited connectivity by sustainable modes across the county.

Parish and NDP groups

Drilling down into the detail of the responses received; most related to comments on the document and in the Connected Places Strategy. Demonstrating that these groups represent smaller, more localised members of the population and therefore are closer to some of the mode or location specific issues. Lack of public transport connectivity and frequency, the requirement for improved rail services and facilities, and EV charging infrastructure support the suggestion that local groups are concerned about the lack of availability of sustainable and clean modes of travel to reduce the impact on the environment.

Individuals

The sub-category analysis revealed that individuals want to see improvements to sustainable modes and looking at the highest commented key themes demonstrates that a complete and safe cycle network, improved rail services and facilities and access to affordable public transport are the specific requirements. In addition, many comments relate to the condition of the highway, again suggesting insight on local issues that are most concerning about daily travel.

Organisations

Similar to districts and statutory, these groups are likely to play a more strategic role in policy input and have focused comments on the document itself, particularly the strategic elements of the vision and objectives, funding and growth areas. Rural and cross boundary connectivity are key concerns as is decarbonising transport, which can be achieved through improved connectivity by sustainable modes.

Action groups

The key theme of segregated cycle routes / multi user tracks is most commented, suggesting that there is a wider discussion to be had on most appropriate locations for segregation and shared use. Comments on the LTP document around funding and its ambition are also highly commented. Following from the analysis of the sub-categories, lack of/frequency of bus services and new rail stations and improved facilities are most common issues.

5.6. Summary of feedback

The key points from the analysis of responses from all stakeholder groups collectively, demonstrates that the quantitative closed questions highlighted the lack of choice in travel, resulting in car dependency or social isolation had the highest impact on how transport affects people most, followed by safety, frequency of public transport and congestion.

Sustainable travel choice, resulting in less car dependency showed the highest influential measure to encourage a reduction in carbon emissions, followed by improvements to active and sustainable transport services and infrastructure.

The closed question results showed that lack of travel choice safety and mobility issues, and frequency of public transport are the main concerns and measures to enable a shift towards sustainable modes will overcome these issues and encourage a reduction in carbon emissions. This was backed up with evidence from the qualitative results of the open comments, which were broken down by stakeholder group in this section.

Overwhelmingly, from the open feedback, connectivity was the most prominent comment in the initial analysis of each stakeholder group. Drilling down into the sub-categories, however identified that each group took different approaches in their comments, either by focusing on the strategic elements and the document itself (districts, statutory bodies, organisations) or on mode specific issues (parishes, action groups, individuals). Nevertheless, the clear themes that came from all stakeholder groups are the requirement for better connectivity by sustainable modes, particularly public transport, cycling and rail.

Section 6 sets out how the consultation responses have strengthened further the final LTP.

6. We Acted: Prioritisation and Policy Updates

This section takes the headlines of the consultation responses and demonstrates how they feed into the final LTP document. The plan may be subject for further changes as it progresses through the approval process of Scrutiny, Cabinet and full County Council for adoption. The final LTP will be published on our website, www.goucestershire.gov.uk/ltp-review. The feedback from the consultation gives an opportunity to identify the key areas that stakeholders feel most strongly about.

It must be noted that delivery of transport schemes is dependent on **funding opportunities** available and it is recognised that many comments related to funding concerns. Further clarity on the sources of funding are introduced to the LTP's delivery chapter, as a result of feedback received. Funding opportunities, however, are becoming increasingly multi-modal, enabling local authorities to make cases to fund schemes that best meet local objectives and are publicly well supported. This report has demonstrated that most respondents felt:

- That connectivity by sustainable modes across the county is limited, resulting in car dependency, social isolation and congestion.
- People want to see increased access to sustainable modes and recognise that switching to sustainable modes will help to achieve climate emergency targets.
- In order to make this switch, improvements are required to public transport, including providing better connections to rural areas of the county.
- Improvements are also required to cycling infrastructure to provide a safe and complete network to encourage more people to make a shift to cycling.
- Rail travel would also be a good alternative option to the car, if there are convenient stations and services.
- If the county is to grow sustainably, people will need better accessibility by convenient and realistic sustainable modes.

6.1. Closed questions

The results of the closed questions show that 51% say lack of choice in travel, resulting in car dependency or social isolation is the highest impact of transport on them. Safety also featured highly in responses to this question.

