

GLOUCESTERSHIRE COUNTY COUNCIL

Draft Local Transport Plan 2027-2043

LTP Engagement Feedback Report



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Executive Summary

Gloucestershire County Council undertook early engagement between 13 May and 24 June 2026 to help shape the updated Local Transport Plan (LTP). The engagement generated strong participation, including 921 survey responses, public events, stakeholder meetings and written submissions.

Feedback was received from across Gloucestershire, with particularly strong participation from rural and semi-rural communities. Respondents represented a broad range of backgrounds, although participation was highest among older age groups.

Overall, there was strong support for the proposed LTP vision and delivery priorities, with more than 80% of respondents agreeing that they reflect what transport in Gloucestershire should deliver. There was broad support for improved public transport, active travel, safety, connectivity and more sustainable travel choices. However, respondents also called for clearer delivery plans, measurable objectives, funding priorities and stronger links between the vision, objectives and proposed schemes.

Several consistent themes emerged throughout the feedback:

- Bus services were the most frequently discussed topic, with strong support for more frequent, reliable, affordable and better-connected services, particularly in rural areas and during evenings and Sundays.
- Road conditions and maintenance, including potholes, pavement quality, roadworks and traffic congestion, were identified as major concerns affecting day-to-day travel.
- Walking, wheeling and cycling infrastructure received widespread support, with respondents seeking safer, more continuous and better-connected routes, improved crossings, school travel measures and secure cycle parking.
- Rural connectivity emerged as a significant issue, with many respondents reporting limited transport options, poor access to services and continued reliance on private vehicles.
- Accessibility and inclusion were recurring concerns, particularly for older residents, disabled people and those with limited mobility. Respondents highlighted the need for accessible vehicles, stops, stations, crossings, information and infrastructure.
- Respondents highlighted the importance of affordable and integrated transport, including better bus and rail coordination, simpler ticketing, improved access to railway stations and stronger links between modes.
- New development and planned growth were seen as needing stronger integration with transport planning, so that new homes are well connected to public transport, walking and cycling routes from the outset.
- Cross-boundary connectivity was raised by stakeholders and some respondents, including the need for better strategic rail, bus, active travel and freight links with neighbouring areas and along key corridors.

- Environmental feedback supported active travel, greener streets, biodiversity and cleaner air, while views on electric vehicles were more mixed, with calls for clearer consideration of EV charging infrastructure and wider decarbonisation.

Overall, the engagement demonstrated strong support for the direction of the emerging LTP, alongside a clear expectation that future investment should focus on practical, deliverable improvements to public transport, rural connectivity, road maintenance, active travel, accessibility and integration between transport and land-use planning.

The feedback will be used alongside technical evidence to further develop the draft LTP, which will be subject to formal public consultation later in 2026 before adoption in 2027.

2. Introduction

Overview

Between May and June 2026, Gloucestershire County Council (GCC) undertook initial engagement to inform the updated Local Transport Plan (LTP). Feedback received is being used alongside technical evidence and stakeholder input to further develop the draft LTP. Once developed, there will be a formal public consultation on the draft LTP later in 2026, before the Plan is formally adopted in 2027.

Purpose of this report

Following the engagement period (13 May – 24 June 2026), this report outlines the outcomes of the engagement and feedback received.

Purpose of the engagement

The purpose of the engagement was to gather feedback to shape and inform the development of the updated LTP; with a particular focus on understanding current travel experiences and shaping the proposed vision and three supporting outcomes. These are presented in Figure 1 below.

The LTP sits within the wider context of GCC's strategic policy framework and has been informed by the ambitions and priorities sets out in the Councils Corporate Strategy. As a result, the draft vision, objectives and outcomes reflect both transport-specific challenges and broader GCC commitments. This includes the Council's Net Zero Strategy.

Figure 1: LTP Draft Vision and Outcomes



As the LTP update was at an early stage, the engagement provided an initial opportunity for residents, businesses and stakeholders to share their views. Responses to the survey, alongside wider stakeholder input and technical evidence, will inform the development of the updated Plan and proposed improvements. A formal public consultation on the draft LTP will take place later in 2026, ahead of finalisation and adoption in 2027.

3. Approach to engagement

The engagement period ran for six weeks,

between 13 May and 24 June 2026. This Chapter sets out the approach to engagement, including the information channels available, methods of promotion, and how people could get involved.

Promotion

A range of tools were utilised to promote the engagement and encourage participation across a broad range of audiences including residents, stakeholders and partner organisations. These activities included:

- Upon launch of the engagement, GCC issued a press release providing information on the LTP update, explaining the purpose of the initial engagement and how people could get involved.
- Organic social media content through GCC's official Facebook, Instagram and LinkedIn channels. This included static content and a promotional video reel to drive interest. Content was uploaded on an ongoing basis, marking the beginning of the engagement, general reminders throughout the period, and 'final chance to take part' messaging towards the end of the engagement.
- Liaising with stakeholders to inform them of engagement and encourage participation.
- Email and newsletter updates using existing GCC distribution lists and platforms to spread awareness and encourage participation.
- Production, distribution and use of physical promotional collateral including a poster and postcard with a QR code/link to the online survey.
- Internal activation through GCC's employee intranet page to ensure internal teams were encouraged to be advocates and spread the word about the engagement.
- Online and in-person events where the public and stakeholders could come along to find out more and ask questions about the Plan.

Examples of the social media content and promotional collateral including the GCC Newsletter have been included in Appendix A and B. A copy of the engagement webpage is included in Appendix C.

Ways to respond

Respondents were encouraged to complete the online survey as the primary means of responding to the engagement. The survey was available on the [engagement webpage](#). Alternative formats, including hard copies, were made available on request, and paper copies of the survey were also available at the public drop-in events.

The survey was designed to capture people's lived experience of the transport network. Therefore, the questions were focused on the transport issues that respondents can directly experience in their day-to-day journeys.

In addition to the survey, stakeholders and members of the public could also provide written feedback via email. This inbox was monitored for incoming responses throughout the engagement period, with all responses logged and taken into consideration. A summary of the incoming email feedback is presented later in this report.

Through the engagement, feedback was also gathered through a series of stakeholder meetings and workshops held during the engagement period. GCC hosted sessions with stakeholders to discuss the LTP and gather more detailed views. Notes and meeting minutes were taken to ensure all comments were captured and considered as part of the engagement process.

The final way people could respond to the engagement was through the public-drop in events (online and in person). The events are detailed below in Table 1: Engagement Events.

Engagement Events

A combination of online and in-person engagement events were held. The in-person events were hosted at various locations in Gloucestershire, to maximise geographical coverage and increase opportunities for people to participate.

Events were advertised by GCC and were also listed on the engagement webpage. The events were promoted via GCC's social media channels including Facebook, Instagram and LinkedIn.

Table 1 lists the event dates and times, locations, and type of event held. A total of 11 events took place during the engagement period.

Table 1: Engagement Events

Date and time	Location
1 June 2026 10am – 3pm	Tewkesbury Tewkesbury Town Hall, High Street, Tewkesbury, GL20 5AL
2 June 10am – 3pm	Moreton-in-Marsh Redesdale Hall, High Street, Moreton-in-Marsh, GL56 0AX
3 June 7pm-8pm	Online webinar
4 June 10am – 3pm	Cinderford Cinderford Community Hall & Council Chamber, 6 Belle Vue Centre, Belle Vue Road, Cinderford, GL14 2AB
9 June	Online webinar

10am – 11am	
9 June 2:30pm – 6:30pm	Cirencester Cirencester Library, The Waterloo, Cirencester, GL7 2PZ
11 June 10am – 3pm	Stroud Stroud Library, Five Valleys Shopping Centre, King Street, Stroud, GL5 1RR
16 June 8am – 12:30pm	Gloucester City Campus, University of Gloucestershire, Entrance Hall, GL1 1AW
16 June 2pm – 3pm	Online webinar
17 June 2pm – 6:30pm	Cheltenham Cheltenham Library, Clarence Street, Cheltenham, GL50 3JT
23 June 10am – 3pm	Lydney Lydney Community Centre, Naas Lane, Lydney, Gloucestershire, GL15 5AT

Figure 2: Event Boards





The events were staffed by GCC and the wider LTP team. During the in-person events, exhibition banners and boards were displayed, providing background information on the LTP, vision and delivery priorities. Copies of the promotional postcard were displayed on tables, along with paper copies of the survey.

Two of the event boards are shown Figure 2.

Virtual events were hosted via Microsoft Teams or Zoom, with a short presentation outlining the emerging LTP proposals and purpose of the engagement, followed by an opportunity for attendees to comment or ask questions.

Stakeholder Meetings

Throughout the engagement, stakeholder meetings were held on the emerging LTP, draft vision and delivery priorities, and to gather any early feedback on transport across Gloucestershire. A total of 12 meetings were held during the engagement period. These are listed in Table 2 below. A summary of the key themes and feedback received during the stakeholder meetings is presented in Chapter 4.

Table 2: Stakeholder Meetings

Meeting Title	Date	Stakeholders / Attendees
Local Transport Plan (LTP) – Councillor Briefing and Drop-in Session	18 May 2026	7 County Councillors; 4 GCC members (Transport Planning)

LTP District Engagement Meeting (SLP)	18 May 2026	GCC Officers
Physical Disability & Sensory Impairment Gloucestershire Partnership Board – Accessibility, Co-production, and Service Updates	19 May 2026	GCC Officers; NHS Gloucestershire Integrated Care Board; Insight Gloucestershire; Sight Loss Council; Headway Gloucestershire; ME/CFS Friendship Group; Healthy Lifestyles Gloucestershire; Daffodil Support Services; Artshape; Active Impact / Your Welcome Gloucestershire; Museum representatives; other partners
LTP District Engagement Meeting (Stroud)	21 May 2026	GCC Officers; Stroud District Council representatives
Cross-Boundary Transport -Challenges & LTP Update (Warwickshire County Council)	26 May 2026	GCC Officers; Warwickshire County Council representatives
Joint Planning Policy Reference Panel / Member Working Group - Tewkesbury, Gloucester and Cheltenham	3 June 2026	Tewkesbury, Gloucester and Cheltenham Borough Council Officers
LTP Engagement – Bus / Public Transport Stakeholder Discussion	4 June 2026	GCC Officers; Bus Operators (Stagecoach, Pullhams); Transport Officers
Joint LTP & Spatial Planning -Cross-Boundary Engagement (Herefordshire)	15 June 2026	GCC Officers; Herefordshire Council officers
LTP District Engagement Meeting (Forest of Dean)	15 June 2026	GCC Officers; Forest of Dean Council representatives

Cross-Boundary Strategic Planning (Wiltshire)	18 June 2026	GCC Officers (Transport, Strategic Planning, Minerals & Waste); Wiltshire Council representatives
Cross-Boundary Transport Planning Discussion (Worcestershire)	17 June 2026	GCC Officers; Worcestershire County Council (WCC) representatives
Cross-Boundary Transport Planning Discussion on LTP, Rail (Oxfordshire)	22 June 2026	GCC Officers; Oxfordshire County Council (OCC) representatives

4. Engagement Results

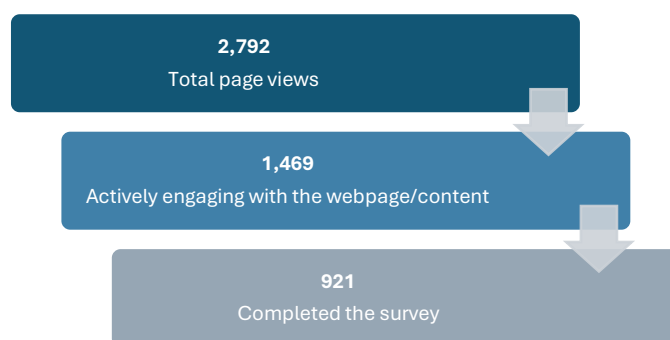
Numbers engaging with the process

A total of 921 feedback surveys were completed during the engagement period, all of which were submitted online. A copy of the feedback survey is presented in Appendix D.

A total of 15 responses were received via email to the GCC LTP inbox. Of these, three were sent on behalf of organisations, five were sent from councils, four from campaign groups, two from politicians and one from a transport operator. The email responses are summarised in Chapter 4.

The webpage received significant interest throughout the engagement period, generating a total of 2,792 page views, with over half of these viewers (1,469) actively engaging with the content by following the hyperlinks and/or reading the information. Of those 1,469 visitors that actively engaged with the webpage, over half (921) completed the survey, demonstrating good levels of interest and engagement among visitors. A breakdown of the webpage viewer statistics is presented below.

Figure 3: Engagement webpage viewer statistics



Social media was used throughout the engagement period to raise awareness and encourage participation. Across six organic (non-promoted) posts on Facebook, LinkedIn and Instagram, the campaign generated 37 likes and 102 shares. The social media content reached over 17,000 users, with 224 of these following the hyperlink to direct them to the engagement webpage and survey. This demonstrates that the social media activity was effective in increasing awareness of the engagement and directing people to the survey and webpage.

Table 3 below provides an overview of the numbers engaging across the different channels.

Table 1: Engagement Numbers

Method	Number
Online survey responses	921
Email feedback	14
Webpage views	2,792
Social media users reached	17,563
Users accessing the webpage via social media	224

Executive summary of feedback

An overarching summary of the feedback received through the online survey is presented in Table 4.

Table 2: Executive Summary of Survey Feedback

Headline	Comment
Engagement coverage and demographic profile of respondents	- The engagement achieved a broad geographic spread of responses across Gloucestershire, with representation from both urban and rural communities. - Respondents were predominantly residents of Gloucestershire, with the strongest representation from rural and semi-rural areas. - The survey received responses from a broad range of age groups, although participation was highest amongst older age cohorts. - Social media and email were the most effective channels for raising awareness of the engagement.
Current travel patterns and transport issues	- Walking was the most frequently used mode of transport, followed by driving. - However, many respondents reported a high degree of reliance on private vehicles, particularly in rural areas where alternative transport options are limited. - The most significant transport issues identified were the condition of roads and pavements, availability and frequency of bus services, limited transport options, and barriers to walking, wheeling and cycling. - Respondents' concerns also included accessibility and inclusivity relating to older residents and those with limited mobility being disproportionately affected by transport issues

	and several respondents being isolated if they could no longer drive.
Feedback on the draft vision	• There was strong support for the draft vision, with more than 80% of respondents agreeing that it reflects what transport in Gloucestershire should deliver. The recurring theme was a need to reduce reliance on private cars and improve accessibility, availability and quality of sustainable means of travel • Respondents broadly supported ambitions around sustainable transport, improved public transport and active travel, although concerns were raised about deliverability of the vision, lack of detail to support the vision, rural transport provision, and the need to continue supporting people who rely on private vehicles.
Feedback on the draft delivery priorities	▪ Respondents demonstrated broad support for the proposed delivery priorities. Key themes included support for improved bus services, better walking and cycling infrastructure, road maintenance and stronger transport provision in rural areas. • Respondents also requested more specific and measurable delivery plans and greater consideration of connectivity, accessibility and integration between transport modes. • A bus network that better serves people's needs and better bus coverage in rural areas were considered priorities and there was support for improved active travel infrastructure.
Feedback on the proposed opportunities	• The proposed opportunities generally received strong levels of support, with widespread agreement that the opportunities would help achieve GCC's goals. • Opportunities relating to integrated public transport, improved connectivity, active travel, safer streets, better access to services, and support for local communities were particularly well received. • Support for lower-emission vehicles remained positive overall, although there were some conflicting views of the overall benefit of EVs and EV infrastructure. • Bus improvements were seen as the measure most likely to improve respondents' journeys, with road improvements being second. Frequency, speed, and reliability of buses were considered to have the greatest impact on people's bus journeys.
Other comments and recurring themes	• Across the open-ended responses, the most consistent messages related to improving bus services, maintaining and improving roads, providing safer walking and cycling facilities, improving transport options in rural areas, better integrating transport and land-use planning, and ensuring transport is affordable, accessible and inclusive.

- Respondents also highlighted the importance of biodiversity, green spaces and creating healthier environments alongside transport improvements.

A detailed overview of the survey responses is presented in the sections below, including the location of respondents, demographic profile, current experiences of the transport network, and feedback on the LTP.

Location of respondents

To enable geographic analysis of the responses, survey respondents were asked to provide their postcode. A total of 730 respondents provided this in a useable format.

The outward codes (first half of the postcode) have been extracted, to understand the geographical spread of respondents based on the area the postcode falls within. The most common districts cited are listed in Table 3 below.

Table 3: Respondent postcode districts

Postcode	Area	Frequency	Percentage
GL54	Cotswolds (rural eastern Gloucestershire)	60	8%
GL7	Cirencester / Fairford / Lechlade	58	8%
GL2	Gloucester (west / Quedgeley / Longlevens area)	48	7%
GL52	Cheltenham (north / Prestbury / Bishops Cleeve area)	53	7%
GL56	Moreton-in-Marsh	50	7%
GL5	Stroud	45	6%
GL11	Dursley	44	6%
GL6	Nailsworth / Painswick	47	6%
GL51	Cheltenham (west / Hesters Way / Benhall area)	36	5%
GL53	Cheltenham (south / Charlton Kings / Leckhampton area)	32	4%
GL15	Lydney / Blakeney	28	4%
GL20	Tewkesbury	25	3%
GL3	Gloucester (Churchdown / Brockworth / Hucclecote)	24	3%

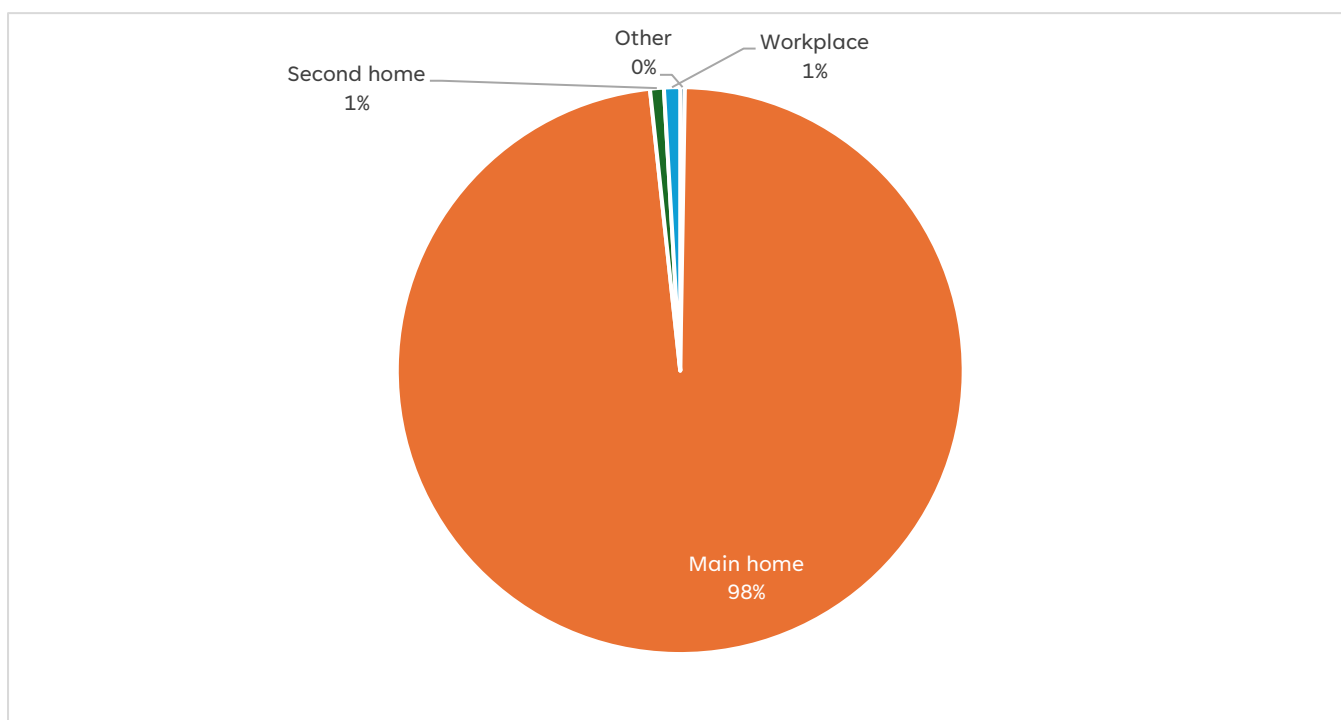
Analysis showed a broad geographic spread of responses across Gloucestershire. The most frequently cited postcode areas were GL54 (Cotswolds) and GL7

(Cirencester/Fairford/Lechlade), each accounting for 8% of respondents, followed by GL2, GL52 and GL56 at 7% each. Only 12 respondents (less than 2%) were from outside Gloucestershire.

The analysis indicates that response levels did not directly reflect population size. Rural areas, particularly the Cotswolds, were proportionately more represented than some larger urban areas, including parts of Gloucester and Cheltenham. Overall, the engagement achieved particularly strong participation from several rural communities.

As a follow up question, respondents that provided their postcode were asked to specify whether this was associated with their home, workplace, or other location. A breakdown of the responses is presented below.

Figure 4: Is this postcode for your main home, second home, workplace or other?



As shown, most respondents (98% - 746) provided a postcode for their main home address. A small proportion provided postcodes for their workplace or second home (1% respectively).

Summary of respondent locations

In summary, analysis of the postcode data showed a broad geographic spread of responses across Gloucestershire, with fewer than 2% originating from outside the county, including neighbouring areas of Worcestershire, Oxfordshire, Herefordshire and Bristol. Rural areas were strongly represented, with the two most cited postcode areas being GL54 and GL7 in the Cotswolds.