The question '**In light of the Council's commitment to be a carbon neutral county by 2050, would the following encourage your household/business to reduce transport related carbon emissions?**' the highest response was for sustainable travel choice, resulting in less car dependency (63%).

Many of the policies in the LTP on improving access by sustainable modes, are further strengthened (see Table 6-1). Transport safety policies have been strengthened.

6.2. Open feedback- initial analysis

Initial analysis

Most comments fit into the 'connectivity' theme of the initial analysis, suggesting an echo of the closed questions that highlight the issue of lack of travel choice and the need to improve access by sustainable modes, particularly by public transport from rural areas. Again, many policies of the LTP relating to improving access by sustainable modes are strengthened as demonstrated in detail below.

6.3. Open feedback- sub-categories

Sub-categories

The sub-categories with the highest number of responses relate to improvements to public transport, cycling and rail. There is also a high level of concern relating to environmental issues and climate change. Improving

access by sustainable modes of transport can lead to a reduction in carbon emissions and social isolation. LTP policy has been strengthened in consideration of these concerns.

The Overarching Strategy references further supporting work for a carbon reduction pathway to provide clarity on the delivery mechanism to achieve the LTP target PI-14 Reduce per capita transport carbon emissions (zero tonnes per capita by 2050) and support our emerging Climate Change Strategy. Going forward, we will need to consider the data and changes that will stem from the 'new normal' which will reduce travel demand and make agile working the new normal for many organisations and individuals.

Improving the sustainable transport choices across the county is key and ties together several concerns raised by respondents. The LTP proposes the implementation of Transport Interchange Hubs as a corner stone of GCC's ambitions to promote sustainable modes of transport. The emerging draft LTP identifies two types of Transport Interchange Hubs: Strategic Interchange Hubs and Local Interchange Hubs. Strategic Transport Interchange Hubs are defined as located on, or have the potential to attract, very high frequency transport corridors, 'core super routes' and having significant parking for cars and bikes, following the Park and Ride concept. Local Interchange Hubs are defined as; in key locations in/near rural towns or on urban residential roads (but may not have dedicated parking), situated on dedicated cycle routes or near private car parking where sufficient demand and commercial viability exist. All railway stations should be enabled to fulfil interchange hub functions for maximum integration with all modes and onward connectivity. Interchange hubs can provide the connectivity with inter-urban and rural communities, link demand responsive services such as community transport with public transport and active travel opportunities for improved connectivity to a wider transport user group. Interchange Hubs also provide an opportunity to encourage increased levels of physical activity amongst transport users by providing cycle parking facilities.

The LTP will be supported by additional studies and plans, such as the; Local Cycling and Walking Infrastructure Plans, Gloucestershire Rail Investment Strategy, the emerging Climate Change Strategy and EV Strategy, and work to support a carbon reduction pathway.

6.4. Open feedback- key themes

Key themes

Further details of the consultation analysis highlighted the improvements that are most required, such as a cycle network, segregated cycling infrastructure, cycle priority and safer cycle routes. In addition, new rail stations and improved rail station facilities received high numbers of comments, and themes relating to encouraging shifts to sustainable modes and cleaner fuels to meet climate emergency targets. Comments relating to public transport improvements raised concerns over limited public transport coverage in the county, particularly in rural areas. GCC recognises that it requires a new model of rural connectivity based on hub and spoke with transport interchange hubs servicing community transport and other demand responsive transport in the future and traditionally commercial high frequency services. Total Transport portal will provide a platform for effectively booking community transport and filling the current down time more effectively and widen the community transport offer.

The LTP seeks to strengthen the overall mobility offer in rural areas, including conventional bus services on key routes, demand responsive bus services and wider mobility solutions such as car sharing or car clubs. As mentioned above, the identification of Local Interchange Hubs will be a central component of this rural mobility strategy, as a focal point, where these mobility solutions come together, and passengers can change from one to the other. Interchange Hubs also provide an opportunity to encourage increased levels of physical activity amongst transport users by linking to key cycle routes.

Many of the highly commented key themes, particularly from individuals and action groups related to improving cycling infrastructure. The LTP discussed provision for cycling in three categories, ambition (cycle desire lines), Local Cycling and Walking Infrastructure Plan or LCWIP (local) and LTP Schemes Priorities (strategic). LCWIP will provide the detail on access to main strategic routes.