This section provides detail of the demographics profile of the 921 respondents that completed the survey. It should be noted that demographic details were only provided by those that gave feedback via the survey. All the demographic questions were optional.

Demographic split of respondents

This section provides detail of the demographics profile of the 921 respondents that completed the survey. It should be noted that demographic details were only provided by those that gave feedback via the survey. All the demographic questions were optional.

Connection to the area

Respondents were asked to specify what best describes them from a list of options. Six options were listed, included 'I live in Gloucestershire', 'I work in Gloucestershire' and 'I study here'. An 'Other' option was also listed, where respondents could provide a free text comment. This was an optional question, with 918 respondents choosing to answer. A breakdown of the results is presented below.

Figure 5 shows the highest proportion of respondents (510 – 56%) live in Gloucestershire, while another 40% (371) both live and work there. Less than 2% selected 'I work in Gloucestershire' (17) and only 1 respondent (>1%) noted that they study in the area. Nine respondents selected 'Other' and chose to provide a free-text comment to specify their connection to the area.

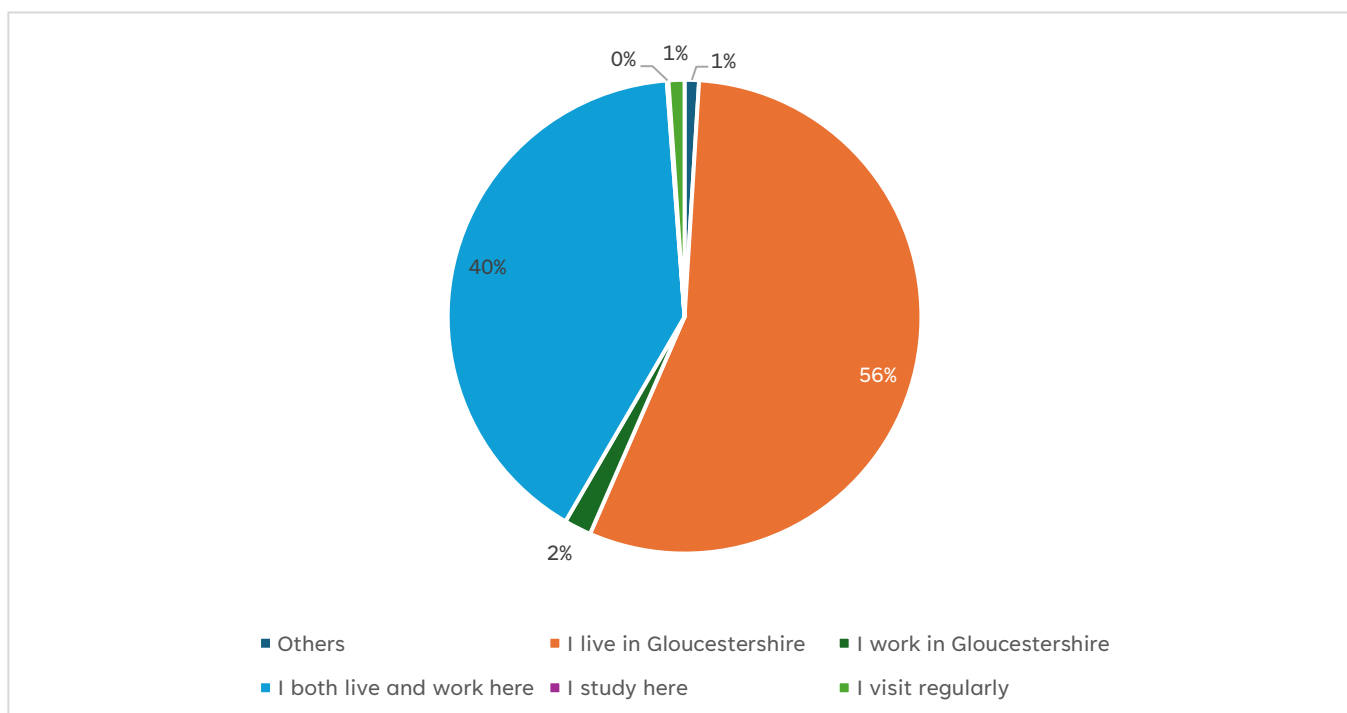
Four of the free-text comments noted they are retired in Gloucestershire. Other responses included:

"I live in Richmond, Greater London"

"I live and do voluntary work in Gloucestershire" and

"Stratford resident, 6 miles from Gloucestershire border and using Moreton in Marsh, Cotswold Line rail services."

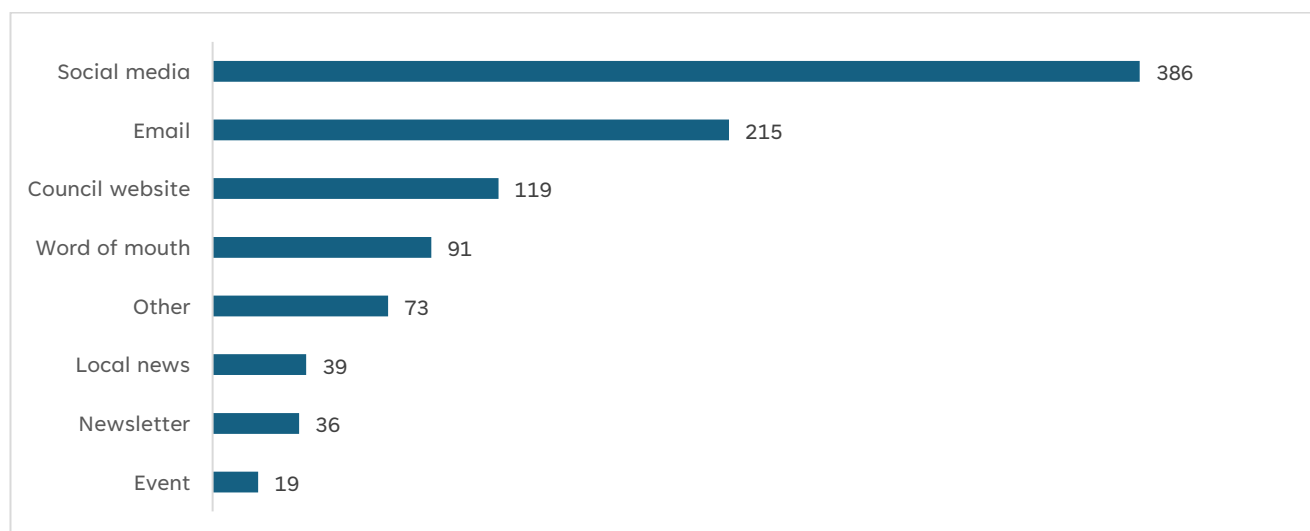
Figure 5: Which best describes you? (n=918)



How did you hear about the engagement exercise?

Respondents were asked to how they heard about the engagement exercise. A list of seven options was provided, with respondents able to select one. This included an 'Other' option, where respondents could add a free text comment to specify a response that wasn't listed. 911 respondents chose to answer this question. The results are presented in Figure 6.

Figure 6: How did you hear about this engagement? (n=978)



As shown, social media was the most reported channel through which respondents heard about the engagement exercise, with 42% (386) of respondents selecting this. This was followed by email, with almost one quarter of respondents (24% - 215) selecting this.

This is demonstrative of the effectiveness of social media content in driving responses, together with use of GCC's existing email distribution lists. This is despite relatively limited social media activity and no paid promotional spend.

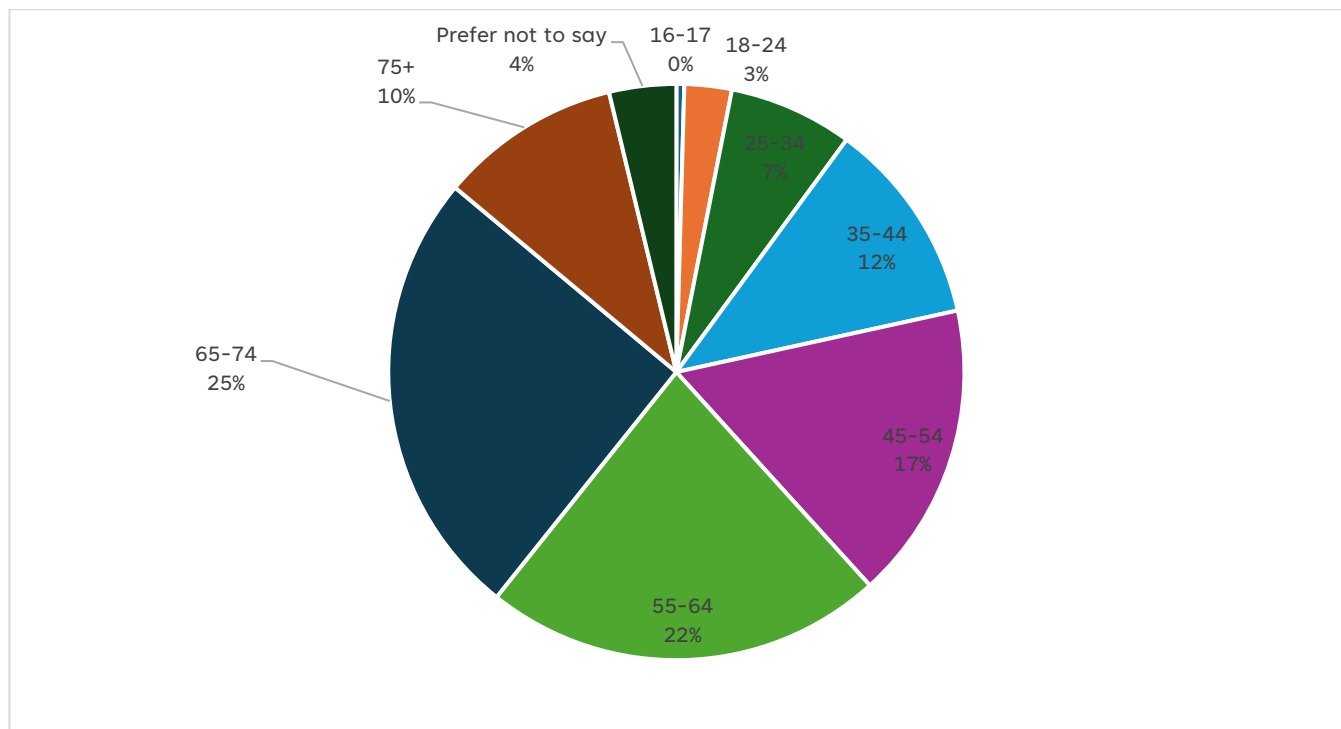
The least common method that respondents heard about the engagement exercise was events, with 19 respondents (2%) selecting this. 73 respondents selected the 'Other' option and provided a free text comment to specify. Comments included:

- Via workplace/ employer (17 comments)
- Library (11 comments)
- Parish council (4 comments)
- Local MP (2 comments)

Age of respondents

The age profile of respondents to the survey is shown below in Figure 7. This was an optional question, with 904 responses provided. 34 people chose to skip this question.

Figure 7: How old are you? (n=904)



As shown in Figure 6, responses were received across a broad range of age groups, although participation was skewed towards older residents, which is typical for engagement exercises of this nature.

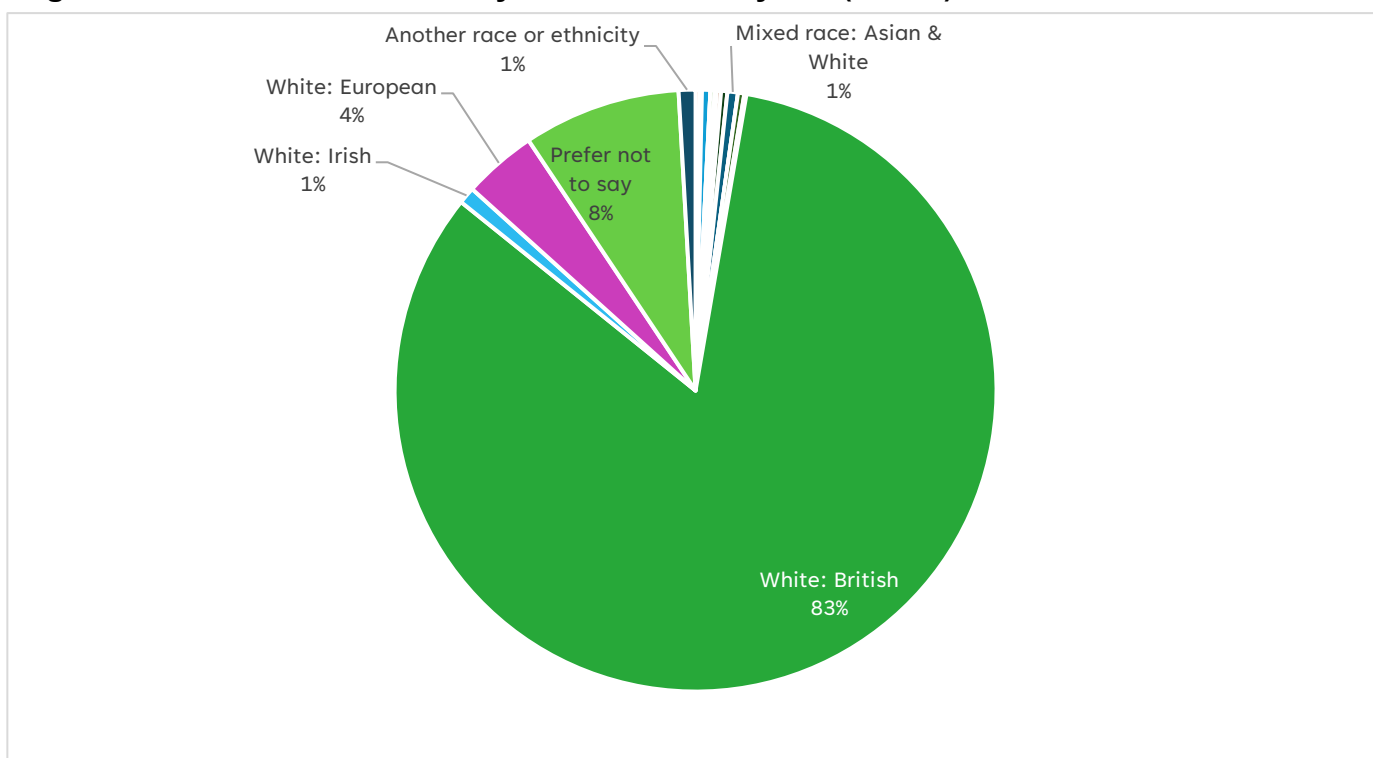
The largest age group was 65–74 (25%), followed by 55–64 (22%) and 45–54 (17%). Younger age groups were less represented, with 3% aged 18–24, 7% aged 25–34 and only one respondent aged 16–17. Overall, respondents aged 55–74 accounted for almost half of all responses (47%), while around a quarter (24%) were aged under 45. This pattern is broadly consistent with Gloucestershire's demographic profile, which has a higher-than-

average proportion of residents aged over 65 and a lower-than-average working-age population.

Ethnicity of respondents

Respondents were also asked to select their ethnicity from a list of 19 categories, including a 'prefer not to say' and 'another race or ethnicity' option. A total of 886 responses were provided; the results are presented in Figure 8

Figure 8: Which race or ethnicity best describes you? (n=886)



As shown in Figure 8, most respondents identified as White British (736 – 83%). Smaller proportions of respondents identified as other White backgrounds, including White: European (4%) and White: Irish (1%). A limited number of respondents reported being from mixed or other ethnic backgrounds, including Mixed Asian and White (1%). 8% (75) respondents preferred not to disclose their ethnicity.

Overall, the results show that while there is some representation from a range of ethnic backgrounds, responses are heavily weighted towards White British participants, with relatively limited input from minority ethnic groups. These results indicate that the survey sample is largely representative of the majority ethnic group in Gloucestershire, with 87.7% of the population identifying as White British¹.

Gender

When respondents were asked to indicate their gender, a slightly higher proportion identified as female (53%) compared to male (41%).

¹ According to the 2021 Census, 87.7% of Gloucestershire residents were white people from an English, Welsh, Scottish, Northern Irish or British background.

4 respondents (0%) selected 'another gender', and 49 respondents (5%) preferred not to give details. The results are presented in Figure 8.

Respondents were also asked whether their current gender identity is the same as the one they were assigned at birth. A total of 881 respondents answered this question, with the majority (93% - 815) indicating that it was the same. A smaller proportion (7% - 60) preferred not to say, while 1% (6) reported that their gender identity is different from the one they were assigned at birth. The results are presented below.

Figure 9: What gender do you identify as? (n=897)

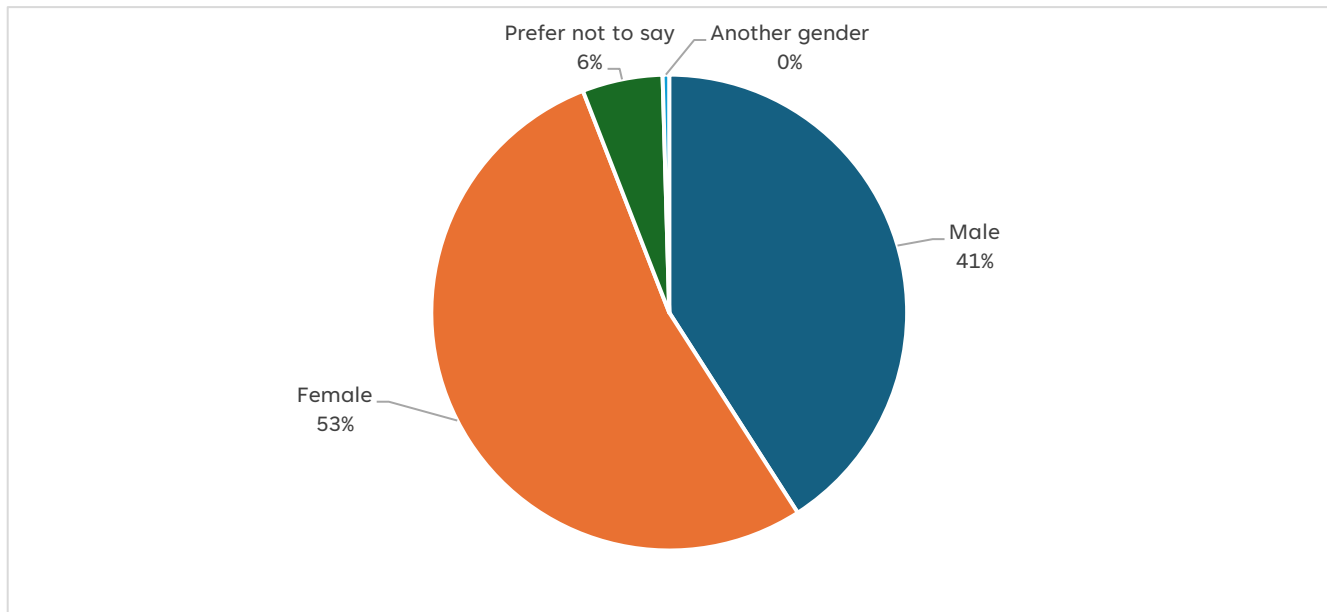
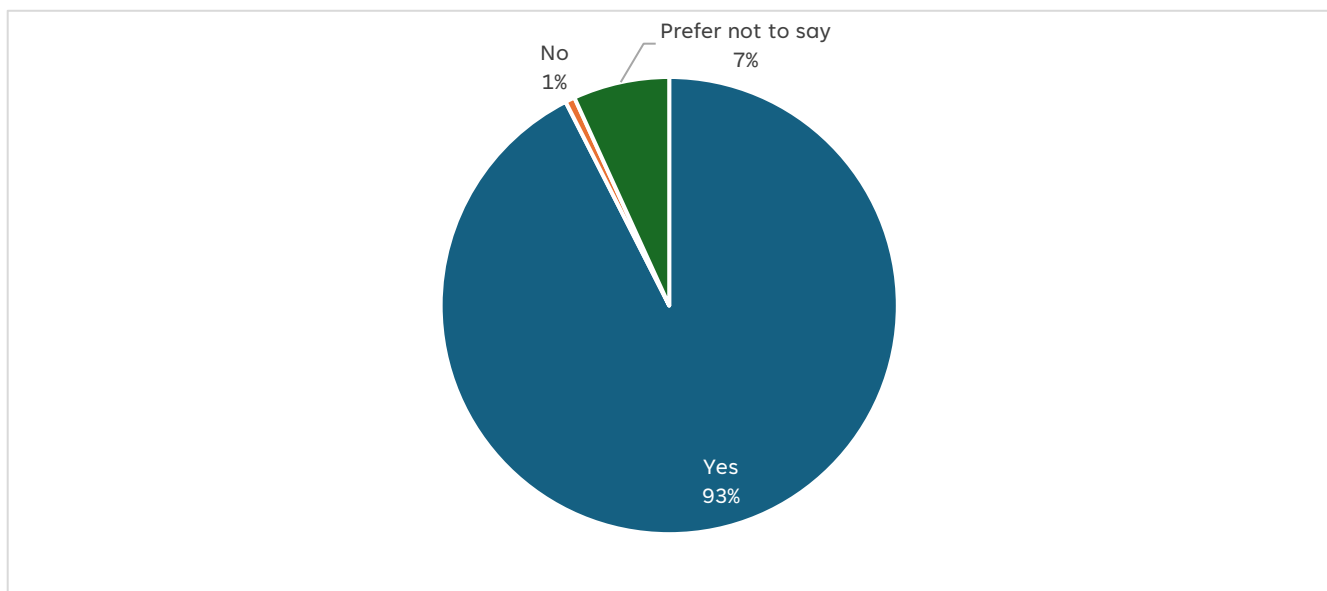


Figure 1: Is your present gender identity the same as when you were born? (n=881)



Respondents that answered 'no' were then asked to state the gender they were born with. Five responses were provided to this question, three of which answered 'female' (60%) and the rest preferred not to say. The results are presented in Figure 2.

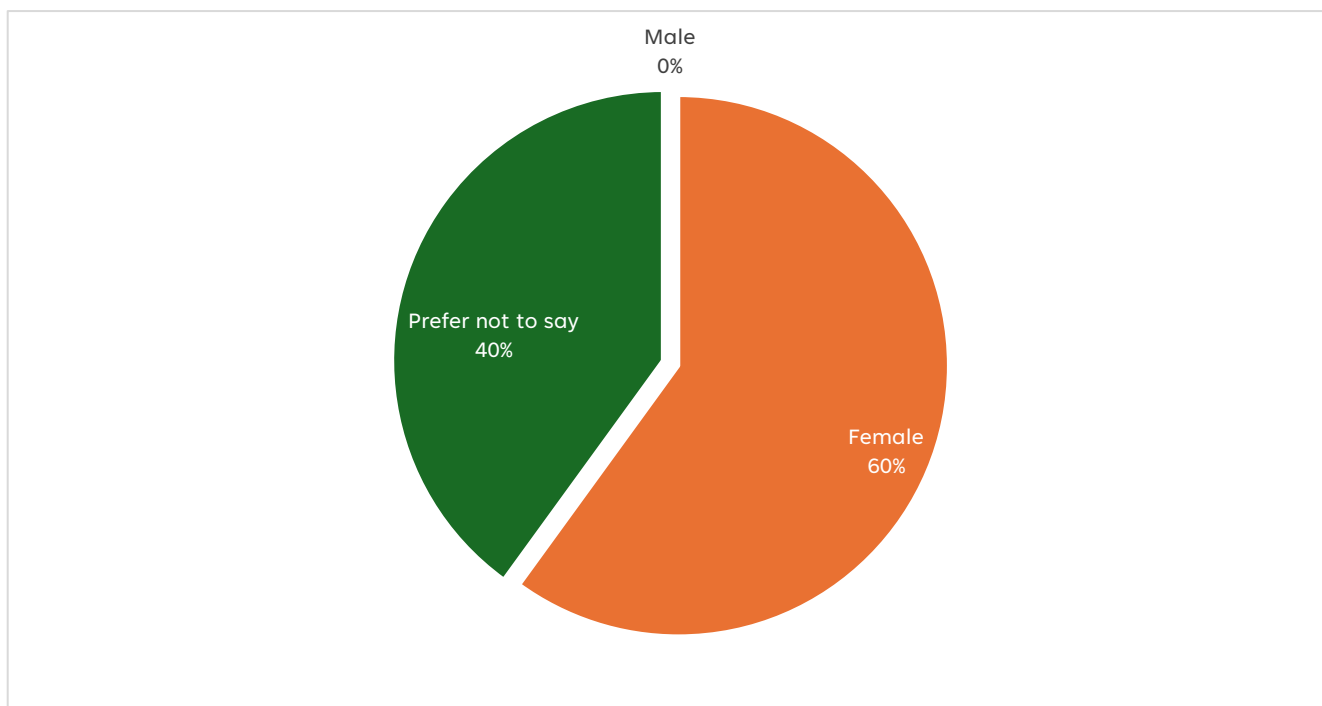


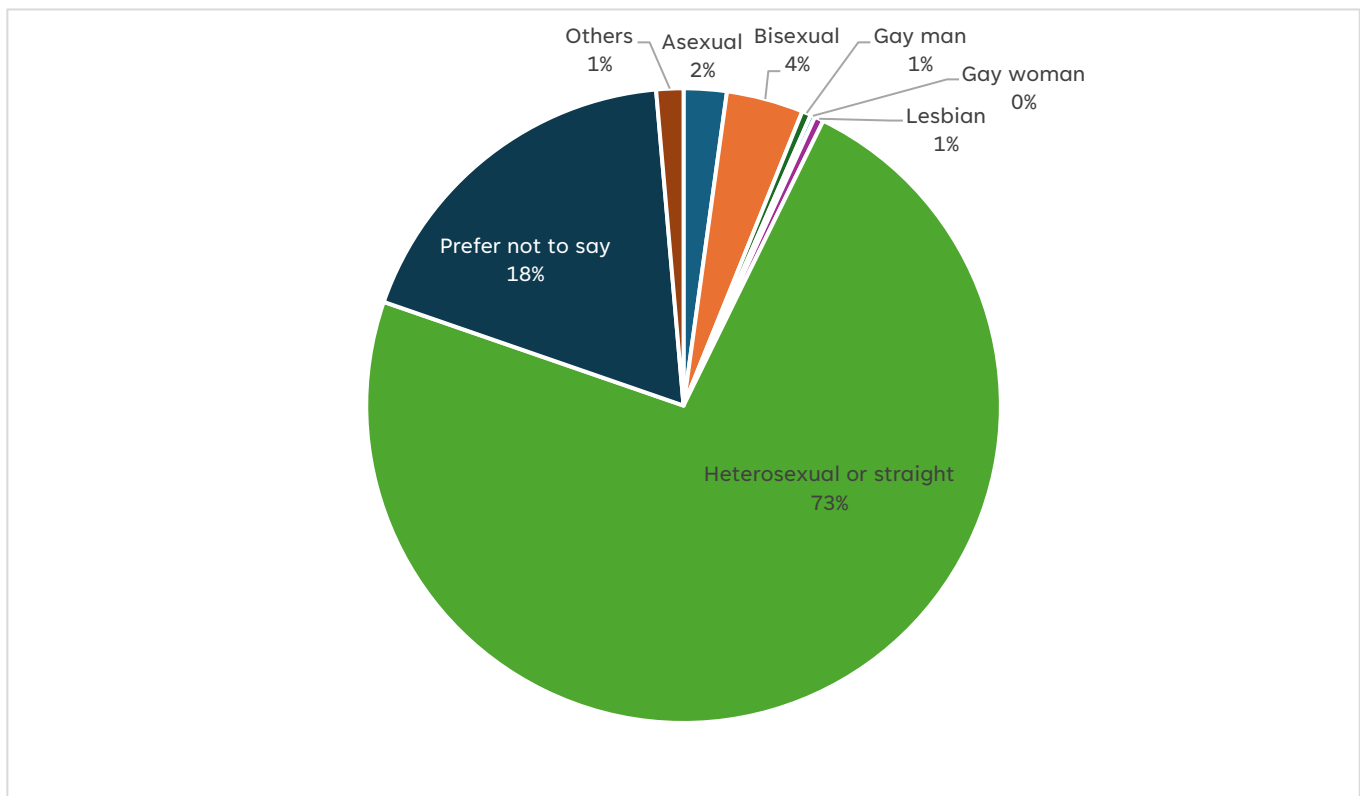
Figure 2: If you responded 'no' to the above question, please state which gender you were born with. (n=5)

Sexual Orientation

When asked about their sexual orientation, 868 respondents gave an answer to this question, with the majority (634 – 73%) identifying themselves as heterosexual or straight, and a significant proportion (158 – 18%) preferring not to say. 4% of respondents (34) identified as bisexual, 2% asexual, and less than 1% identifying as a gay man or woman.

12 respondents selected 'Other' and chose to self-describe their gender. Comments included '*queer*', '*demi sexual*' and queries over why the question is being asked (despite the reason for inclusion of monitoring questions being referenced within the survey).

Figure 3: Which of the following terms best describes your sexual orientation? (n=868)



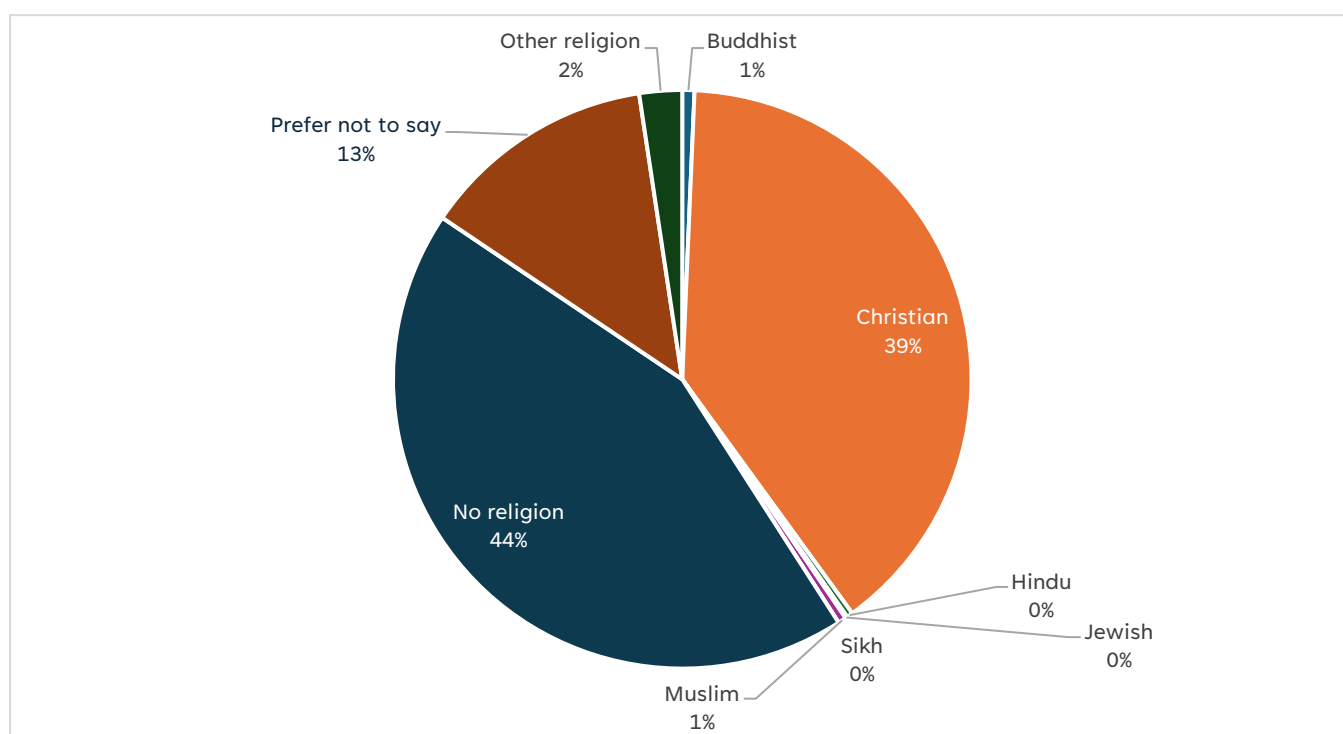
Religion

In terms of religion, the largest proportion of respondents stated that they had no religion (44% - 383), followed by those identifying as Christian (39% - 346).

Less represented religious groups included Buddhist (1% - 6), Muslim (1% - 4), Hindu (0% - 3) and Jewish (0% - 1).

116 respondents (13%) preferred not to state their religion, while 21 (2.4%) added a comment to identify another religion. Comments included Taoism, Pagan, Spiritualist and queries over why the question was being asked. The results are presented in Figure 4 below.

Figure 4: What do you consider your religion to be? (n=880)



Summary of Feedback

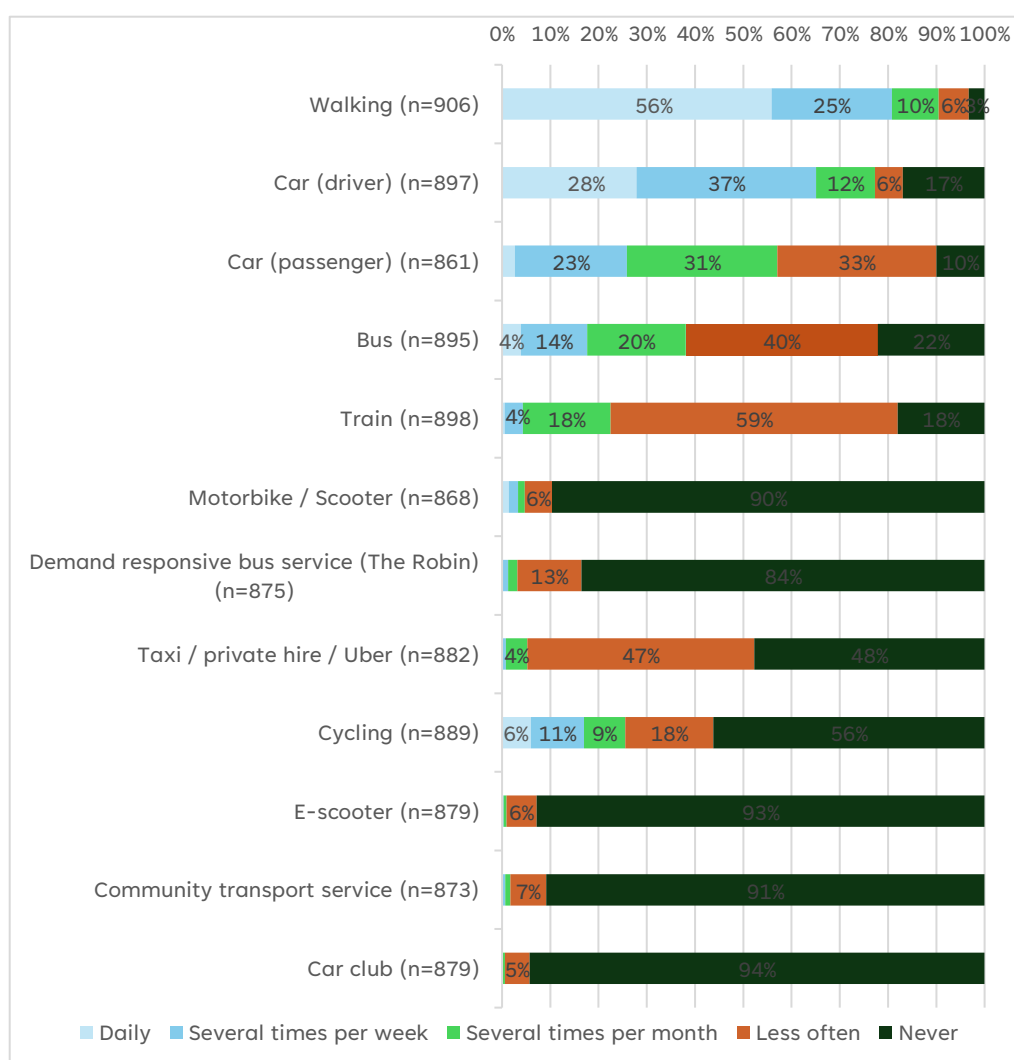
This section provides a summary of the feedback received through the engagement survey.

Current Travel Habits

The first section of the survey was focused on understanding respondents' current travel habits, including the types of transport they use and how often. A list of 12 transport modes was listed, and respondents were asked to select the frequency by which they use each mode, using a 5-part scale from 'Daily' to 'Never'. A breakdown of the results is presented in Figure 13.

Figure 5: How often do you use the following types of transport?

Note: Proportions of less than 3% have not been labelled for legibility purposes.



Walking was most frequent: 56% walked daily and 25% several times a week. Car driving followed, with 28% driving daily and 37% several times a week.

Bus use was lower: 40% used it less often, 22% never, 4% daily and 14% several times a week. Use of The Robin was lower still, with 84% never using it and 13% using it less often.

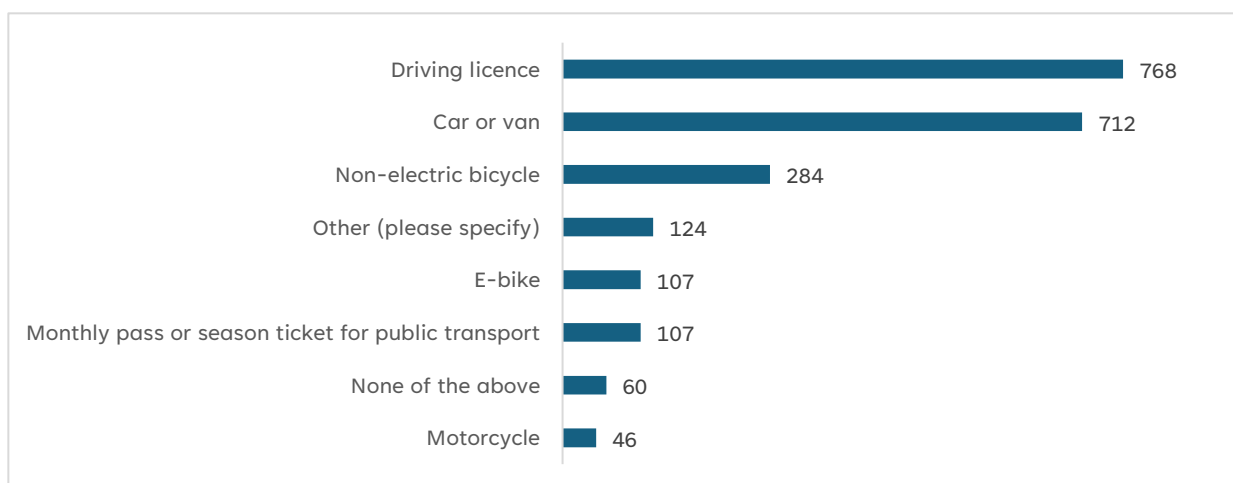
Rail use was lower than bus, with 1% travelling daily, 4% several times a week, 59% less often and 18% never. For cycling, 56% never cycled and 17% cycled daily or several times a week.

Overall, walking and car use were highest, while cycling and public transport use were lower. Bus use exceeded rail use.

Respondents were then asked: Which of the following do you currently have or have access to?

As multiple options could be selected, 2,208 responses were received. Results are shown below.

Figure 6: Which of the following do you currently have or have access to? (n=2,208)



The largest proportions of respondents held a driving licence (768 – 35%) or had access to a car or van (712 – 32%), reflecting high levels of car access across Gloucestershire.

Access to cycling and public transport was lower, with 284 respondents having access to a non-electric bicycle and 107 to an e-bike or monthly public transport pass/season ticket.

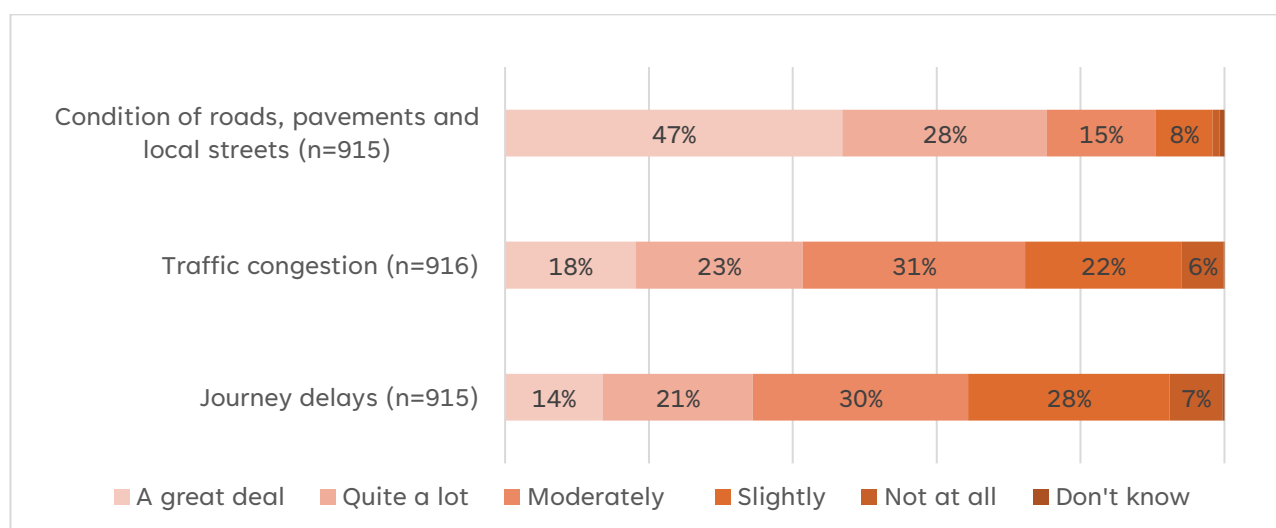
Of the 124 respondents selecting 'other', most referenced a Senior bus pass or railcard. Other responses included a disabled bus pass, companion bus pass, mobility scooter and horse.

Transport Issues

Respondents were asked about current transport issues and their impacts. Seven themes were presented, with respondents rating each issue on a five-point scale from 'A great deal' to 'Not at all'.