Specific comments on improvements to rail through new stations and improved services are of high importance to respondents. It must be considered that new stations on the rail network have an impact on the running of services in terms of performance, reliability and journey times. Capacity is restricted by factors such as signalling, line speed and junctions. Another key consideration is the mix of freight, local and intercity services using a route. This is particularly relevant on the Gloucester to Bristol line. Given the limited line capacity any

proposals for new stations will need to be considered alongside enabling the overall long-term strategic growth proposals to be met in a more sustainable manner.

Of the comments relating to climate change and the environment, many related to EV charging infrastructure. GCC is currently developing an EV Strategy for the county that sets out actions to encourage a shift to cleaner fuels for motorised journeys that cannot be easily switched to alternative modes, as well as a methodology for identifying locations for EVCP investment.

Comments that related to document specific elements referred to the need for sustainable growth, which is linked to issues relating to improving connectivity across the county and reducing reliance on cars. GCC will work with local planning authorities and developers to develop a clear spatial strategy for Gloucestershire based on our long term sustainable transport and growth ambitions, which will deliver large scale development, designed and developed in a sustainable manner, ensuring that sustainable transport principles are embedded into the planning, design and future development of these strategic sites as a core fundamental feature from the outset. This will deliver a step change in sustainable land use planning, ensuring that all new development is located in places with high levels of sustainable transport accessibility and services, and reduces car dependency.

LTP scheme prioritisation and funding were also raised as concerns amongst some groups. Schemes in the current LTP Review have moved away from categorisation by short, medium and long-term, as this is largely determined by funding. However, the revised LTP distinguishes between schemes within the 2031 plan horizon and those in the 2041 plan Horizon, thus differentiating long and medium term schemes. It also states which schemes have secured funding and are therefore deliverable in the short term. The role of the LTP is to set out the long-term strategy for transport for Gloucestershire. Initiatives and schemes are included on the basis of compliance with delivering the LTP outcomes, and do not reflect a funding commitment by GCC, instead delivery of LTP scheme priorities will be subject to the availability of funding opportunities. LTP scheme priorities provide the basis for future funding bids, as opportunities arise, and discussions with third parties where funding may be provided such as by government, statutory bodies, developers, transport operators or the private sector.

Table 6-1 presents the LTP policies further strengthened as a result of the public consultation.

Table 6-1 LTP policy changes

Policy	Change
Policy changes relating to improving access by sustainable transport in general	
PD0.3-Maximising Investment in a Sustainable Transport Network	Additional policy proposals to provide clarity on developer contributions.
Policy changes relating to safety	
PD0.5 Community Health & Wellbeing	Amend existing policy proposal to also reference 20mph zones directly within this policy.
Policy changes relating to environment and climate change	
PD0.1-Reducing Carbon Emissions and Adapting to Climate Change	Replacement and additional policy proposals to strengthen support for a step change in support for sustainable land use planning and support for public transport.
PD0.2 Local Environmental Protection	Amendment to policy proposal to reflect the need to reduce travel demand. Reviewed Expected Outcomes to reflect Building with Nature standards.

Policy changes relating to cycling improvements

PD2.1-Gloucestershire's Cycle Network	Replacement and additional policy proposals to provide clarity on developer contributions. Reference to Building with Nature standards added to existing policy proposal. Reference in policy proposal Support for cycle parking/storage. Reviewed Expected Outcomes to reflect Building with Nature standards.
PD2.2 – Cycle Asset Management	Additional policy proposals to provide clarity on developer obligations

Policy changes relating to public transport improvements

PD1.1 Gloucestershire's Bus Network	Strengthened language in this policy to reflect LTP Consultation in support for a step change in support for Gloucestershire's Bus Network in line with climate change agenda
PD1.3 Bus Priority	Additional policy proposals to provide clarity on developer contributions and to introduce investigation of 'invisible infrastructure', giving priority to sustainable travel modes on direct routes over other vehicles.
PD1.4-Coach Travel	Reviewed PD1.4 to reflect the emerging importance coach travel has on supporting Gloucestershire's Bus Network now and in the future. Replacement and additional policy proposals to provide clarity on developer contributions.
PD1.6 Transport Interchange Hubs	Revised policy proposals to provide clarity on the role of local Interchange hubs importance in key locations in/near rural towns.
PD1.7-Communicating Travel Information	Additional policy proposal around real time passenger information displays for consistency with PD1.2.

Policies relating to pedestrian improvements

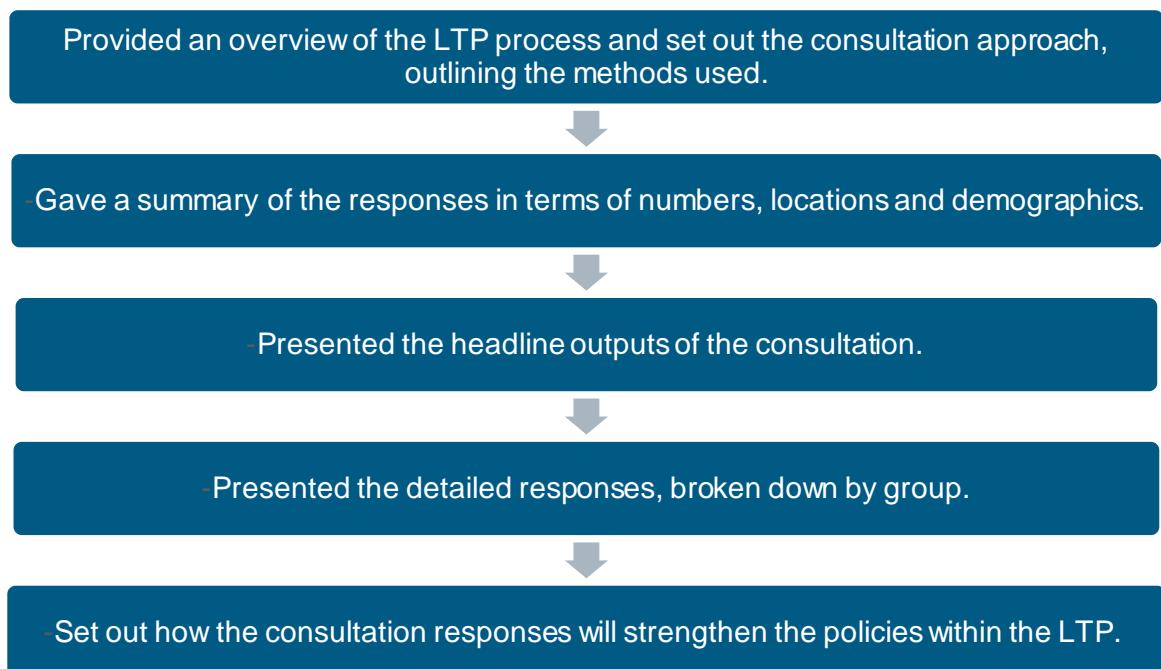
PD6.1-Gloucestershire's Pedestrian Network	Replacement and additional policy proposals to provide clarity on developer contributions. Reference to Building with Nature standards added to existing policy proposal. Reviewed Expected Outcomes to reflect Building with Nature standards.
PD6.2-Rights of Way PD6.3 Pedestrian Asset Management	Additional policy proposals to provide clarity on developer contributions.

Section 7 provides the conclusion to this report.

7. Conclusion

7.1. LTP Analysis process

This report has:



7.2. Closed question summary

The closed questions highlighted that the lack of choice in travel, resulting in car dependency or social isolation had the highest impact on how transport affects people most, followed by safety, frequency of public transport and congestion. Additionally, the closed questions showed that sustainable travel choice, resulting in less car dependency was the highest influential measure to encourage a reduction in carbon emissions, followed by improvements to active and sustainable transport services and infrastructure.

Closed questions results showed that lack of travel choice, safety including mobility issues and frequency of public transport are the main concerns and measures to enable a shift towards sustainable modes can overcome these issues and encourage a reduction in carbon emissions and social isolation. This is backed up with evidence from the qualitative results of the open comments.

7.3. Open feedback summary

The initial analysis open feedback showed the majority of comments related to connectivity. On more detailed analysis of the results; most comments were related to improving sustainable modes, including public transport, rail and cycling. Many comments also related to being more ambitious in encouraging modal shift, which can reduce congestion and meet climate emergency targets. Within the key themes when drilling down into the detail, most comments related to specific improvements to cycling and rail, along with comments on policy and funding.

Initial analysis

The initial analysis showed the majority of comments related to connectivity.

Sub-categories

On more detailed analysis of the results, most comments related to improving sustainable modes, including public transport, rail and cycling. Many comments also related to being more ambitious in encouraging modal shift, which can reduce congestion and meet climate emergency targets.

Key themes

At the detailed key themes level, the most comments related to specific improvements to cycling and rail, along with comments on policy and funding.