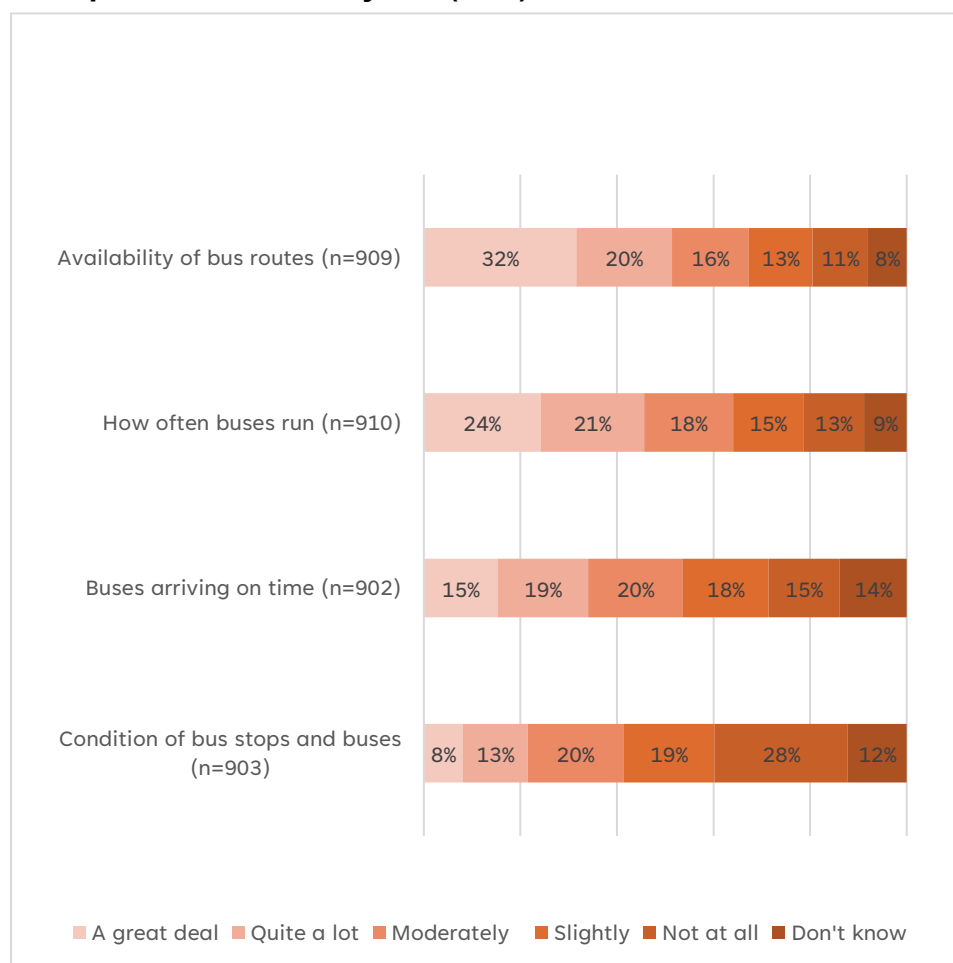
A summary of the results for each theme is provided below.

Figure 7: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Roads)



The condition of roads, pavements and local streets was the most significant issue, with 47% of respondents affected a great deal and 28% quite a lot. Traffic congestion was also a major concern, affecting 18% a great deal and 23% quite a lot.

Figure 8: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Bus)

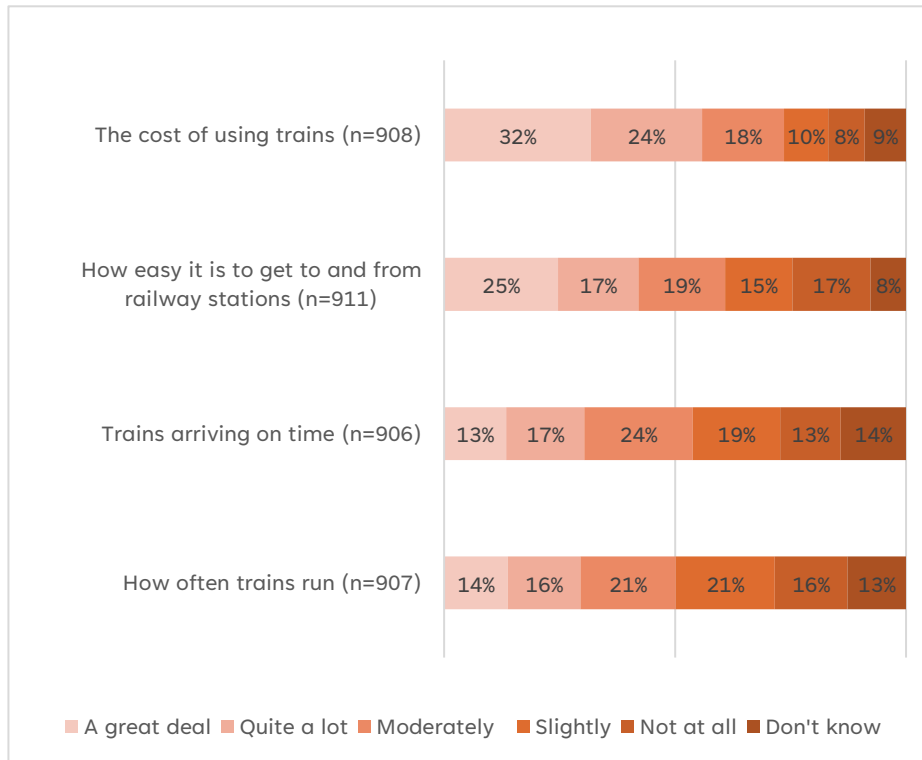


Bus route availability was the most significant issue, with 32% of respondents impacted a great deal and 20% quite a lot. Bus service frequency was the second most significant issue, affecting 24% a great deal and 21% quite a lot.

The condition of bus stops and buses was the least significant issue, with 28% reporting no impact and 8% affected a great deal.

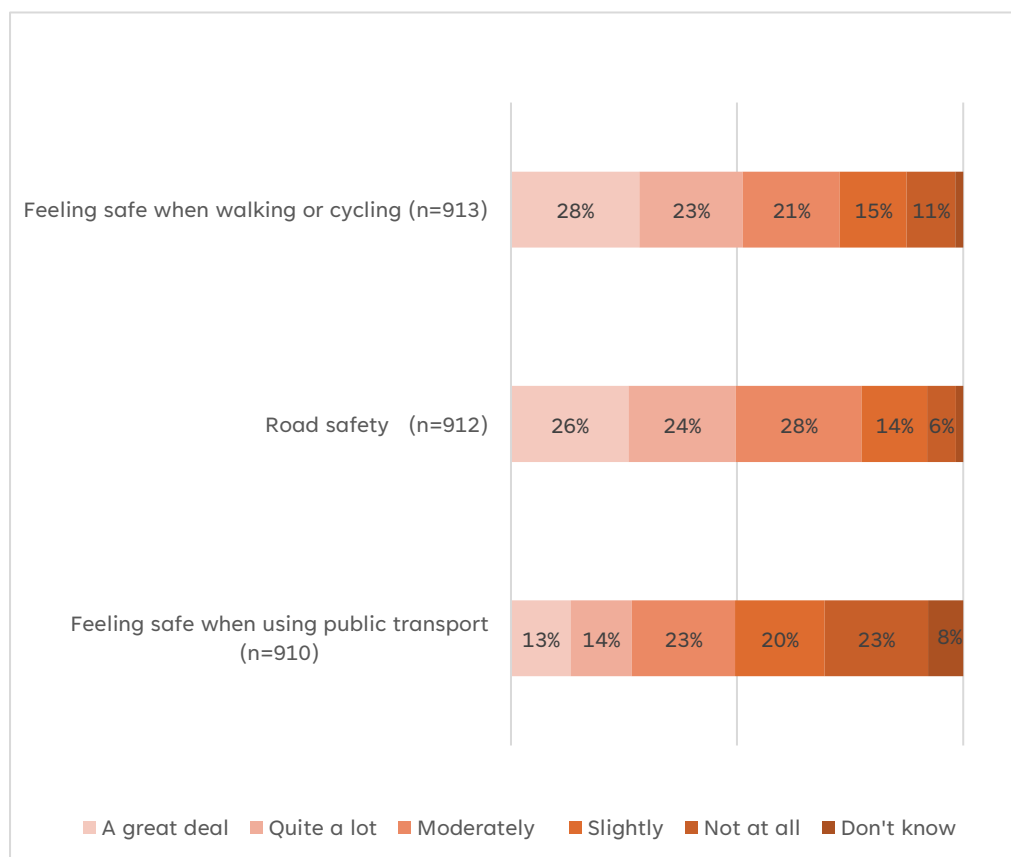
Overall, concerns focused on the availability and frequency of bus services rather than infrastructure condition.

Figure 9: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Trains)



When considering transport issues relating to train travel, the cost of train travel and ease of getting to and from stations appeared as the most prominent. 42% of respondents regarded how easy it is getting to and from railway stations as either affecting them quite a lot or a great deal. This figure increases to 56% when considering the cost of train travel.

Figure 10: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Safety and Security)



The results presented in

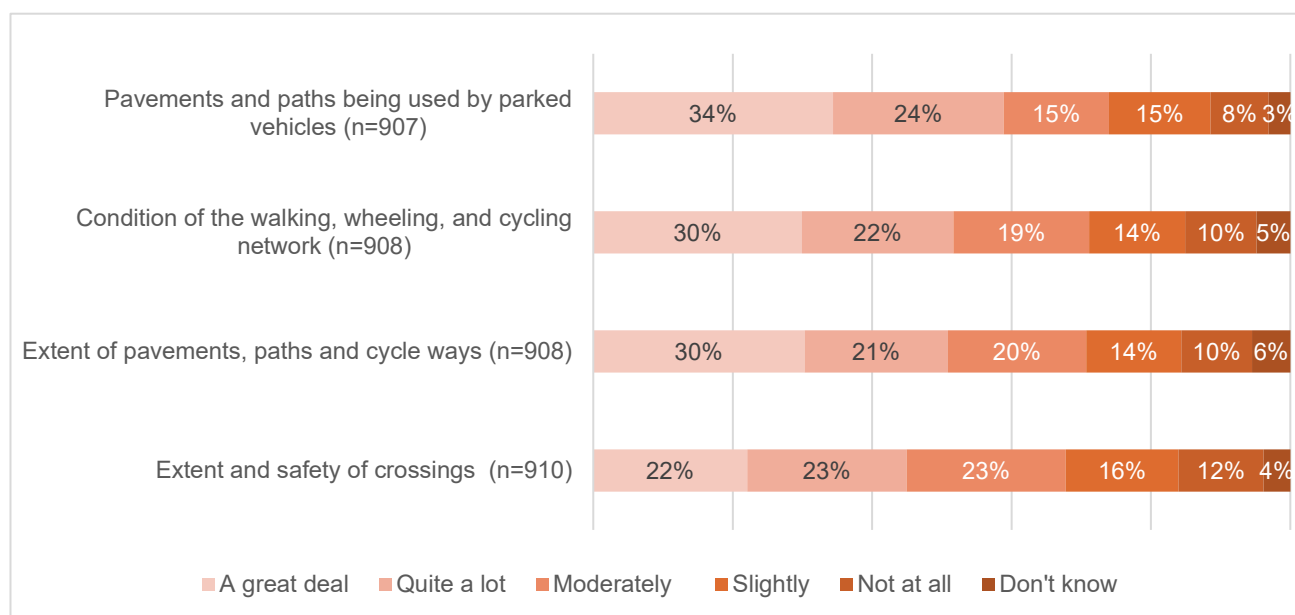
Figure **10** indicate that safety-related issues have a notable impact on respondents' day-to-day travel, particularly in relation to 'road safety' and 'feeling safe when walking or cycling'.

Safety when walking or cycling was the most significant issue, affecting 52% of respondents either a great deal (28%) or quite a lot (23%). Road safety was a similar concern, affecting 50% either a great deal (26%) or quite a lot (24%).

Concerns about personal safety on public transport were lower, with 27% affected either a great deal (13%) or quite a lot (14%), compared with 43% affected only slightly or not at all.

Overall, respondents were more concerned about safety when walking, wheeling and cycling, and road safety, than personal safety on public transport.

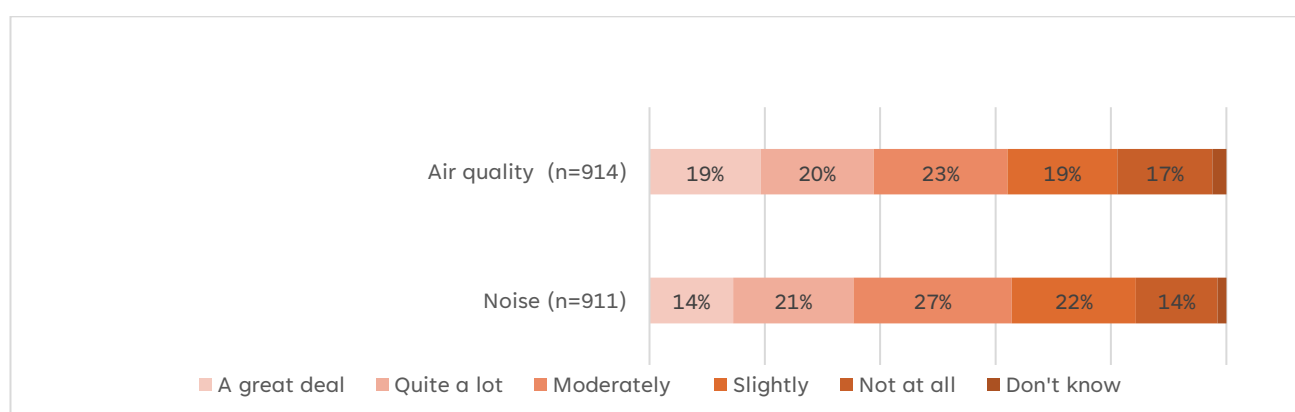
Figure 11: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Walking, Wheeling & Cycling)



Issues relating to walking, wheeling and cycling had a greater impact than many other transport issues. The proportion of respondents reporting that issues affected them 'quite a lot' or 'a great deal' ranged from 45% for the extent and safety of crossings, to 58% for pavements and paths being used by parked vehicles. Corresponding figures were 51% for the extent of pavements, paths and cycleways, and 52% for the condition of the walking, wheeling and cycling network.

Around a third of respondents reported that each issue affected them 'a great deal', indicating that active travel users experience significant day-to-day transport issues.

Figure 12: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Environment)



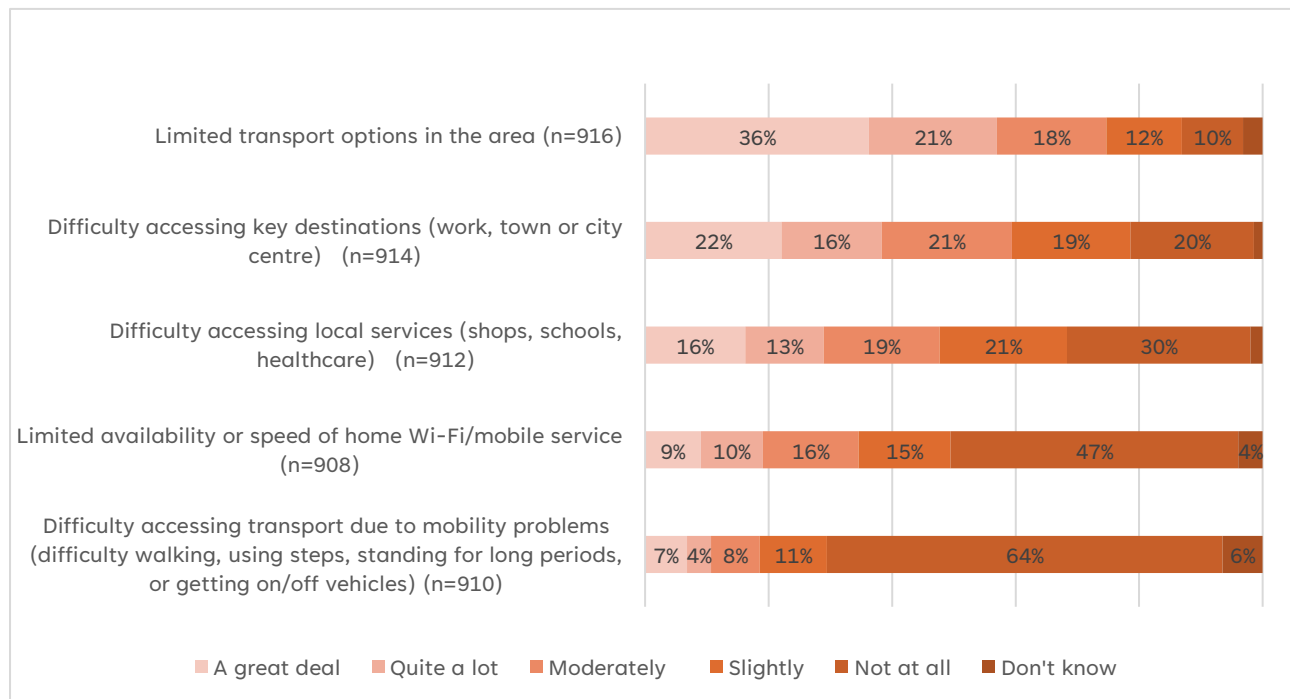
Views on air quality and noise were mixed. For air quality, 19% of respondents were affected a great deal, while 17% were not affected. For noise, 14% were affected a great deal and 14% were not affected, while 21% were affected quite a lot and 22% only slightly.

Overall, responses indicate that the impacts of air quality and noise vary across Gloucestershire, with substantial proportions reporting both high and low levels of impact.

Access and Connectivity

Of the issues pertaining to access and connectivity, limited transport options was the most significant, affecting 57% of respondents either a great deal (36%) or quite a lot (21%). Difficulty accessing key destinations and local services was also significant, affecting 38% and 29% of respondents respectively either a great deal or quite a lot.

Figure 13: Thinking about your day-to-day travel, how much do the following transport issues affect you? (Access and Connectivity)



Current Transport Issues: Open Responses

Next, respondents were invited to provide a free-text comment in response to the following question:

Do you want to tell us any more about transport issues faced by you or your family?

This was an optional question, with 570 respondents providing an answer. The results have been analysed thematically, using qualitative coding techniques.

Qualitative coding involves reviewing each comment and assigning it to one or more themes based on the issues, concerns or suggestions raised. To enable categorisation, a code frame was developed by reviewing a sample of the responses and identifying a set of common themes and areas of comment. Where a response covered multiple topics, it was coded against all relevant themes. This approach enables large volumes of qualitative feedback to be analysed in a consistent and structured way, helping to identify recurring issues, areas of concern and common priorities across respondents. It also helps ensure that individual comments can be considered alongside broader patterns in the feedback; providing a robust evidence base to inform the updated LTP.

The code frame adopted for Q10 was developed based on a review of the responses and identification the key themes and emerging issues. Table 4 below sets out the most frequently recurring codes identified throughout the Q10 responses.

Table 4: Key themes in response to Question 10

Code description	Frequency of comments	% of coded comments
Bus related comments (including issues and suggested improvements)	353	20%
Safety concerns / suggested safety measures	148	8%
Reliance on private vehicle to travel	140	8%
Issues with traffic congestion / roadworks / driver behaviour	127	7%
Rail related comments (including issues and suggested improvements)	121	7%
Comments regarding cyclists / cycle infrastructure	112	6%
Road and pavement condition (e.g. potholes)	111	6%
Issues for pedestrians	100	6%
Cost / affordability of travel	94	5%
Poor connectivity in rural areas / need for improvements	92	5%
Poor integration between modes (e.g. bus and rail)	91	5%
Lack of early morning / evening / Sunday bus services	82	5%
Issues with accessibility and inclusivity (including issues for elderly people / people with disabilities when using transport)	81	5%
Parking issues (including pavement parking)	69	4%
Issues relating to other modes of travel (e.g. motorcycles, horse riders)	37	2%
Not applicable/ non-relevant comment	13	1%

Bus-related comments were the most common theme, accounting for 20% of all coded comments and appearing in 353 responses. While some respondents praised services such as The Robin, which was described as “amazing”, most comments highlighted infrequent and unreliable services, limited evening and Sunday provision, and poor rural coverage.

Rural isolation and a lack of connectivity in rural areas was a commonly raised issue, with 92 comments coded under this theme. Many respondents noted a significant gap in transport availability in these areas, with comments including:

“Public transport availability, especially in rural areas is a real issue. I care about the environment and would love to be able to use public transport more often, but the options are almost non-existent.”

“We would use the bus now if available...but living in a village we have to use the car.”

“As someone in a village I’m facing the decision to move away from my home of many decades because of poor transport services and lack of facilities rurally.”

Safety was another recurring theme, with concerns about speeding traffic, pavement parking, potholes and inadequate cycling infrastructure. Many respondents felt current conditions discouraged active travel. Comments included:

“Cycling is unsafe due to the lack of segregated cycle paths/lanes”

“I would cycle into Gloucester but do not feel that it is safe to do so down the A40 especially due to a large number of heavy goods vehicles on the road.”

Many respondents called for measures such as 20mph zones and segregated cycle lanes.

Reliance on private vehicles was highlighted in 141 comments, particularly in rural areas where respondents felt there were few alternatives. Comments included:

“I feel my only option is to drive”

“A car is essential to allow us to stay connected”

“Private car use is the only viable option in the North of the county”

“essential for residents of Oxenton”

Issues relating to traffic congestion, roadworks and driver behaviour were referenced in 127 comments. Common concerns included speeding vehicles, dangerous driving, congestion, potholes and poorly timed roadworks. Respondents commented:

“...we live near a school entrance and quite often witness irresponsible behaviour from car drivers with regards to speeding, parking on junctions, pavements or grass as well as leaving engines running”

“Far too many drivers drive recklessly and dangerously around cyclists.”