The full analysis of comments at each level can be found in Appendix (A3).

7.4. Summary by stakeholder group

When breaking down the results by stakeholder group:

Initial analysis

Overwhelmingly, the initial analysis of each stakeholder group comments, resulted in mostly connectivity as a top priority (see Figure 5-1).

Sub-categories

Drilling down into the sub-categories, however identified that each stakeholder group took different approaches in their comments, either by focusing on the strategic elements and the document itself (districts, statutory bodies, organisations) or on mode specific issues (parishes, action groups, individuals) (see Figure 5-2).

Key themes

Nevertheless, the clear themes that came from all stakeholder groups are the requirement for better connectivity by sustainable modes, particularly public transport, cycling and rail (see Figure 5-3).

The full analysis of comments at each level can be found in Appendix (A3).

7.5. Conclusion

It is clear from the consultation responses, across the closed and open questions, that all stakeholder groups are keen to see improved connectivity across the county by sustainable modes. This can reduce car dependency and reduce social isolation, which are concerns for many and recognised by stakeholders that sustainable travel can contribute towards meeting carbon emission targets.

This report has demonstrated that most respondents felt:

- That connectivity by sustainable modes across the county is limited, resulting in car dependency, social isolation and congestion.
- People want to see increased access to sustainable modes and recognise that switching to sustainable modes will help to achieve climate emergency targets.
- In order to make this switch, improvements are required to public transport, including providing better connections to rural areas of the county.
- Improvements are also required to cycling infrastructure to provide a safe and complete network to encourage more people to make a shift to cycling.
- Rail travel would also be a good alternative option to the car, if there are convenient stations and services.
- If the county is to grow sustainably, people will need better accessibility by convenient and realistic sustainable modes.

As shown in the previous section, there are several policies within the LTP that are further strengthened in line with the public consultation responses. Any further changes are subject to approval as it progresses through Scrutiny, Cabinet and County Council for adoption.

Appendix

A1 Public consultation locations

Date	Venue	Public consultation – (Drop-in)	Stakeholder Evening Events (Invitation only)
Tuesday 28 th January 2020	Cheltenham Borough Council	<u>Daytime Surgery</u> (11am - 3pm)- Stakeholder & Public Consultation Event (Drop In)	Evening Presentation with Q&A (4pm - 5:30pm) – Stakeholder & District Council Event (Invitation Only)
Monday 3 rd February 2020	Bourton-on-the Water	PUBLIC SHARE EVENT (Drop In: 10am – 2pm)	
Thursday 6 th February 2020	Cotswold District Council (South)	<u>Daytime Surgery</u> (11am - 3pm) – Stakeholder & Public Consultation Event (Drop In)	Evening Presentation with Q&A (4pm - 5:30pm) – Stakeholder & District Council Event (Invitation Only)
Monday 10 th February 2020	Shire Hall (GCC Council Chamber)	<u>Daytime Surgery</u> (11am - 3pm) – Stakeholder Consultation Event (Drop In)	Evening Presentation with Q&A (4pm - 5:30pm) – Stakeholder & District Council Event (Invitation Only)
Thursday 13 th February 2020	Stroud Library	PUBLIC SHARE EVENT (Drop In: 10am – 2pm)	
Thursday 13 th February 2020	Stroud District Council	<u>Daytime Surgery</u> (11am - 3pm) – Stakeholder & Public Consultation Event (Drop In)	Evening Presentation with Q&A (4-5:30pm) – Stakeholder & District Council Event (Invitation Only)
Monday 24 th February 2020	Cheltenham Town Centre	PUBLIC SHARE EVENT (Drop In: 10am – 2pm)	
Tuesday 25 th February 2020	Tewkesbury Borough Council	<u>Daytime Surgery</u> (11am - 3pm) – Stakeholder & Public Consultation Event (Drop In)	Evening Presentation** with Q&A (4pm - 5:30pm) – District Members/Officers ONLY (Invitation Only)
Wednesday 26 th February 2020	Tewkesbury	PUBLIC SHARE EVENT (Drop In: 10am – 2pm)	
Thursday 27 th February 2020	Gloucester City Centre	PUBLIC SHARE EVENT (Drop In: 10am – 2pm)	
Wednesday 4 th March 2020	GL3 Hub, Churchdown		Parish & Town Council Consultation Event (Invitation Only)
Thursday 5 th March 2020	Moreton Area Centre (North)	<u>Daytime Surgery</u> (11am - 3pm) – Stakeholder & Public Consultation Event (Drop In)	Evening Presentation with Q&A (4pm - 5:30pm) – Stakeholder & District Council Event (Invitation Only)
Monday 16 th March 2020	FoD District Council	<u>Daytime Surgery</u> (11am - 3pm) – Stakeholder & Public Consultation Event (Drop In)	Evening Presentation with Q&A (4pm - 5:30pm) – Stakeholder & District Council Event (Invitation Only)
Monday 23 rd March 2020	Newent Market Place (Cancelled due to Covid-19)	PUBLIC SHARE EVENT (Drop In: 10am – 2pm)	