“When I drive my car I have a swerve a lot to avoid the potholes, which is also dangerous”

“Large and deep potholes are also an issue as I am concerned me or my children will hit one and come off our bikes.”

Rail-related comments focused on the cost, reliability and accessibility of services. Respondents commented:

“We like to use the train...but they are often cancelled, overcrowded or late.”

“Trains too expensive to ever use. Difficulty getting to railway station.”

“The lack of a direct/quick train to Bristol will continue to hold Stroud back. We can get to London quicker than Bristol.”

Other commonly raised issues included poor integration between transport modes, the cost of public transport, a lack of safe walking and cycling routes, and pavement parking.

Respondents reported pavement parking as creating difficulties for parents with pushchairs, wheelchair users, mobility scooter users and visually impaired people.

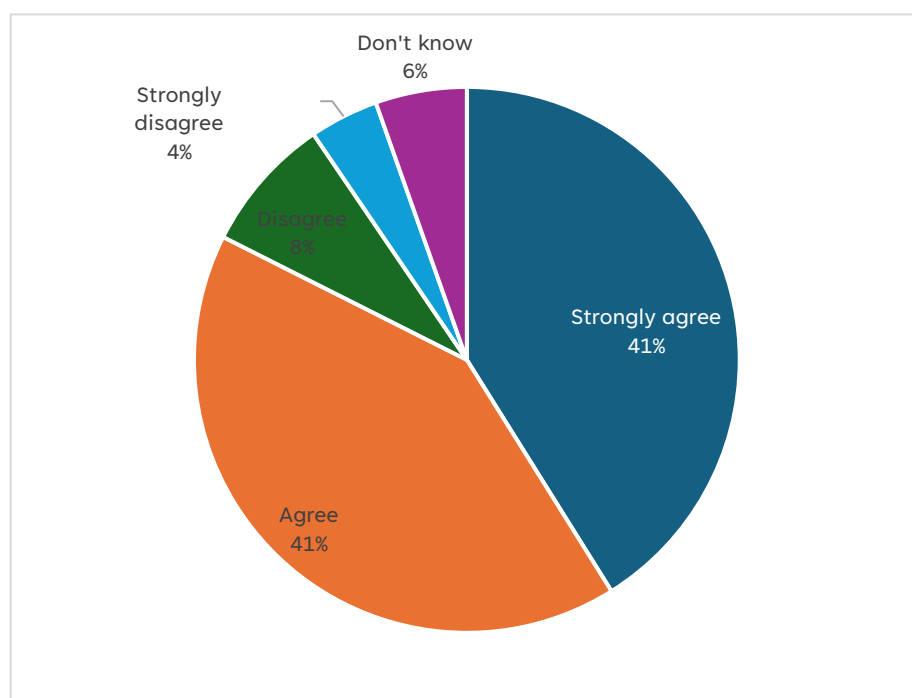
Accessibility and inclusivity issues were raised in 81 comments. Respondents highlighted challenges faced by older people and those with limited mobility, including difficulties boarding buses, limited space for disabled users, poor dropped kerbs and uneven surfaces.

Feedback on the shared vision and delivery priorities

The next section of the survey asked for feedback on GCC's shared vision and delivery priorities.

Respondents were initially asked to state the extent to which they agree that the vision and delivery priorities outlined in Chapter 1 reflect what transport in Gloucestershire should deliver. A list of five response options were provided, from 'strongly agree' to 'strongly disagree', as well as a 'don't know' option. Respondents were able to select one answer. A summary of the results is presented below.

Figure 14: To what extent do you agree that the vision and delivery priorities reflect what transport in Gloucestershire should deliver? (n=905)



Most respondents agreed that the vision set out in the transport plan accurately reflects the transport priorities of the County. 82% of respondents agreed or strongly agreed with the vision, compared to 12% that disagreed or strongly disagreed.

Draft Vision: Open Responses

Next, respondents were invited to provide a free text comment in response to the following question:

Is there anything else you want to tell us about our draft vision?

This was an optional question, with 401 respondents choosing to provide an answer. The responses have been analysed thematically, enabling the identification of recurring comments, themes and suggestions. A summary of the feedback is presented below.

Table 5: Key themes in response to Question 12

Code description	Frequency of comments	% of coded comments
Comments relating to active travel / walking & cycling infrastructure	67	10%
Comments relating to public transport generally	62	9%
Comments relating to roads / drivers / private vehicles	60	9%
Concerns about the achievability / deliverability of the vision	55	8%
Bus related comments	53	8%
Unsupportive / critical comments	43	7%
Supportive comments	42	6%
Vision is too vague / not detailed enough	42	6%
Comments regarding environment / the 'green' agenda	41	6%
Rural areas	40	6%
Need for need for better cross-border connectivity / improved connections to areas outside Gloucestershire	27	4%
Rail related comments	25	4%
Accessibility and inclusivity (including provision for elderly and disabled people)	22	3%

When asked to comment on the vision, the most frequently raised topic by respondents was active travel / walking and cycling infrastructure, with 67 comments coded under this theme. Comments were generally mixed, with most responses supporting greater investment in walking and cycling infrastructure; while others were critical of recent cycling schemes and perceived active travel investment as coming at the expense of roads, congestion reduction, or other transport priorities.

A recurring theme was the need to reduce car dependency and prioritise sustainable transport:

"The vision must be explicitly climate-aligned... prioritising active travel, public transport, and EV charging infrastructure in that order."

"It needs to be implemented. We need to get people out of their cars and into active travel."

The strongest message from supportive respondents was that people need safe, continuous and convenient infrastructure before they will change travel habits. Common requests included:

- Segregated cycle lanes;
- Improved walking routes;
- Better crossings;
- Safer routes to schools;
- Better rural active travel connections;
- Secure cycle parking; and
- Better maintenance of walking and cycling infrastructure.

Despite this, many respondents felt that GCC currently places too much emphasis on cycling infrastructure, often at the expense of motorists and road maintenance. Comments included *"well functioned roads are being destroyed to build cycle lanes where there is zero demand for cycles"* and *"too much money spent on cycle paths when main roads are a moonscape."*

General Public Transport Comments

General comments on public transport were the next most common theme, with 62 comments allocated to this code. Respondents expressed strong support for public transport and its role in improving connectivity, reducing congestion, supporting rural communities, tackling climate change and reducing car dependency. One respondent commented:

"You need to get more people using public transport to deliver a greener Gloucestershire... Would ease the congestion as well."

Many responses highlighted shortcomings in current provision, with respondents calling for improvements and, in some cases, subsidised or free travel schemes. The most common criticisms were that services are unreliable, infrequent and expensive.

Roads, Drivers and Private Vehicles

Comments relating to roads, drivers and private vehicles were the next most common theme, with 60 comments allocated to this code. While many respondents supported reducing car dependency, they also highlighted the continued importance of cars, particularly in rural areas. One respondent noted:

"It will not be possible to fully replace private car use in the county's remote rural areas, so don't disregard the vast number of private road car users in these areas."

Many comments raised concerns that the draft vision does not sufficiently address issues affecting drivers, including congestion, potholes, safety and parking.

Deliverability of the Vision

A total of 55 comments questioned the deliverability of the vision. While many respondents supported its aims, there was limited confidence that it would be achieved. Comments included:

"I will believe it when I see it"

"The vision is good but it needs to be matched with action"

"I doubt anything will change"

A further 47 comments felt the vision lacked sufficient detail, calling for clear targets, timescales and measures of success. Respondents commented:

"has to have SPECIFIC actions of how that vision is going to be delivered...on what time... at what cost"

"vision is great but it gives no clues as to practical implementation".

Other recurring themes raised in the responses included:

- Calls for more frequent, reliable, affordable and accessible bus services;
- Strong support for climate action, sustainable transport and reducing car dependency;
- Support for the overall direction of the vision;
- Vision lacks specificity - need for clear actions and measurable outcomes; and
- Rural communities are underserved.

Draft Delivery Priorities: Open Responses

The next question of the survey asked respondents:

Is there anything else you want to tell us about our draft delivery priorities?

This was an optional question, with 278 respondents opting to provide a free text comment. The comments have been analysed thematically, resulting in the identification of several recurring codes. The most frequently occurring codes are presented in Table 8 and is followed by a summary of the feedback.

Table 6: Key themes in response to Q13

Code Description	Frequency	% of coded comments
Bus related comments	48	11%
Road / highway related comments	38	8%
Not applicable/ non-relevant comment	36	8%
Active travel / pedestrians and cyclists	34	8%
Unsupportive / critical comments	29	6%
Delivery priorities are too vague	28	6%
Comments related to rural areas	28	6%
Safety (concerns and suggestions)	26	6%
Supportive comments	25	6%
Need for wider connectivity / integration / coordination (including cross-border connectivity)	24	5%
General public transport comments	21	5%
Inclusion and accessibility (including for the elderly & people with disabilities)	21	5%

Bus

Bus-related comments were the most common theme, with 48 comments under this code. Responses were generally supportive of improved bus services but felt the current network does not meet residents' needs. Comments included:

"Buses should go to villages and towns so people are not isolated. Some elderly in villages have no bus services."

"It might be better to switch resources away from set timetable services, which do not suit the majority of people in a rural area, to more on-demand services which more flexibly meet the real needs of people getting to appointments, public services, retail areas, etc."

"Gloucestershire should have tap on tap off system for buses."

Roads and Highways

Comments related to roads and highways were also frequent among the responses, with 38 comments in total. Several respondents emphasised that improving road conditions (e.g. fixing potholes) and improving traffic flow should be prioritised. Others raised suggested improvements, including:

- A new bridge crossing over the River Severn, linking M5 Junction 13 (near Stonehouse) to the A48 on the west side of the river.
- Repainting road markings and resurfacing roads to remove potholes. It was noted that potholes are a safety risk, causing accidents and costing people a lot of money in vehicle repairs.
- Need for better integration between transport planning and land-use planning, to ensure new housing developments are adequately served by public and sustainable transport.

36 comments were coded under the 'non-relevant / non applicable code'; this was largely where respondents had no further comments to add, with responses such as “No” and “As above”.

Active Travel Infrastructure

Active travel infrastructure was another commonly raised topic, accounting for 8% of the coded comments. A small proportion of the comments were critical of any proposed improvements to cycle infrastructure, with comments such as: “*stop focussing on cycle paths that people aren't using*”. The remainder of comments advocated for better and safer cycle infrastructure, and made suggestions such as:

- Extending the Honeybourne Line in Cheltenham to the A40 to support more cycle journeys.
- Introducing cycle hire schemes, including discounted hire for school children.
- Improving maintenance of cycle lanes, which were often described as being in poor condition.

Criticism of Delivery Priorities

A total of 29 respondents were critical of the delivery priorities, citing concerns that they do not address key transport issues, are too vague, or focus too heavily on urban areas. One respondent commented:

“Delivery priorities are not really dealt with in any meaningful way.”

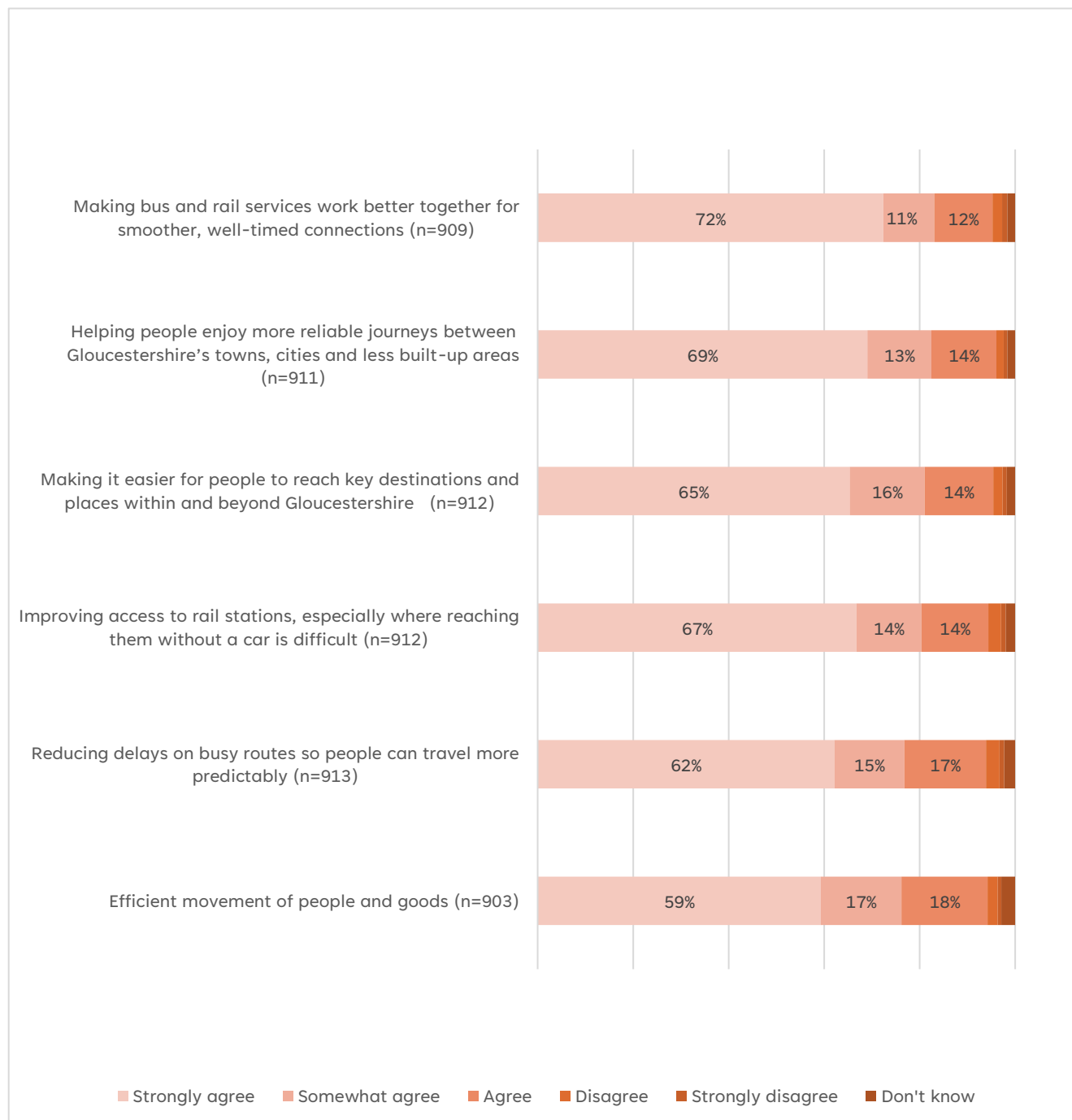
A further 25 comments expressed support, describing the priorities as “*A good start*” and “*hope you can deliver*”. Other themes included the need for measurable targets, consideration of alternative modes such as car clubs, park and ride and a ULEZ, greater recognition of freight movement, and improved connectivity for rural areas.

Feedback on the proposed opportunities

Respondents were asked to indicate the extent to which they agreed that a series of proposed opportunities would help GCC deliver ‘a well-connected and prosperous Gloucestershire’. The opportunities related to connectivity, journey reliability, access to rail services, integrated public transport, reducing delays, and the efficient movement of people and goods.

For each opportunity, respondents selected their level of agreement on a six-point scale from 'strongly agree' to 'strongly disagree', with a 'don't know' option also available. The results are presented below.

Figure 15: To what extent do you agree that the following opportunities could help us deliver a 'well connected and prosperous Gloucestershire'



For all opportunities, around 95% of respondents either somewhat or strongly agreed that they would help deliver a well-connected and prosperous Gloucestershire. Support was consistently high across all six opportunities.

The lowest level of strong agreement was for the efficient movement of people and goods, at 59%. The highest was for making bus and rail services work better together through smoother, well-timed connections, with 72% strongly agreeing.

Proposed Opportunities: Open Responses

The next question of the survey invited respondents to provide a free-text comment in response to the following:

Do you have any other thoughts on what could help us deliver a well-connected and prosperous Gloucestershire?

This was an optional question, with 358 responses provided. Table 9 presents the key themes that were identified among the responses and the frequency by which each one was raised.

Table 7: Key themes in response to Q15

Code Description	Frequency of comments	% of coded comments
Bus-related suggestions	97	14%
Walking & cycling improvements	51	7%
Alternative modes (e.g. trams, P&R, car clubs, motorcycles)	45	7%
Road condition & maintenance	42	6%
Integration between modes (e.g. bus-rail)	42	6%
Rail-related suggestions	39	6%
Suggestions related to rural areas	39	6%
Discouraging car use / encouraging behaviour change / modal shift	37	5%
Safety measures (e.g. speed limits)	36	5%
General public transport suggestions	35	5%
Strategic planning & development	33	5%
Affordability / cost of travel	32	5%
Suggestions related to traffic congestion	30	4%

Collaborative and coordinated working (e.g. across organisations, with stakeholders)	21	3%
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Bus

Bus journeys were the most common theme among the responses.

Respondents advocated for services that are more frequent, reliable, better connected and easier to use. Suggested improvements included: flexible minibus services between city centres and outer suburbs, improvements to Gloucester bus station, accurate real-time bus information, more direct services that avoid changes in Gloucester or Cheltenham, greater use of smaller buses where demand is lower, and additional routes, particularly on Sundays and in the evenings.

Active Travel

Active travel, walking and cycling infrastructure was referenced in 51 comments.

Respondents commonly suggested additional off-road cycle routes, including converting former railway lines such as the Cirencester to Tetbury route for active travel. Other suggestions included improved cycle parking and better-connected walking and cycling networks.

Alternative Modes

A large proportion of the comments (45) suggested the use of alternative transport modes to deliver a well-connected and prosperous Gloucestershire. This included multiple suggestions to expand the Park & Ride offer, exploration of last mile deliveries, and increasing rail freight to reduce pressure on the road network. Carpooling / car sharing initiatives were also suggested, including EV car pools.

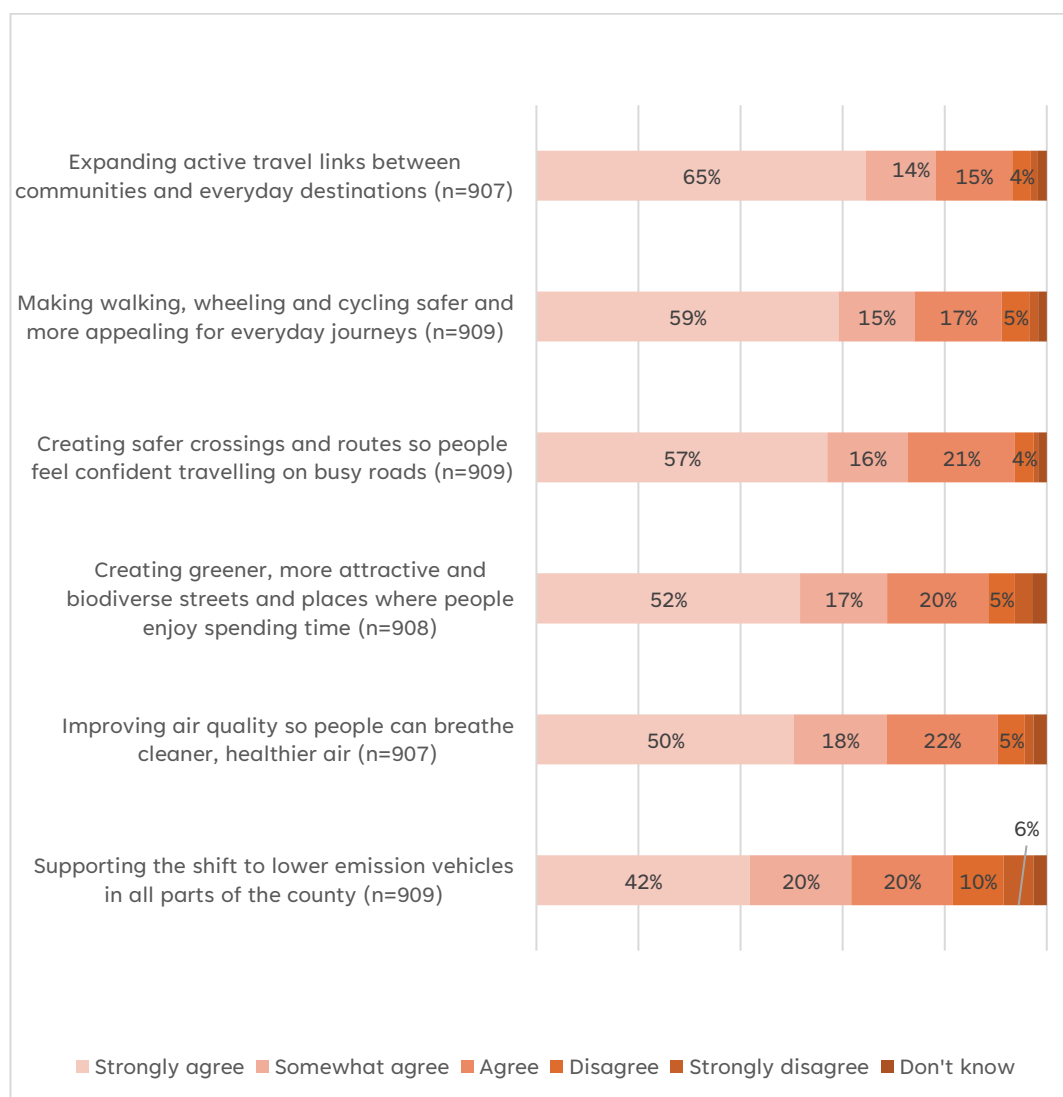
Other suggestions

The remaining comments largely repeated themes raised elsewhere. Suggestions included better integration between modes through integrated bus and rail ticketing and coordinated timetables, improved planning and coordination of roadworks, shuttle buses to tourist attractions such as Berkeley Castle and the Wildfowl Trust, and behaviour change measures including workplace parking levies, lift-sharing incentives, free cycle storage and cheaper bus fares. Respondents also highlighted the need for new developments to be well served by public and sustainable transport, with easy access to shops, schools and healthcare services.