A2 Breakdown of stakeholder groups and number of responses

By Stakeholder Group	Stakeholder Respondents	Nos.
District & Neighbouring Councils & Statutory Consultees	DfT Public Health Districts Councils Neighbouring Councils Highways England Natural England Local Nature Partnership GFirst LEP Stagecoach West Network Rail Cross Country Trains Cotswold Conservation Board	11
Parish & Town Councils	Brimscombe & Thrupp PC Lechlade TC Temple Guiting PC Badgeworth PC Rodborough PC Stroud TC Winchcombe TC Cam PC Highnam PC Wotton-under-Edge TC Coleford TC Stonehouse TC Gorsley & Kilkot PC Slimbridge PC	25

	Stoke Orchard & Tredington PC Minchinhampton PC Moreton-in-Marsh TC Newent TC Standish PC Tewkesbury TC Fairford TC Tetbury TC Dursley TC Stow-on-the-Wold TC Highleadon PC	
Action Groups	WKC Greenway Group Newent Cycling Group Stroud TC Cycling Group Chelt & Tewk Cycling Action Group Teddington & Alstone Action Group Wisloe Action Group Wotton Area Climate Action Group Cirencester Action on Buses Mid Cotswolds Tracks & Trails Group Oxon Environment Transport Sustainability Cam Dursley & Uley Greenway Project Berkeley & Sharpness Resident Association Cotswold Line Promotion Group North Cotswold Quarry Stakeholder Meeting MAG UK	15
Organisations	Ecotricity Stroud Valleys Project Wotton Chamber of Trade & Commerce Stantec Development LLP	14

	Pegasus Group Spitfire Bespoke Homes & Dunstall Partnership Active Gloucestershire Hartpury University & College Vision 21 British Horse Society CPRE Freight Arranger Road Haulage Association (verbal) RailFuture GWSR JonJo O'Neill Racing Gloucestershire Federation of Womens Institutes	
Individuals		403
Internal	Highways Development Management LibDem Political Assistant Cycling Liaison Advisory Group (CLAG)	3

A3 Complete tables of count of all comments made by stakeholder group in key themes

A3.1 Initial categorisation by stakeholder group

<u>Initial categorisation</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Connectivity	78	135	531	40	76	860
Environment	37	32	95	16	15	195
Delivery/funding	30	27	100	16	21	194
Comments not relating to these categories			111			111

A3.2 Sub-categories by stakeholder group

<u>Sub-categories</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Climate Change/Environment	22	24	68	8	11	133
Connecting Places Strategy	12	11	5	3	3	34
Cycle Improvements	12	20	120	4	34	190
Freight	4	24	77	6	3	114
Highway Improvements	2	15	97	3	3	120
LTP delivery/schemes	26	25	7	15	17	90
LTP Vision/Objectives (including Mode shift)	11	10	23	11	7	62
Document specific/non-categorised	40	23	22	17	19	121
Pedestrian Improvements	3	6	47	0	1	57
Public Transport Improvements (including Transport Interchange Hubs)	17	33	117	11	17	195
Rail Improvements	15	22	97	10	15	159
Strategic Transport Vision	29	12	5	13	3	62

A3.3 Key themes by stakeholder group

<u>Key themes</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Climate Change/Environment						
More ambitious	1	4	14		7	26
Carbon neutral/decarbonising transport	5	3	16	5	2	31
EV/EVCP	1	10	13	3		27
Adaptation/Resilience		2	4			6
Mode Shift/Active Travel			10		1	11
Reduce travel demand/agile working	1	1	1			3

<u>Key themes</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Air Quality / Air Pollution & AQMAs	1	1	3			5
Green/Blue Infrastructure			3			3
Noise Pollution			1			1
Building with Nature & Biodiversity Net Gain (Natural Capital)	4	1				5
HRA / ISA	3				1	4
Landscape/ Townscape / AONB	1		1			2
General comment on climate change/environment			1			1
Connecting Places Strategy						
General comment on Connected Places Strategy	12	11	5	3	3	34
Cycle Improvements						
Segregated Cycle Routes & Multi-User Tracks	1	6	22	1	30	60
Safer Cycle Routes & Cycle Priority (and LCWIP)	3	4	37	1	1	46
Shared Use Concern					1	1
Cycle Network/ Cycle Infrastructure	4	5	54	2	1	66
E-Bikes & Bike Hire			2			2
Active Travel Routes with GI	4	1			1	6
Horse Riders		2	3			5
General comment on cycle improvements		2	1			3
Freight						
HGV volume & HGV speed /Highway Improve		3	11	1	1	16
Freight Gateway/Lorry Watch/HGV Enforcement		4	6			10
Inappropriate routes & Advisory Freight Route Map	3	7	22	1		33
Distribution Hubs including parcel lockers/HGV Movement/Last Mile Deliveries – Carbon Neutral, H & S	1	7	20	3	1	32
Rail/Water Freight			18	1	1	20
General comment relating to freight		1				1

<u>Key themes</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Highway Improvements						
Speed limits		2	6			8
Highway Condition Poor			34			34
Congestion / Highway capacity improvements	2	4	20	2	2	30
Parking & Disabled		2	15	1	1	19
Road Works / Intelligent Traffic Controls / Model		2	5			7
PROW			4			4
Flooding			12			12
General comment relating to highway improvement		1	1			2
LTP Delivery/Schemes						
Targets/Monitoring/Delivery	6	6	12	2	4	30
Funding	10	10	13	8	6	47
Timescale		2	2			4
Public Transport / Rail	1		2		1	4
Cycle / Walk		1	1	1	2	5
Freight / Highway		3	2			5
Design Principles					1	1
Scheme Prioritisation Process / Countywide Schemes	7	1	1	2	3	14
General comment on LTP delivery/schemes	4		3	2		9
LTP Vision/Objectives (including mode shift)						
Thinktravel/Behaviour change	1	2	7	2	3	15
Data Apps	1		1			2
More ambitious	2	3	8	3	3	19
Vulnerable Users		2				2
Active Travel			3	2		5
Delivery	2					2
Climate Change Ambition	3	1				4

<u>Key themes</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Overarching Strategy	3	1				4
General comment on LTP vision/objectives (inc. mode shift)	2	2	1	4	1	10
Document specific/non-categorised						
General comment on the document	12	13	18	5	5	53
Recreational Tourism	1					1
Map	1	3			3	7
Policy specific updates	26	7	4	12	11	60
Pedestrian Improvements						
Pavement condition			7		1	8
Shared Use Concern			3			3
Inclusive design & permeability	1	1	14			16
Safer Streets			12			12
Pedestrian priority/Mobility	2	4	11			17
General comment on pedestrian improvements		1				1
Public Transport Improvements (including Transport Interchange Hubs)						
Lack of bus services/frequency & Cross-Boundary	1	8	22	1	5	37
Rural Community Transport/DRT & Cross Boundary/Rural connectivity	6	9	22	5	4	46
Affordability/Access to Services & Social Isolation		2	37		1	40
Bus Priority/Bus Lanes / Transport Corridors	1	2	3	2	2	10
Bus Information / Integration	1	3	5		3	12
Commuter/Direct Services & Bus Route & SMART ticketing		3			1	4
Transport interchange hubs/ Rail interchange	5	4	17	3	1	30
General comment on public transport improvements (inc transport interchange hubs)	3	1	9			13

<u>Key themes</u>	Districts and statutory	Parish and NDP groups	Individuals	Organisations	Action groups	Total
Rail Improvements						
Rail infrastructure	6	1	18	2	3	30
Rail services	3	5	21	1	4	34
New station / Station Facilities Improved	2	8	45	3	6	64
MetroWest		1				1
SMART ticketing		1				1
Integration	2	4	13	3	2	24
General comment on rail improvements	1			1		2
Shaping the Way to 2041						
Sustainable Growth/Area	11	8	1	6	1	27
2041 horizon	3					3
Mass Transit	4		3	1	2	10
3rd Severn Crossing	1	1		1		3
Horizon Scanning	4	1		2		7
General comment on Shaping the Way to 2041	3	1	1	1		6