Next respondents were asked to indicate the extent to which they agreed that a series of proposed opportunities would help GCC deliver 'a green and healthy Gloucestershire'. These opportunities differed from the previous question, instead relating to improved air quality, active travel facilities, low emission vehicles and creating greener, more attractive and biodiverse streets.

For each opportunity, respondents were asked to select their level of agreement using a six-point scale from 'strongly agree' to 'strongly disagree'. A 'don't know' option was also provided for those who were unsure. The results are presented below.

Figure 16: To what extent do you agree that the following opportunities could help us deliver a 'green and healthy Gloucestershire'?



For all opportunities, most respondents agreed that they would help deliver a green and healthy Gloucestershire.

The highest level of strong agreement was for expanding active travel links between communities and everyday destinations, with 65% strongly agreeing, alongside 15% agreeing and 14% somewhat agreeing. Support was lowest for supporting the shift to lower-emission vehicles across the county. However, 42% still strongly agreed, with a further 40% agreeing or somewhat agreeing. A total of 16% either disagreed or strongly disagreed, making it the least supported opportunity.

Do you have any other thoughts on what could help us a green and healthy Gloucestershire?

The next question of the survey invited respondents to provide a free-text comment in response to the following:

Do you have any other thoughts on what could help us deliver a green and healthy Gloucestershire?

A total of 317 responses were received to this question. The key themes emerging across the responses are outlined in Table 10.

Table 8: Key themes in response to Q17

Code Description	Frequency of comments	% of coded comments
Comments related to active travel / walking & cycling	72	11%
Comments on low emission vehicles / electric vehicle infrastructure	65	10%
Safety (concerns and suggested measures e.g. speed limits)	43	7%
Planting / trees / green spaces	41	6%
Bus related comments	35	6%
Alternative suggestions / other environmental measures	34	5%
General environmental comments - air quality, carbon emissions etc	27	4%
Unsupportive / critical comments	26	4%
Comments relating to public transport generally	25	4%
Behaviour change initiatives	25	4%
Accessibility / inclusivity - e.g. comments about elderly / disabled people / people with limited mobility, low income households etc/ social isolation etc	24	4%
Comments relating to rural areas	23	4%

Across the responses, there was broad support for measures to deliver a green and healthy Gloucestershire. Many respondents focused on practical actions to encourage healthier lifestyles and reduce car dependency, while stressing that measures must remain

affordable, accessible and realistic, particularly for rural residents, people with mobility issues and those on low incomes.

Active Travel

Active travel, walking and cycling infrastructure was the most common theme, with 72 comments coded. Respondents supported greater investment in active travel, particularly protected cycle routes, improved crossings, better route connectivity, secure cycle parking and safer conditions on busy roads and junctions. Comments included:

“More places to securely locks bicycles and charging banks for e bikes (as hilly area)”

“Make a 'safer walking environment' for everyone that encourages people to walk more!!!”

Several respondents also suggested converting former rail corridors into walking and cycling routes, building on schemes such as the Honeybourne Line.

Encouraging walking and cycling among young people

School travel was a recurring theme. Respondents highlighted opportunities to improve health and reduce congestion by enabling children to walk and cycle safely. Suggested measures included School Streets, cycle training, safer routes to school, and initiatives encouraging walking instead of driving. For example:

“Put initiatives in place to help teach children to cycle and how to use the road safely, and provide money for families to buy bikes”

“Schools! Please, please introduce an initiative to encourage parents and their children to WALK to and from school. If this isn't possible, then car share?...”

“Encouraging children and parents to walk to school and local facilities, make it part of everyday life.”

Electric Vehicles & Low Emission Vehicles

Electric and low-emission vehicles were referenced in 65 comments, with mixed views among the responses. While many respondents supported investment in these technologies, including electric buses, others questioned their overall benefits, highlighting the negative environmental impacts associated with electric battery production, and air pollution from tyres and braking systems. For example:

“So much focus on lower emission vehicles but are they actually better? Whilst emissions from the exhaust may go down, what about the residue in the air from tyres and breaks?”

“Simply changing to EVs from ICE vehicles isn't the answer as there will still be congestion, danger to other road users and pollution from brakes and tyres”

“They make marginal difference to emissions and air pollution at best.”

Several comments raised concerns about the availability of EV charging infrastructure, with some noting the limited reference to this within the LTP. One respondent stated that investment in EV charging infrastructure “*should surely be a major priority*”, while others argued that a wider rollout of charging facilities would be needed to encourage EV uptake.

Safety

Safety was referenced in 43 comments, both in terms of existing safety concerns, comments on the proposed opportunity to ‘create safer crossings and routes so people feel confident travelling on busy roads’, and alternative suggestions. Some respondents questioned this approach, arguing that the priority should instead be given to reducing traffic volumes, speeding and dangerous driving.

Other suggestions related to safety included lower speed limits and stronger enforcement, including 20mph zones, the installation of rising bollards in Cheltenham and Gloucester, and a ban on e-scooters due to safety concerns and rider behaviour.

Biodiversity & Green Spaces

Comments relating to biodiversity, green spaces, trees and planting were referenced in 42 responses. There was strong support for creating greener and more biodiverse streets, with suggestions including increased tree planting, living walls, green bus stops, roadside verges and nature corridors. Several respondents also suggested combining active travel routes with green infrastructure to support both wildlife and active travel. For example:

“Create Nature Corridors with cycle/walking routes in the middle to provide clean peaceful transport opportunities for people and nature”

However, several respondents raised concerns about the perceived loss of green space and biodiversity to accommodate new infrastructure, with comments including:

“The loss of street trees as a result of resurfacing work on Milton Road in St Marks, Cheltenham is concerning and does not fit with the above agenda at all!”

“Stop covering everywhere where in concrete and tarmac...give wildlife a chance”

“Stop building huge estates of houses on green sites!...”

Public Transport Improvements

Public transport improvements were frequently identified as a way to deliver a greener and healthier Gloucestershire. However, respondents stressed that buses and trains must become more frequent, reliable, affordable and better connected, particularly in rural areas where car use is often considered essential. Comments included:

“A green and healthy Gloucestershire requires investment in all forms of sustainable transport, not simply reducing car use. Public transport, walking and wheeling should work together as an integrated system.”

“if buses are easy to use, affordable, connect people where they need to go particularly Dr surgeries, hospitals, schools and work places people will get out of their cars.”

“Cars are a bad habit...it's a good time to coax people out of their cars and use public transport but it does need to be joined up buses and trains running... If people can rely on the connections to get them to school, work and appointments on time and it's cheaper than the cost of car parks... behaviour will change.”

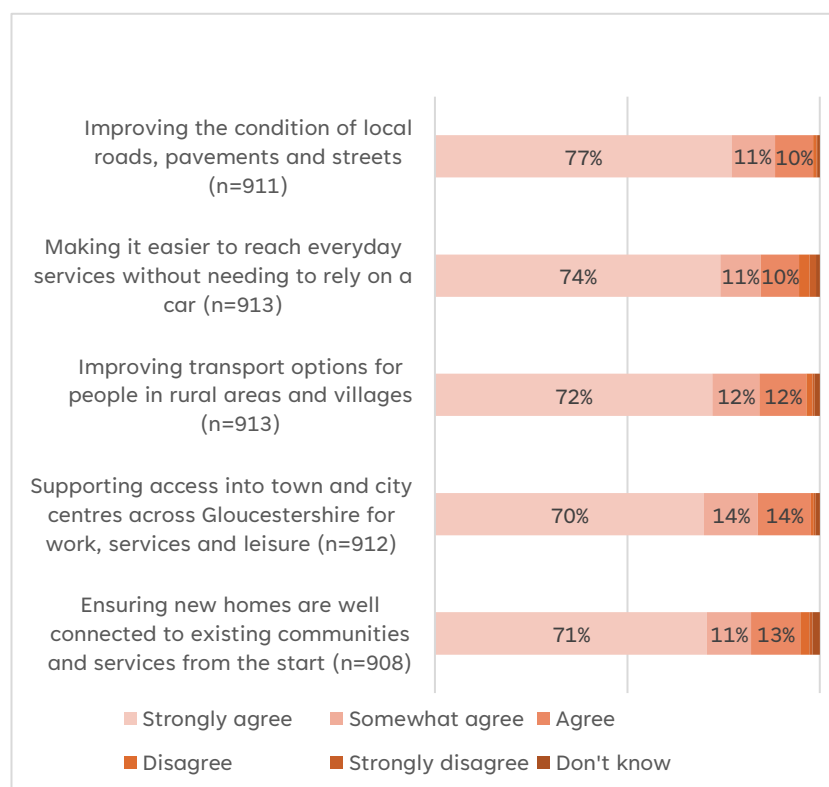
Summary

Overall, respondents considered a green and healthy Gloucestershire to be one where more journeys can be made by walking, wheeling, cycling and public transport. Key themes were the need for safe, reliable, accessible and affordable alternatives to the private car; alongside greener streets, biodiversity, clean air and inclusive infrastructure to support healthier and more sustainable travel choices.

Next, respondents were asked to indicate the extent to which they agreed that a series of proposed opportunities would help GCC deliver ‘A Gloucestershire which supports local communities’. The opportunities related to improving transport options in rural areas, making it easier to travel without a car, supporting access into town and city centres, improving the condition of roads and pavements, making public transport more affordable and ensuring new homes are well connected.

For each opportunity, respondents were asked to select their level of agreement using a six-point scale from ‘strongly agree’ to ‘strongly disagree’. A ‘don’t know’ option was also provided for those who were unsure. The results are presented below.

Figure 17: To what extent to do you agree that the following opportunities could help us deliver ‘A Gloucestershire which supports local communities’?



Each of the opportunities saw a large majority of respondents in agreement that they could help deliver a Gloucestershire which supports local communities. All opportunities saw at least 94% of respondents strongly agree, agree or somewhat agree.

The opportunity which had the highest proportion of respondents strongly agree was improving the condition of local roads, pavements and streets (77% strongly agreed). Supporting access into town and city centres across Gloucestershire for work, services and leisure received the lowest proportion of respondents in strong agreement with 70%. Each opportunity had less than 3% disagree.

The next question of the survey invited respondents to provide a free-text comment in response to the following: *Do you have any other thoughts on what could help us deliver ‘a Gloucestershire which supports local communities’?*

This was an optional question, with 264 responses received. The key themes raised among the responses were broadly similar to those raised during previous free-text questions. They are presented in Table 11 below, along with the frequency of comments and percentage breakdown.

Table 9: Key themes in response to Q19

Code Description	Frequency of comments	% of coded comments
Comments regarding housing / development sites	91	17%
Bus improvements	85	16%
Active travel / walking & cycling improvements	38	7%
Comments relating to rural areas	38	7%
Rail improvements	35	7%
Road improvements / better maintenance	33	6%
Alternative suggestions / other modes of travel	31	6%
Incentives to reduce car use / encourage mode shift	25	5%
Unsupportive / critical comments	21	4%
Cost / affordability of travel	21	4%
Not applicable/ non-relevant comment	21	4%

Comments regarding housing and development sites were the most common theme, accounting for 17% of coded comments. Respondents emphasised that new development should be supported by adequate public and sustainable transport infrastructure, with concerns that housing is often delivered before transport connections are in place. Comments included: “...*transport policy needs to go hand in hand with planning development.*”

“Vast new estates are built without any infrastructure, without any thought for transport implications. Let's not build in the necessity for a car when planning new developments.”

“Public transport improvements should be a prerequisite before allowing planning permission for new developments. Thousands of houses have been built in and around Bishops Cleeve but public transport routes have not been improved...”

Overall, there was strong support for an integrated approach to land use and transport planning, ensuring that new homes are located where residents can easily access employment, education, healthcare and local services by public transport, walking and cycling.

Bus Improvements

Bus improvements were the next most common theme, with 85 comments. Respondents called for better-located bus stops and routes serving key destinations such as schools, shops and local services, alongside more frequent services and wider coverage, particularly in rural areas. Several respondents suggested smaller buses for rural routes, while others highlighted the need for more evening services, noting difficulties travelling home from work due to limited evening provision.

Active Travel

38 comments were coded to 'active travel / walking and cycling improvements', with suggestions including better connected walking and cycling routes, improved pavements (particularly near schools), and more cycle storage. One of the comments suggested working with local schools to help promote walking and cycling among young people and encourage greater activity levels.

Other Suggestions

Other themes raised in the responses to Question 19 included:

- Use of mini buses to serve rural communities;
- Suggestions for better community transport, such as volunteer car schemes and demand-responsive services;
- Better digital connectivity such as real-time bus information, app-based demand responsive bookings, integrated ticketing across modes;
- Ensure new housing developments are supported by strong active and sustainable travel links to reduce car dependency;
- Congestion charging in urban areas / introduction of car-free zones; and
- Calls to work closely with local communities when developing transport solutions. Recognition that every community and locality is different, it shouldn't be a 'one size fits all' approach.

What single improvement or change do you think would make the biggest difference to your journeys in Gloucestershire?

The final section of the survey gave respondents the opportunity to provide any further comments. They were first asked:

What single improvement or change do you think would make the biggest difference to your journeys in Gloucestershire?

This was an optional question, and despite being towards the end of the survey, it received the highest number of responses of all the free text questions. 715 responses were provided in total; these have been analysed thematically and are summarised below.

Table 10: Key themes in response to Q20

Code Description	Frequency of comments	% of coded comments
Bus improvements	229	25%
Road improvements / better maintenance	167	18%
Rail improvements	79	9%
Comments relating to public transport generally	55	6%
Integration between modes / joined-up services	54	6%
Cheaper travel	49	5%
Measures to ban / restrict car use	45	5%
Reliability improvements	34	4%
Safety concerns / suggested improvements	33	4%
Traffic congestion – concerns / suggested improvements	27	3%
Rural transport	25	3%

A quarter of all coded comments (25%) related to buses, highlighting bus improvements as a key priority. Respondents primarily focused on service provision and reliability, with the strongest message being a need for more frequent services, particularly in rural areas. Many considered hourly or two-hourly services insufficient and called for services every 30 minutes or less, alongside improved all-day provision.

Other bus-related suggestions are summarised below, ordered by how frequently they were raised by respondents.

1. Better reliability and punctuality

- Reports of cancelled services and buses not running on time (particularly Stagecoach)
- Requests for fewer bus cancellations and more punctual services

2. More evening and weekend services

3. Expanded network and better rural connectivity

- Calls for more routes serving villages and rural areas
- Reinstatement of withdrawn services (e.g. Y8 and Stagecoach 66)
- New direct routes between key destinations, and better connections between towns without having to travel via Gloucester or Cheltenham.

4. Better integration with rail services

- Requests for buses to better connect with railway stations, particularly Cam & Dursley, Kemble and Cheltenham Spa
- Requests for coordinated bus and rail timetables to enable smoother interchange

5. Lower bus fares

6. Better digital technology including real-time information, reliable apps and digital timetables, to enable people to better plan their journeys.

- *"Buses need to turn up when they're supposed to, with accurate real-time information, digital timetables and apps that people can actually trust. At the moment, frequent cancellations and inaccurate information make buses an unreliable option for anything time-critical."*

Road Improvements & Maintenance

Comments relating to road improvements and maintenance were also common. Over half focused on pothole repairs and road surface improvements, with one respondent commenting:

"Repair potholes and road surfaces properly instead of botched repairs."

Other suggestions focused on better management of roadworks, including removing inactive 'Road Closed' signs and temporary traffic lights once works are complete, and improving coordination to avoid multiple roadworks occurring at the same time.

Rail Services

A total of 79 comments identified rail improvements as the change that would make the biggest difference to journeys in Gloucestershire. Responses focused mainly on improving rail access and connectivity, particularly through new or reopened stations and the reinstatement of former rail lines. Two respondents supported reopening the Honeybourne railway line, with one stating:

"Reinstatement of the Honeybourne-Long Marston-Stratford direct rail link to provide rail access from Moreton in Marsh to Stratford-Solihull and Birmingham"

Other suggestions included more frequent and reliable train services, better bus-rail integration, improved station access and facilities, particularly at Cam & Dursley, and lower fares. Overall, comments focused more on expanding rail infrastructure and connectivity than on service improvements alone.

Active Travel

There was also a substantial volume of comments related to walking and cycling, with requests including:

1. More segregated cycle routes with physical protection
2. Completion of existing active travel schemes (particularly Cycle Spine)
3. Better active travel links between towns and villages

4. Improved cycle parking and storage
5. Improving footways and pavements, including resurfacing and widening
6. Restrict pavement parking to reduce conflict with pedestrians

Other suggestions

Beyond the above suggestions, respondents also highlighted the need for a more integrated transport system, lower public transport fares, and measures to reduce congestion on key corridors. Many also emphasised the importance of improving transport infrastructure alongside future housing development, while others called for enhanced road safety through lower speed limits, improved crossings and stronger enforcement of speed limits.

Would you like to share anything else?

The final question of the survey was another open text question, asking respondents *'Would you like to share anything else?'*

258 respondents chose to answer this question. Table 11 below outlines the key themes and codes identified throughout the comments; this is followed by a written summary of the responses.

Table 11: Key themes in response to Q21

Code Description	Frequency of comments	% of coded comments
Bus-related comments	44	12%
Active travel / walking & cycling	38	10%
Road conditions / maintenance e.g. potholes	32	9%
Supportive comments	29	8%
Safety (measures and concerns) e.g. speed limits	24	6%
Non relevant / non applicable comments	24	6%
Unsupportive / critical comments	21	6%
Alternative modes of travel e.g. trams, BRT and/or alternative suggestions	20	5%
Rail-related comments	18	5%
General public transport comments	18	5%
Parking – issues and suggestions	18	5%

Inclusion and accessibility (including elderly and disabled users)	16	4%
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Bus

Bus-related comments were the most common theme in Q21, accounting for 12% (44 comments) of coded responses. Alongside calls for more frequent, reliable and better-connected services, respondents suggested improved bus links to schools, colleges and hospitals, including Cirencester College, reopening Gloucester Park & Ride, better passenger information through simpler timetables and real-time updates, and enhanced facilities at Stroud bus station and Gloucester Transport Hub, including evening access to public toilets.

Bus Accessibility & Inclusion

A significant number of comments related to accessibility and inclusion, with suggestions including:

- Improved wheelchair access on buses;
- Better bus driver training around disabilities, including autism awareness training; and
- Concessionary fares or passes for disabled bus/ rail users and carers.

Six of the responses specifically mentioned The Robin service, the majority of which were positive in sentiment. There were calls for the Robin to operate across a wider area (a theme observed across multiple of the free-text questions), as well as comments praising the existing service, including:

- Robin staff described as *“the kindest, friendliest and most helpful transport providers”*.
- Robin described as a *“great service”, “safe and reliable”*.

Active Travel

A significant proportion of the responses to Q21 related to active travel / walking and cycling infrastructure (38 comments). Many of these were supportive of new and enhanced facilities, suggesting that improvements are needed:

“Keep up the good work on the Active Travel schemes and connectivity - it is already making a difference”

“Thank you for investing in cycling and making our lives easier and making it safer to get about.”

Several raised concerns about feeling unsafe when cycling, suggesting that improvements (such as dedicated / segregated cycle tracks away from traffic) are needed to encourage people to cycle.

Six responses were critical of cycle lanes, particularly on-road facilities. Comments included:

“No more pointless cycle lanes (I am a cyclist).”

“Stop building cycle paths. They are underused and massively costly. No return on investment at all...”

“... stop building cycle lanes in the roads”

Safety

6% of the coded comments related to safety, including a mixture of current concerns and suggested measures to improve safety. Recommendations included:

- Parking restrictions to prevent obstructive pavement parking;
- Suggestion that motorbikes should be allowed to use bus lanes, as a safer alternative to sharing the lanes with general traffic; and
- 20mph speed limits near schools and on residential roads.

Other suggestions

Across the remaining comments to Q21, a broad range of comments and suggestions were made. A summary is presented below:

- Support for incentives to encourage electric vehicle ownership;
- Better engagement with local communities and residents to understand transport needs, particularly in rural areas e.g. Dursley;
- Provide employer incentives for secure cycle parking, showers and changing rooms, to encourage more sustainable commuting patterns;
- Education programmes for drivers, cyclists and pedestrians to improve road user behaviour and encourage safer / more sustainable travel; and
- Temporary tourist parking / seasonal Park & Ride services to key tourist hotspots during summer periods.

5. Other Responses

In addition to the survey responses, feedback was received via a range of other channels; this included feedback from the stakeholder meetings, focus groups, social media interactions, emails, and letters. A summary of this feedback is below, and explored in more detail within the respective sub-section:

- **Strong overall support for the draft LTP vision and delivery priorities**, particularly the focus on a well-connected, sustainable, healthy and inclusive transport system.
- **Improving bus services was the most frequently raised issue**, with consistent calls for better reliability, frequency, affordability, evening/Sunday services and wider rural coverage.
- **Rural transport connectivity was identified as a major challenge**, with concerns that limited public transport restricts access to employment, education, healthcare and community activities.
- **Better integration between transport modes was widely supported**, including bus–rail interchange, integrated ticketing and coordinated cross-boundary services.
- **Rail improvements were seen as important for supporting sustainable growth**, with concerns around capacity, reliability, station accessibility and connectivity to key destinations.
- **Walking, wheeling and cycling infrastructure received strong support**, with requests for safer, continuous and accessible routes, improved crossings, lighting, wayfinding and better links to stations and town centres.
- **Road condition, congestion and safety were recurring concerns**, including potholes, speeding, traffic delays, school-run congestion and the need for better coordination of roadworks.
- **Cross-boundary connectivity and partnership working emerged as a key strategic theme**, with neighbouring authorities highlighting pressures on corridors such as the A40, M50 and M5 and the need for coordinated planning and investment.
- **Delivery and implementation was a major concern**, with stakeholders seeking clearer funding priorities, measurable targets, implementation plans and ongoing collaboration with local communities and service users.

Stakeholder Meetings

Meetings were held with various stakeholders during the engagement period. This included meetings with political representatives (district and county councillors), local community groups and disability groups. A total of 12 meetings took place during the engagement period; please refer to Table 2 (Chapter 2) for a list of the sessions held.

Upon launch of the engagement, political briefings were held with County Councillors and representatives from each of the district/borough councils. The purpose of these sessions was to brief Councillors on the engagement exercise, gather early input into

the emerging draft LTP, and encourage promotion of the engagement exercise among local communities. There was also a meeting with the Joint Planning Policy Reference Panel/Member Working Group comprising district councillors from Tewkesbury, Gloucester and Cheltenham.

Discussions were also held with six of Gloucestershire's neighbouring authorities as an opportunity to discuss cross-boundary transport and planning issues, identify key cross-boundary transport challenges linked to growth, infrastructure and strategic corridors, and explore opportunities for joint working between authorities³.

Meetings were held with bus operators (Stagecoach and Pulhams), and a workshop held with Gloucestershire's Physical Disability & Sensory Impairment Partnership Board. This was attended by representatives from various local accessibility and disability groups including Sight Loss Council, Daffodil Support Services, and NHS Gloucestershire Integrated Care Board.

Across the meetings several common themes and discussion points were raised. These are summarised below.

Buses

Bus-related themes dominated discussions. Councillors supported improvements to bus frequency, reliability and rural coverage, while concerns were raised about service costs, reliability, and the lack of evening and Sunday services. Stakeholders also discussed stronger partnerships with operators, integration with other modes, and measures to increase patronage, including workplace travel plans, links to employment sites and cheaper fares.

Bus franchising was considered, although it was generally agreed that it is not well suited to Gloucestershire.

Accessibility issues were also highlighted, including difficulties identifying bus stops, reliance on drivers for information and anxiety when travelling. Audio announcements on buses were suggested as a potential improvement.

School bus services were another key topic. Stakeholders identified opportunities to increase usage, make better use of existing capacity, and explore greater integration between school and public bus networks.

Roads / Highways

Junctions 12 and 13 in Stroud were identified as key constraints to growth due to existing capacity issues and limited ability to accommodate additional traffic.

Stakeholders also highlighted the reliance on private cars in rural areas and the need for improved public transport connectivity. There was strong emphasis on ensuring new developments are supported by adequate transport infrastructure to avoid increasing car dependency.

Rail

Improving access to transport hubs, particularly railway stations, was identified as a key priority to support modal shift. Stakeholders also supported better integration between bus, rail and other modes, alongside improved active travel links to rail stations.

Active Travel Infrastructure

There was strong support for improving active travel infrastructure and encouraging alternatives to the car, particularly for short journeys. Specific opportunities identified included the Wootton to Charfield corridor and the Cam & Dursley Greenway, which were seen as important for improving walking, cycling and access to rail services.

Stakeholders also suggested improved lighting, wayfinding and seating to address safety concerns. Accessibility groups highlighted issues with existing infrastructure, including limited tactile paving, inconsistent dropped kerbs and poor contrast between roads and kerbs.

General comments relating to the LTP

Stakeholders highlighted the importance of an affordable and integrated transport network, with strong connections between key destinations, services and assets. While there was recognition that the LTP is aspirational, concerns were raised about how it will be delivered in practice, including questions around monitoring progress through measures such as modal shift and electric bus rollout.

Several stakeholders emphasised the need for collaboration between county and district authorities, as well as continued engagement and co-design with service users. Funding constraints were acknowledged, alongside the need to prioritise schemes for delivery. Questions were also raised about the role of Park & Ride and whether a dedicated strategy will be included in the LTP.

Council representatives highlighted the need for clear, accessible and consistent terminology across the LTP, Infrastructure Delivery Plan and Local Plans. Accessibility groups raised concerns about the accessibility of GCC communications, recommending larger font sizes, clear spacing, left-aligned text and QR codes linking to audio content.

Cross-Boundary Connectivity

Meetings with six neighbouring authorities identified several common themes:

- Growth and development were a key concern, with authorities highlighting increasing pressure on transport networks from planned housing and employment growth, including Long Marston Airfield Garden Village, growth around Ross-on-Wye and Ledbury, development along the A40 corridor, and Ashchurch Garden Town.
- Several strategic corridors were identified as being under pressure, including the Hereford-Ross-on-Wye-Gloucester route, M50, A40, A34 and M5 Junction 9. Common concerns included congestion, resilience, safety, freight impacts and uncertainty over major infrastructure delivery. Oxfordshire highlighted the A40 as a particular priority for continued joint working.
- Cross-boundary public transport was another recurring theme. Authorities highlighted fragmented public transport networks, poor coordination between services and ticketing, and the need for better bus-rail integration. There was broad agreement that more seamless journeys would help reduce car dependency.
- Rail discussions focused on capacity, accessibility and funding constraints. Concerns were raised about pressure on the North Cotswold Line and stations such as Honeybourne, alongside the need for strategic rail improvements, improved station access and stronger integration with other modes.
- Freight movement was also identified as a growing challenge. Authorities highlighted HGV impacts on rural roads, pressures on corridors such as the M50 and A429, and the need for better evidence on freight movements and a more coordinated approach to planning.

- Opportunities to improve active travel connections were also discussed, including routes between Moreton-in-Marsh and Shipston-on-Stour, links between Gloucestershire and Herefordshire communities, and use of the Herefordshire-Gloucestershire canal corridor. Authorities agreed that coordinated active travel schemes could support local trips and improve access to key destinations.

Focus Groups

Three focus groups were held. A summary of the key themes discussed is presented below:

Focus Group 1 (Living with a disability)

- Participants highlighted a strong reliance on private cars, driven by limited public transport options and concerns about infrastructure condition, accessibility and reliability. While Gloucestershire was generally seen as more accessible than larger urban areas, several barriers to sustainable travel were identified.
- Road condition was a major concern, with frequent comments about potholes and short-lived repairs. Participants also highlighted congestion around Hunts Grove, disruption caused by uncoordinated roadworks, and the lack of effective alternatives when incidents occur on the M5. Road safety concerns focused on speeding, limited crossing opportunities and poor lighting on rural roads.
- Public transport was viewed as an important alternative to the car but was often considered unreliable. Concerns included buses not adhering to timetables, limited evening services, and reliability issues in areas such as Churchdown. Bus infrastructure received mixed feedback, with real-time information viewed positively but concerns raised about the accessibility of temporary bus stops. Some participants also felt bus fares can be expensive for short journeys.
- Rail users highlighted overcrowding, cancellations and reliability issues, particularly on routes to Birmingham, Bristol and London. Accessibility at stations was also raised, with reports of delays or failures in providing pre-booked assistance for disabled passengers.
- Walking was generally considered safe where adequate pavements exist, although poor lighting, limited local services and school-related parking were identified as barriers. Participants also highlighted vehicles blocking footways and public spaces. Views on cycling infrastructure were mixed, with concerns about route connectivity, signage and use of existing facilities.
- Accessibility and inclusion were recurring themes. Participants highlighted difficulties for wheelchair users accessing buses, particularly where wheelchair spaces were occupied by prams. Concerns were also raised about access to education where public transport does not provide direct connections.
- Participants recognised the shift towards electric vehicles but questioned whether charging infrastructure is expanding quickly enough to meet future demand.

- Finally, participants stressed the importance of integrating transport and development planning. Concerns were raised that some older housing estates lack adequate walking routes, signage, green infrastructure and local services. There was also support for greater investment in green spaces, street trees, active travel infrastructure and promotion of assets such as the Cotswold Way.

Focus Group 2 (Ethnic minority groups)

- Participants mainly travelled by car, with occasional use of buses and trains. Cycling, taxis and motorbikes were used infrequently.
- Key concerns related to traffic congestion and delays, particularly in Gloucester and Stroud during peak periods and school runs. Bus services were viewed positively in terms of vehicle quality and drivers, but concerns were raised about cost, limited frequency, especially during evenings, Sundays and bank holidays, and occasional reliability issues.
- Rail fares were considered expensive, with some confusion over ticket pricing, although service frequency was generally viewed as acceptable.
- Participants highlighted gaps in walking and cycling infrastructure, particularly outside town centres and on rural roads, alongside safety concerns relating to poor lighting. Difficulties accessing local services due to roadworks, road closures, limited rural transport options and confusing bus lane signage were also raised.
- Suggested improvements included integrated ticketing, more frequent bus services, enhanced walking and cycling infrastructure, better information on road closures, and improved transport options for rural areas.
- Overall, participants strongly supported the proposed vision and delivery priorities for a well-connected, green, healthy and community-supportive Gloucestershire.

Focus Group 3 (Young People)

- Bus services were a major concern, with participants highlighting infrequent services, limited coverage and early evening service withdrawals that make public transport impractical for many journeys. Safety concerns on buses and at bus stops were also raised as barriers to use.
- Poor connectivity, particularly in rural areas, and the lack of late-night transport were seen as limiting access to services, events and opportunities. Concerns about rail focused on frequency, punctuality, station accessibility and ticket costs, while inconsistencies in fares between stations were reported to influence travel choices.
- Participants also highlighted poor road conditions, including single-track roads, debris and vehicle damage caused by deteriorating surfaces. Concerns about traffic levels and driver behaviour contributed to perceptions of poor road safety.
- Walking and cycling were constrained by a lack of continuous pavements, safe crossing points and accessible routes, particularly in rural areas. Pavement parking was also identified as a barrier to accessibility.

- Limited transport options in rural areas were seen as restricting access to shops, schools, healthcare and other key destinations. Participants also noted that poor mobile and broadband connectivity can affect access to information and services.
- Flooding was identified as a significant issue affecting network resilience, particularly in areas such as Tewkesbury, highlighting the need for more resilient infrastructure and alternative routes.
- Affordability and availability of transport were recurring concerns, particularly for public transport, taxis and late-night travel. While EV charging infrastructure is increasing, participants questioned its location, pricing and accessibility, and generally prioritised investment in existing transport infrastructure.
- Overall, participants considered that improvements to transport frequency, connectivity, affordability and road conditions would make the biggest difference to journeys in Gloucestershire.

Letters & Email Correspondence

Stakeholders provided 12 letters and three additional email responses during the engagement period. Responses were received from organisations including the British Horse Society, British Regional Transport Association (BRTA), Railfuture, Pulham & Sons Coaches, neighbouring authorities, the Western Gateway Sub-National Transport Body, political stakeholders and community groups.

Responses were generally supportive of the LTP vision, particularly its focus on creating a more sustainable, integrated, inclusive and healthy transport system. One respondent noted that future development “*depends on high-quality transport including sustainable transport that accommodates future demand*”.

Worcestershire County Council's response reinforced points raised through cross-boundary discussions, highlighting shared challenges and opportunities, including capacity constraints on the A46 corridor and M5 Junction 9, rail improvements, local government reorganisation, and opportunities to support modal shift through the North Cotswold Line, Ashchurch station proposals and Worcestershire Parkway.

The West of England Combined Authority also supported the vision and its alignment with their own priorities. Suggestions included greater consideration of cross-boundary commuting movements, the inclusion of a carbon target, recognition of safety issues affecting women and girls, and greater emphasis on sustainable freight and rail freight.

While support for the LTP was widespread, several of the responses called for greater clarity on delivery, including stronger links between the vision, objectives and proposed schemes, together with clearer implementation plans, funding arrangements and measurable outcomes. Rather than criticising the overall direction of the LTP, respondents primarily highlighted transport challenges that the Plan should address. These themes are discussed below.

Bus Services

The need to improve public transport, particularly bus services, was the most frequently raised issue. Stakeholders highlighted concerns around reliability, frequency, accessibility and rural coverage. The MP for Cheltenham identified gaps in bus connectivity, including links between Gloucester and Cheltenham, and called for better integration between bus, coach and rail services. Pulham & Sons also noted that congestion is undermining bus reliability and argued that faster, more dependable services are essential to achieving wider objectives.

Respondents also supported additional bus priority measures, identifying these as one of the most effective ways to improve reliability and encourage mode shift. Other suggestions included improved cross-boundary services, multi-operator ticketing, particularly in Cheltenham, and stronger bus connections to rail stations, employment centres and other key destinations.

Rural Accessibility and Inclusion

Rural connectivity was a significant theme in the written responses. Forest of Dean District Council highlighted that rural areas face different transport challenges to urban centres and therefore require targeted policies and investment. Respondents raised concerns about service reliability, frequency, coverage and integration, noting that poor connectivity can limit access to employment, education, community activities and essential services. One response described transport as a “major barrier to inclusion”, with people unable to attend events or activities because suitable transport options are unavailable.

Respondents also highlighted shortcomings of existing demand-responsive transport services, including booking requirements, limited flexibility, geographic restrictions and affordability. Overall, there was strong support for greater emphasis on rural transport and improved connections between rural communities and larger centres.

Rail Connectivity

Many respondents highlighted the role of rail in supporting sustainable growth and reducing car dependency. The British Regional Transport Association (BRTA) called for a rolling programme of railway reopenings; station rebuilds and new passenger and freight rail schemes. Specific proposals included reopening the Gloucester–Ross–Hereford, Kemble–Cirencester and Stratford–Honeybourne–Cheltenham lines, which BRTA noted could reduce car dependency and *“the negative external impacts of car travel including congestion and poor air quality”*.

Respondents also highlighted the need to improve Cheltenham Spa station and provide faster, more direct rail services, particularly to London. It was suggested that enhanced services would *“help strengthen Cheltenham's attractiveness as a place to live, work and invest.”*

Active Travel

There was strong support for walking, wheeling and cycling infrastructure. Respondents emphasised the need to integrate active travel into new developments and improve

connections between settlements, including greater investment in cross-boundary routes and completion of schemes such as the Honeybourne Line cycle route.

Several respondents also stressed the importance of integrating transport and land-use planning. One response noted that the LTP should not only encourage mode shift but also reduce the need to travel by “bringing services and facilities closer to people, providing space for home working, and improving digital connectivity to services”.

The Western Gateway Sub-national Transport Body (WGSTB) also noted a lack of reference to decarbonisation within the LTP, although GCC confirmed this is now embedded across its activities.

Cross-Boundary Connectivity and Partnership Working

Cross-boundary travel and collaboration was a common theme in local authority and strategic planning responses. Respondents highlighted the need for stronger links between Gloucestershire and neighbouring authorities, particularly where settlements share economic, employment and service catchments. Examples included Tetbury, Cirencester, Stroud, and locations along the Gloucestershire-South Gloucestershire boundary. The Forest of Dean District Council also emphasised the importance of cross-border transport links with Wales and Herefordshire.

Respondents particularly supported stronger cross-boundary rail connections, better coordination of bus services, cross-boundary active travel routes, and strategic interchange hubs. There was also support for continued collaboration between GCC, neighbouring authorities, transport operators and regional partners to maximise the benefits of future transport investment.

Inclusion of Alternative Transport Modes

Several responses argued that the draft LTP does not adequately consider some transport user groups, including horse riders and motorcyclists. The Motorcycle Action Group (MAG) noted a lack of policies relating to motorcycle safety, parking, rural accessibility and infrastructure, describing motorcycling as “*absent from the current LTP*”.

The British Horse Society (BHS) similarly called for greater consideration of equestrian travel, particularly ensuring shared-use paths can accommodate horse riders. The organisation highlighted barriers including a lack of safe off-road routes and connections through urban areas.

Other responses called for a greater focus on freight, alongside expansion of demand-responsive transport (The Robin), community bus services such as the Daffodil Line, and volunteer transport schemes including the Bream Voluntary Car Service to improve accessibility and reduce car dependency.

Road Network

Road safety and highway condition were recurring themes. Respondents raised concerns about speed limits, excessive vehicle speeds, potholes and poor road maintenance. The MP for Cheltenham highlighted issues on the A40 between Charlton Kings and

Dowdeswell, while Forest of Dean District Council identified congestion hotspots including Tutshill, Sedbury and Highnam. There was also support for traffic calming, speed management and stronger enforcement measures.

A response on behalf of the Elms Park and Willowbrook developments emphasised the need for the LTP to provide a clear framework for transport infrastructure supporting planned growth. It recommended identifying the A4019 Tewkesbury Road corridor as a strategic sustainable transport corridor and highlighted the need for capacity improvements, bus priority measures and active travel enhancements.

The MP for Cheltenham also highlighted the need to futureproof the road network through EV charging infrastructure and more durable road surfacing materials to reduce potholes.

Online Events

Three online drop-in events were held via MS Teams during the engagement period, providing an opportunity for stakeholders and the public to discuss transport issues and the emerging LTP. The sessions were held on 3 June, 9 June and 16 June and were attended by 2, 2 and 3 people respectively.

Key themes raised included the differing transport needs of rural and urban areas. Participants emphasised that rural transport should reflect a wider range of journey purposes and improve access to services, transport choice and affordability. A recurring theme was that rural transport should not focus solely on passenger movements. Participants suggested that transport systems should also support the movement of agricultural produce, goods for local markets and other rural products. Demand-responsive transport services, such as The Robin, were identified as having potential to support these functions.

Participants also discussed opportunities for transport innovation, particularly flexible and demand-responsive services, which received broad support. Finally, participants highlighted the importance of incorporating feedback from community-led engagement activities and local events into the LTP.

In-person events

A total of eight in-person engagement events were held across Gloucestershire. Between 1 and 23 June, engagement events were held in Tewkesbury, Moreton-in-Marsh, Cinderford, Cirencester, Stroud, Gloucester, Cheltenham and Lydney.

Table 12 below outlines the number of attendees at each of the events.

Table 12: In-person event attendees

Location	Date	Attendees
Tewkesbury	1 June 2026	12
Moreton- in-Marsh	2 June 2026	30
Cinderford	4 June 2026	14
Cirencester	9 June 2026	38
Stroud	11 June 2026	28
Gloucester	16 June 2026	15
Cheltenham	17 June 2026	15
Lydney	23 June 2026	12

Views on the LTP, draft vision and delivery priorities were generally positive. Event attendees supported improvements to public transport, particularly faster and more reliable bus services, better bus-rail integration, and improved coordination between modes.

Concerns were raised about limited rural bus connectivity. While the Robin bus service was viewed positively, attendees called for expansion of the network, including wider coverage and additional or larger vehicles. Other suggestions included more motorcycle parking and support for seven trains per hour on the Honeybourne-Kingham railway line. Attendees also raised local issues, including inconsiderate parking and street lighting. GCC officers noted these concerns and undertook follow-up actions where appropriate.

Social media comments

The engagement campaign included various social media posts which reached several people and generated a response from the public. This was spread across multiple platforms which were Facebook, LinkedIn, and Instagram. Social media response data has been analysed as part of the report.

The campaign generated mixed results across platforms with Facebook delivering the strongest public engagement, LinkedIn performing well with professional audiences, and Instagram acting primarily as an awareness channel.

Facebook

The top performing post was “Last chance to have your say on the future of transport in Gloucestershire”. A breakdown of the response can be seen in the table below.

Table 13 Facebook post ‘Last chance to have your say on the future of transport in Gloucestershire’ response

Metric	Count
Views	8,100
Viewers	5,300
Interactions	85
Link clicks	45
Comments	55
Shares	12
Reactions	18

Facebook had the strongest performing content across the campaign. The ‘last chance’ messaging successfully drove action and generated significant discussion and traffic to the consultation. The comments especially showed a strong public interest in transport issues in Gloucestershire.

Instagram

Overall, Instagram engagement was fairly low. The Instagram Reel that was posted was the best performing content and no posts generated followers to the page. The audience was predominantly women aged 25-64. Instagram content generally worked better for awareness than active participation. A breakdown of numbers for the Reel can be seen below.

Table 14 Instagram Reel response

Metric	Count
Views	353
Reach	291
Interactions	5

LinkedIn

LinkedIn saw a mixture of static and video posts. The best performing post was the video which significantly outperformed the static content. LinkedIn generated high click-through rates and professional engagement. The platform also proved valuable for reaching stakeholders and partners.

Table 15 LinkedIn video response

Metric	Count
Impressions	896
Engagements	68
Engagement rate	7.59%
Clicks	47
Reactions	12
Comments	4
Reposts	5

Social media themes

Many respondents to the social media posts on Facebook expressed scepticism that consultation feedback would have any impact on the decision-making process. Examples included:

“We don’t actually get a say in anything”

“They’ll do it anyway”

Many comments also focused on concerns around cycle lanes and perceived impacts on motorists. This was somewhat related to wider comments on roads and congestion. Comments also included road maintenance, rural transport and local traffic management.

Overall, the sentiment was predominantly negative or sceptical. However, comments showed genuine engagement with the topic and highlighted how much residents care about these issues. The campaign successfully generated awareness across all platforms with Facebook being by far the effective channel for driving participation and discussion. LinkedIn delivered strong stakeholder engagement, while Instagram provided modest reach but limited interaction. The strongest content combined clear calls to action, urgency messaging and video formats.

6. You said, we responded

Overview

The purpose of the engagement was to gather early feedback on people's experiences of the transport network in Gloucestershire, understand the challenges they face when travelling, and seek views on the emerging vision and delivery priorities for the updated Local Transport Plan (LTP).

A total of 921 feedback surveys were received during the engagement period, alongside feedback through stakeholder meetings, public events, email correspondence and discussions with partner organisations and neighbouring authorities. Overall, the engagement demonstrated strong support for the proposed direction of the updated LTP, while also highlighting several important issues and opportunities that respondents would like the GCC to consider as the Plan develops.

Table 18 summarises the key themes and issues that were identified during the public engagement and how the LTP responds to the comments.

Table 18: You said, we responded

You said	We responded
Bus services need to be better. Many people said buses are not frequent, reliable or joined-up enough, especially in rural areas and at evenings or weekends.	The draft LTP puts buses at the heart of the future network. The draft LTP includes plans to improve local bus services, make buses more reliable, improve bus stops and interchanges, and develop better bus links between towns, villages, rail stations and key services.
Rural communities need better transport links.	The draft LTP recognises that rural areas need a different approach that works for them.
Many people told us that in some villages a car is the only realistic option, which can leave people isolated if they cannot drive.	The draft LTP includes support for The Robin demand responsive service, community transport, shared transport options, rural bus improvements, and better links to market towns, local services and transport hubs.
Roads, pavements and local streets need to be looked after. Road and pavement condition was one of the strongest concerns, with	The draft LTP includes a stronger focus on maintaining and managing the transport network. It includes policies for road and pavement maintenance, managing disruption, improving

You said	We responded
75% of respondents saying this affects them “a great deal” or “quite a lot”.	resilience, and monitoring the condition of different types of roads.
Walking, wheeling and cycling need to feel safer. People supported more active travel, but said gaps in routes, unsafe crossings, pavement parking and poor surfaces stop them walking, wheeling or cycling more.	The draft LTP includes plans for safer, better-connected walking, wheeling and cycling routes. This includes Local Cycling and Walking Infrastructure Plans, the Gloucestershire Cycle Spine, safer crossings, better links to schools and town centres, and taking action on parking where it blocks pavements.
Transport needs to be accessible for everyone. Older people, disabled people and people with limited mobility told us that inaccessible stops, vehicles, crossings and information can make travel difficult.	The draft LTP includes a clear focus on accessible and inclusive travel. It includes policies for accessible transport design, better travel information, improved customer experience, accessible buses, and continued engagement with disability and access groups.
Buses and trains need to work better together. People asked for better links to stations, simpler ticketing, better timetables and easier journeys using more than one type of transport.	The draft LTP includes plans for a more joined-up public transport network. This includes integrated ticketing, tap-on tap-off payments, PlusBus, Project Coral, improved station access, rail-link bus services and high-quality interchange hubs.
New housing must come with better transport links from the start. People were concerned that new homes can be built before buses, active travel routes and local services are in place.	The draft LTP supports sustainable growth by guiding the transport policies needed for new development. Land use planning and site allocations are dealt with through the Local Plan. The LTP will guide how transport can help to ensure that where development comes forward, it is planned with public transport, walking, wheeling and cycling from the start.
Public transport must be affordable.	The draft LTP includes a focus on reducing transport poverty.

You said	We responded
People said bus and rail fares can be a barrier to travel, especially for people on lower incomes, young people, disabled people and those without a car.	It includes action to identify communities most affected by poor or unaffordable transport and improve access to work, education, healthcare, shopping and leisure.
Safety is a key concern. People raised concerns about speeding vehicles, driver behaviour, unsafe cycling conditions and poor lighting.	The draft LTP includes a commitment to safer travel. It supports Vision Zero, safer streets and roads, lower-speed measures where appropriate, safer public transport spaces, better lighting, safer walking and cycling routes, and road safety work with partners.
Rail links and station access need improving. People raised concerns about the cost and reliability of rail, poor access to stations, and specific station issues such as Cam and Dursley, Kemble, and Cheltenham Spa.	The draft LTP includes rail and station improvements. It supports better rail services, improved station access, rail infrastructure investment, and links between stations, buses, cycling, walking and Park and Ride where appropriate. The draft LTP sets out how rail will play an increasingly important role in connecting people to opportunities outside of the county. Through delivery of the Midlands Rail Hub and wider rail improvements, people will benefit from faster, more frequent and more reliable rail services, strengthening links to Birmingham, Bristol, Cardiff, London, the Midlands and the South West.
Transport should better support town centres, tourism and local businesses. People highlighted the need for better access to market towns, visitor destinations, stations and local services.	The draft LTP includes support for local businesses and the visitor economy. It aims to make it easier to reach town centres, stations, rural services and visitor destinations by public transport, walking and cycling, as well as by car where needed.
Cross-boundary links matter. Stakeholders and residents highlighted a need for good connections with neighbouring	The draft LTP includes stronger partnership working beyond Gloucestershire. It commits to working with neighbouring authorities, National Highways, rail partners and regional bodies

You said	We responded
areas including rail, public transport and along key road corridors such as the A40, M50 and M5.	to plan and fund transport improvements that cross council boundaries.
The Plan needs clear delivery detail and measurable targets. People supported the overall vision, but asked for clearer actions, funding, timescales and ways to measure progress.	The draft LTP is supported by implementation and monitoring plans. These will set out policy actions, scheme lists, targets and annual monitoring. The draft LTP also sets out specific targets under each of the three LTP outcomes, to support their delivery.
Local communities want to stay involved. People wanted reassurance that feedback would shape decisions and that local needs would not be overlooked.	The draft LTP includes a community-focused outcome. The Plan includes policies for working with local communities, community-led transport and ongoing engagement through forums, local planning and scheme development.

7. Next Steps

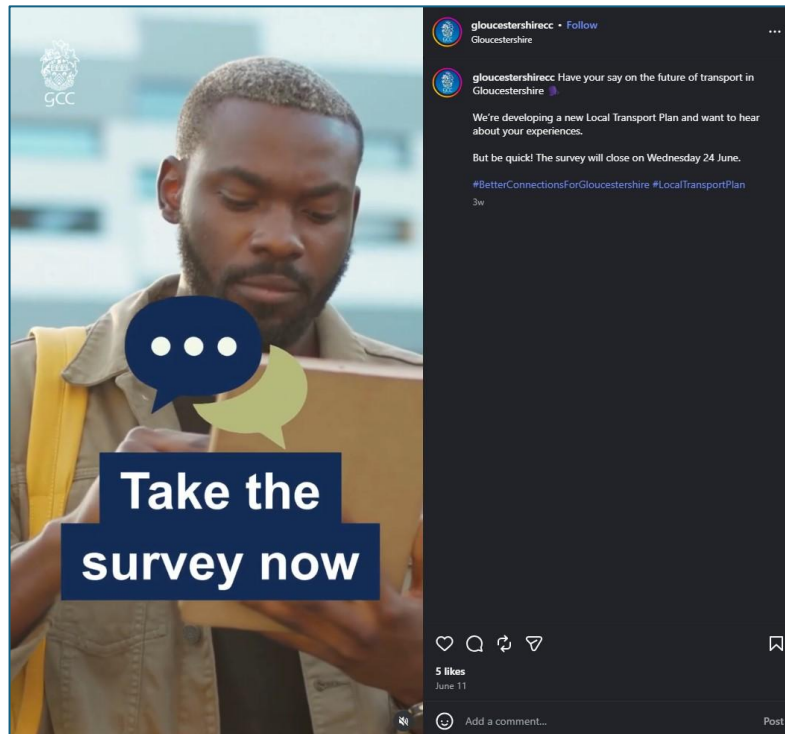
As outlined, feedback received through the survey, stakeholder meetings, public events and written correspondence will be used alongside technical evidence and stakeholder input to further develop the updated LTP, including the draft vision, delivery priorities and supporting policies.

The next stage of work will involve:

- Reviewing and refining the draft vision and delivery priorities in response to engagement feedback.
- Developing more detailed transport policies and proposed interventions.
- Continuing engagement with stakeholders, partners and neighbouring authorities.
- Undertaking further technical assessment and evidence gathering.
- Further developing the Draft Local Transport Plan ahead of formal public consultation, planned for late 2026.

Appendix A: Examples of Promotional Materials and Social Media Content

Social Media Posts



 **Gloucestershire County Council**
18,812 followers
1mo • 🌐

+ Follow ...

Have your say on the future of transport in Gloucestershire 🗣️

We're developing a new Local Transport Plan and want to hear about your experiences.

Whether you drive, walk, cycle, use public transport or work from home, your feedback will help shape future transport priorities and investment across Gloucestershire.

Tell us what works well, what could be improved and what matters most to you.

Find out more and take part here: <https://orlo.uk/F38xt>

#BetterConnectionsForGloucestershire #LocalTransportPlan



👍❤️🗨️ 17

5 reposts

👍 Like 💬 Comment 🔄 Repost ➦ Send

 **Gloucestershire County Council**
18,812 followers
3w • 🌐

+ Follow ...

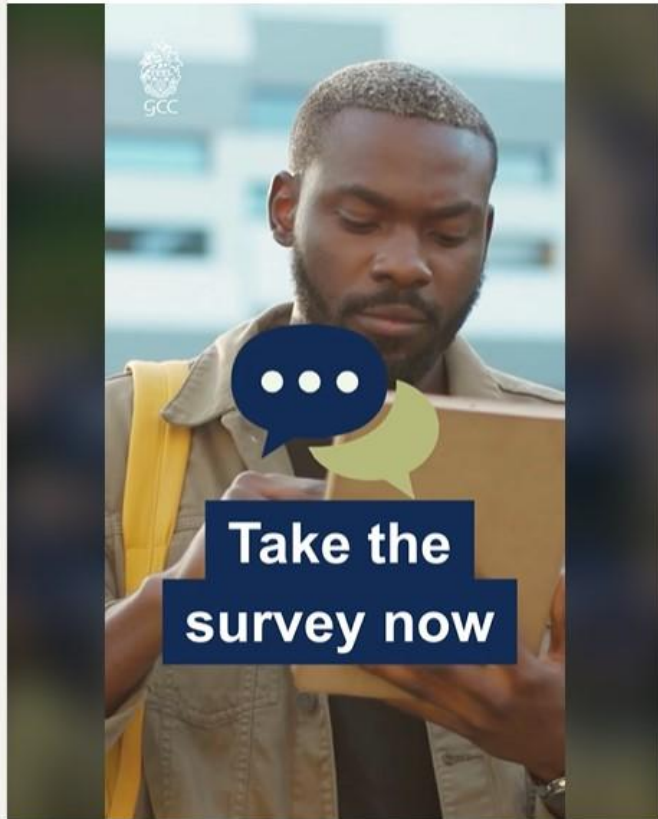
Have your say on the future of transport in Gloucestershire 🗣️

We're developing a new Local Transport Plan and want to hear about your experiences.

Find out more and take part here: <https://orlo.uk/C96CY>

But be quick! The survey will close on Wednesday 24 June.

#BetterConnectionsForGloucestershire #LocalTransportPlan



👍❤️🗨️ 12

4 comments • 5 reposts

👍 Like 💬 Comment 🔄 Repost ➦ Send

Appendix B: GCC Newsletter

[Home](#) / [Gloucestershire County Council news](#) /

[News - May 2026](#) /

Have your say on the future of transport in Gloucestershire

Have your say on the future of transport in Gloucestershire

Published

13.05.2026

People in Gloucestershire are being invited to help shape the future of transport across the county.



Gloucestershire County Council has launched early engagement on a new Local Transport Plan (LTP), which will guide how transport is planned, managed and improved across the county over the next 15 years and beyond. The updated plan will look at all types of travel,

Appendix C: Engagement Webpage

 Select Language

[Home](#) [Sign in](#) [Register](#)

 Gloucestershire
COUNTY COUNCIL

[Home](#) / [Help shape the future of transport in Gloucestershire](#)

Help shape the future of transport in Gloucestershire

Consultation has concluded

Better connections for Gloucestershire

Gloucestershire County Council (GCC) is preparing an updated Local Transport Plan (LTP). This Plan will guide how transport is planned, managed and improved across the county over the next 15 years and beyond.

Gloucestershire includes a city, market towns and rural communities. Travel needs vary depending on where people live, the services available locally, and the transport options they can access. A safe, reliable and accessible transport network is essential to supporting Gloucestershire's communities, economy and environment.

Where are we now?

We are at an early stage of updating the LTP and we want to know what you think. Completing this survey will help us to understand your experiences of the transport network today, the challenges you face when travelling, and your priorities for the future.

Appendix D: Engagement Survey

Help shape the future of transport in Gloucestershire

How you travel now

We would like to understand how you currently travel around Gloucestershire and what options you have available.

1. How often do you use the following types of transport?

Car (driver)

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Car (passenger)

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Bus

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Demand responsive bus service (The Robin)

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Motorbike / Scooter

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Community transport service

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Train

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Walking

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Cycling

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

E-scooter

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Car club

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

Taxi / private hire / Uber

☐ Daily ☐ Several times per week ☐ Several times per month ☐ Less often ☐ Never

2. Which of the following do you currently have or have access to?

- ☐ Driving licence
- ☐ Car or van
- ☐ Motorcycle
- ☐ Non-electric bicycle
- ☐ E-bike
- ☐ Monthly pass or season ticket for public transport
- ☐ None of the above
- ☐ Other (please specify)

Transport issues

Getting around Gloucestershire should be safe, reliable and work for everyone, but we know every day journeys don't always run smoothly. Across our towns, rural areas and neighbourhoods, people face different transport challenges.

The questions below ask about your experience and the transport issues that affect your day-to-day travel.

3. Thinking about your day-to-day travel, how much do the following transport issues affect you?

Roads:

Traffic congestion

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

Journey delays

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

Condition of roads, pavements and local streets

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

4. Buses:

How often buses run

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

Buses arriving on time

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

Availability of bus routes

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

Condition of bus stops and buses

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

The cost of using buses

- ☐ A great deal
 ☐ Quite a lot
 ☐ Moderately
 ☐ Slightly
 ☐ Not at all
 ☐ Don't know

6. Safety and security:

Road safety

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Feeling safe when walking or cycling

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Feeling safe when using public transport

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

7. Walking, wheeling and cycling:

(Wheeling means people moving with wheels at a walking pace. This could include using a wheelchair or mobility scooter or using a pushchair).

Extent of pavements, paths and cycle ways

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Condition of the walking, wheeling, and cycling network

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Extent and safety of crossings

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Pavements and paths being used by parked vehicles

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

8. Environment:

Air quality

9. Access and connectivity:

Limited transport options in the area

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Difficulty accessing local services (shops, schools, healthcare)

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Difficulty accessing key destinations (work, town or city centre)

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Difficulty accessing transport due to mobility problems (difficulty walking, using steps, standing for long periods, or getting on/off vehicles)

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

Limited availability or speed of home Wi-Fi/mobile service

☐ A great deal ☐ Quite a lot ☐ Moderately ☐ Slightly ☐ Not at all ☐ Don't know

10. Do you want to tell us more about any transport issues faced by you or your family?

Maximum 5,000 characters

0/5,000

11. To what extent do you agree that the vision and delivery priorities reflect what transport in Gloucestershire should deliver?

- ☐ Strongly agree
- ☐ Agree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

12. Is there anything else you want to tell us about our draft vision?

Maximum 5,000 characters

0/5,000

13. Is there anything else you want to tell us about our draft delivery priorities?

Maximum 5,000 characters

0/5,000

14. To what extent do you agree that the following opportunities could help us deliver a 'well connected and prosperous Gloucestershire'?

Making it easier for people to reach key destinations and places within and beyond Gloucestershire

- ☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Helping people enjoy more reliable journeys between Gloucestershire's towns, cities and less built-up areas

- ☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Improving access to rail stations, especially where reaching them without a car is difficult

- ☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Making bus and rail services work better together for smoother, well-timed connections

- ☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Reducing delays on busy routes so people can travel more predictably

- ☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Efficient movement of people and goods

- ☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

15. Do you have any other thoughts on what could help us to deliver a well-connected and prosperous Gloucestershire?

Maximum 5,000 characters

0/5,000

16. To what extent do you agree that the following opportunities could help us deliver a green and healthy Gloucestershire'?

Improving air quality so people can breathe cleaner, healthier air

☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Making walking, wheeling and cycling safer and more appealing for everyday journeys

☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Creating safer crossings and routes so people feel confident travelling on busy roads

☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Expanding active travel links between communities and everyday destinations

☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Supporting the shift to lower emission vehicles in all parts of the county

☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

Creating greener, more attractive and biodiverse streets and places where people enjoy spending time

☐ Strongly agree ☐ Somewhat agree ☐ Agree ☐ Disagree ☐ Strongly disagree ☐ Don't know

17. Do you have any other thoughts on what could help us to deliver a green and healthy Gloucestershire?

Maximum 5,000 characters

0/5,000

18. To what extent do you agree that the following opportunities could help us deliver 'A Gloucestershire which supports local communities'?

Improving transport options for people in rural areas and villages

☐ Strongly agree
 ☐ Somewhat agree
 ☐ Agree
 ☐ Disagree
 ☐ Strongly disagree
 ☐ Don't know

Making it easier to reach everyday services without needing to rely on a car

☐ Strongly agree
 ☐ Somewhat agree
 ☐ Agree
 ☐ Disagree
 ☐ Strongly disagree
 ☐ Don't know

Supporting access into town and city centres across Gloucestershire for work, services and leisure

☐ Strongly agree
 ☐ Somewhat agree
 ☐ Agree
 ☐ Disagree
 ☐ Strongly disagree
 ☐ Don't know

Improving the condition of local roads, pavements and streets

☐ Strongly agree
 ☐ Somewhat agree
 ☐ Agree
 ☐ Disagree
 ☐ Strongly disagree
 ☐ Don't know

Improving affordability of public transport and making it better suited to local journeys

☐ Strongly agree
 ☐ Somewhat agree
 ☐ Agree
 ☐ Disagree
 ☐ Strongly disagree
 ☐ Don't know

Ensuring new homes are well connected to existing communities and services from the start

☐ Strongly agree
 ☐ Somewhat agree
 ☐ Agree
 ☐ Disagree
 ☐ Strongly disagree
 ☐ Don't know

19. Do you have any other thoughts on what could help us to deliver a Gloucestershire which supports local communities?

Maximum 5,000 characters

0/5,000

Anything else?

20. What single improvement or change do you think would make the biggest difference to your journeys in Gloucestershire?

Maximum 5,000 characters

0/5,000

21. Would you like to tell us anything else?

Maximum 5,000 characters

0/5,000

Some information about you

These questions help us understand the views and needs of different people, and to put your earlier answers into context.

We are legally required to ask these questions. You do not have to answer any questions you would prefer not to. Your responses will only be used for this engagement, and you cannot be identified from them.

22. Which best describes you?

- ☐ I live in Gloucestershire
- ☐ I work in Gloucestershire
- ☐ I both live and work here
- ☐ I study here
- ☐ I visit regularly
- ☐ Other (please specify)

23. How did you hear about this engagement?

- ☐ Council website
- ☐ Social media
- ☐ Email
- ☐ Local news
- ☐ Newsletter
- ☐ Event
- ☐ Word of mouth
- ☐ Other (please specify)

24. What is your postcode?

(optional)

Maximum 8 characters

0/8

25. Follow-up: Is this postcode for your:

- ☐ Main home
- ☐ Second home
- ☐ Workplace
- ☐ Other (please specify)

26. How old are you?

- ☐ 16-17
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to say

27. What gender do you identify as?

- ☐ Male
- ☐ Female
- ☐ Prefer not to say
- ☐ Another gender - please identify:

28. Is your present gender identity the same as when you were born?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

29. Which of the following terms best describes your sexual orientation?

- ☐ Asexual
- ☐ Bisexual
- ☐ Gay man
- ☐ Gay woman
- ☐ Lesbian
- ☐ Heterosexual or straight
- ☐ Prefer not to say
- ☐ Other – please identify:

30. Which race or ethnicity best describes you?

- ☐ Arabic
- ☐ Asian/British Asian: Bangladeshi
- ☐ Asian/British Asian: Chinese
- ☐ Asian/British Asian: Indian
- ☐ Asian/British Asian: Pakistani
- ☐ Asian/British Asian: Other
- ☐ Black/British Black: African
- ☐ Black/British Black: Caribbean
- ☐ Mixed Race: Black & White
- ☐ Mixed race: Asian & White
- ☐ Mixed Race: Black & Asian
- ☐ Mixed Race: Other
- ☐ Traveller: Gypsy or Roma
- ☐ Traveller: Irish
- ☐ White: British
- ☐ White: Irish
- ☐ White: European
- ☐ Prefer not to say
- ☐ Another race or ethnicity – please identify:

31. What do you consider your religion to be?

- ☐ Buddhist
- ☐ Christian
- ☐ Hindu
- ☐ Jewish
- ☐ Muslim
- ☐ Sikh
- ☐ No religion
- ☐ Prefer not to say
- ☐ Other religion – please identify: