



# **Strategic Investment Plan: Consultation Report**

## **Consultation and Engagement Summary Report**

### **February 2025**

## 0. Executive Summary

### 0.1 Introduction

Western Gateway Sub-National Transport Body is developing a [Strategic Investment Plan](#) (SIP) for the region for the period 2025-2035. This seeks to identify proposals that can deliver the aims and objectives identified in the [Strategic Transport Plan 2024-2050](#).

Public consultation on the draft SIP was undertaken between 20<sup>th</sup> December 2024 and 2<sup>nd</sup> February 2025. A [Sustainability Appraisal](#) of the draft SIP was also presented alongside and comments invited.

### 0.2 Consultation and engagement:

Consultation was undertaken by the following main methods:

- 1) Participatr online consultation platform
- 2) Five public webinars in December '24 and January '25, attracting 191 participants
- 3) Direct engagement with key stakeholders, resulting in representations submitted by email
- 4) Direct engagement with Dorset Equalities, Diversity and Inclusion reference group, representing a cross-section of people with protected characteristics.

Methods of promoting the consultation included stakeholder email updates, regular social media activity and local and regional press coverage. Details can be seen in Section 3.

### 0.3 Responses

We received **733 valid responses**<sup>1</sup> to the consultation, of which:

- 86% were members of the public
- 5% represented a public sector organisation
- 1% represented a private sector organisation
- 6% represented a charitable or community organisation
- 2% other

A further 191 people attended our webinars. A summary of their comments, questions and responses can be seen in Section 5.

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<sup>1</sup> "Valid" responses excludes those responses that were duplicate submissions and those that did not answer any of the consultation questions.

## 0.4 Key findings

### 0.4.1 Aims of STP

Overall, around twice as many respondents named the first 3 Key Aims of the STP as being particularly important, compared to the other two:

Key Aim	% of respondents who selected this Aim
Access to services and opportunities	45%
Sustainable growth and economy	36%
Decarbonisation and air quality	34%
Facilitating strategic north-south movements	19%
Movement of goods	19%

Organisations tended to find decarbonisation more important, and sustainable movement of goods less important, than individuals.

### 0.4.2 Methodology

Overall, support for the process and methodology of the SIP development was strong, with only 7% of respondents indicating they found the methodology inappropriate for the assessment task.

	Individuals	Organisations	Total
Unknown/No Opinion	19%	7%	17%
No	7%	7%	7%
Yes	49%	44%	48%
Partially	25%	42%	27%

### 0.4.3 Agreement with outcomes of assessment process

While the majority of respondents left this unanswered or gave no opinion, of those who did respond, around three quarters wholly or partly agreed with the outcomes of the assessment and felt it met the needs of the region.

		Yes	No	Partly	Unknown/ no opinion	Unanswered
Do you generally agree with the outcomes of this assessment?	Individuals	16%	11%	21%	10%	43%
	Organisations	18%	6%	34%	8%	33%
	Total	16%	10%	22%	10%	42%
Do you feel the prioritised proposals meet the needs of our region?	Individuals	13%	14%	21%	9%	43%
	Organisations	11%	16%	31%	8%	33%
	Total	13%	14%	22%	9%	42%

Where respondents were supportive of the programme, they wanted to be delivered more rapidly and with more focus on elements that might increase effectiveness, such as affordability and reliability. Where respondents felt the programme fell short of delivering on the needs of the region, they favoured more proposals in rural areas (and some other specific locations), as well as more proposals to support active travel, decarbonisation, north-south connectivity and sustainable goods movement.

#### 0.4.4 Gaps in programme and additional proposals

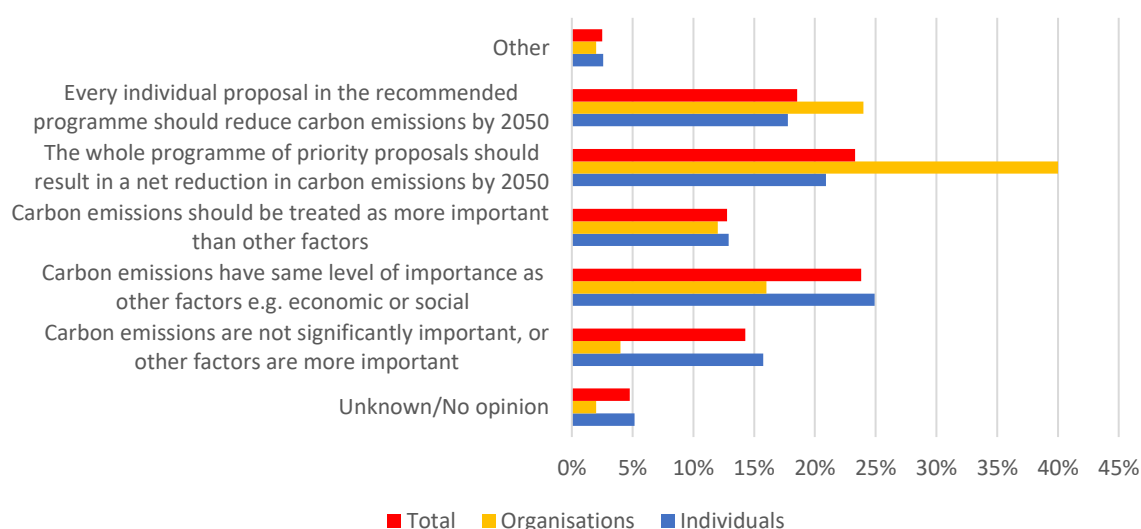
Around 40% of respondents felt there had been an omission from the SIP and over 80 additional proposals were suggested for inclusion. These were individually assessed but none were yet suitable to be taken forward for inclusion in the current SIP. A quarter had already been appraised for the current SIP (sometimes as a component of a larger proposal). Others are local schemes (rather than regional) and will be referred to the appropriate Local Authority for consideration. Around 20 proposals are not yet sufficiently developed for appraisal in the current SIP, but have been allocated for further review and development with partners, with the potential to be included in future versions. These can be viewed in Appendix C.

#### 0.4.5 Impacts

While response to this section was low, those who did answer these questions found both the costs and the proposed impacts of the programme to be acceptable, particularly if negative impacts were mitigated where possible.

The responses suggested a broad range of views on the importance of decarbonisation – including strong representations at both ends of the opinion spectrum - with no clear overall demand for increasing or decreasing the emphasis on carbon reduction. Organisations were much more likely to support and emphasis on decarbonisation than individuals.

#### Which of the following most closely aligns with your view on the assessment of climate change impacts?



## **0.5 Actions arising**

### **0.5.1 Revisions to current SIP**

Representations received through the current SIP consultation (in combination with findings from the sustainability appraisal and transport model) do not suggest a need for substantial revision to the current SIP, although a significant review of both the Strategic Transport Plan and associated Investment Plan is recommended in around 12 months' time, pending further development on national transport policy (including the Integrated National Transport Strategy), housing delivery/transport expectations and local plans to accommodate accelerated housing and economic growth.

Of the 80 additional proposals suggested through the consultation, none are yet suitable to appraise in the current SIP, although around 20 have been identified for further development.

Updates to the current SIP therefore focus on:

- Ensuring all local plans are included in the evidence base
- Updated summary of results from the consultation, modelling and SEA
- Updates to selected proposal names and descriptions
- Enhanced commitment to reviewing both the SIP and the STP in approx. 12 months' time following progress on the INTS and local growth plans. This may include a revision of aims, objectives and assessment metrics
- Providing clearer narrative around connectivity to past and future versions of the STP and SIP
- Correcting errors identified in the draft version
- Enhanced focus on diversity and accessibility for all users

### **0.5.2 Future updates**

We intend to review the Strategic Transport Plan and Strategic Investment Plan in approximately 12 months' time when national policies (including the Integrated National Transport Strategy), guidance, investment priorities and housing and economic growth targets are further developed, along with local plans to deliver that growth. The key aims and objectives underpinning the STP and SIP will be reviewed at that time to ensure strong alignment with these emerging national and local priorities. The assessment methodology for the SIP will be reviewed to respond to any changes in objectives and to incorporate learnings from our current approach, consultation and feedback from partners.

At that time, we will re-evaluate proposals already submitted and invite stakeholders to bring forward additional proposals for appraisal under this updated framework. In particular, we will seek to encourage submission of proposals that are under-represented in the current SIP, such as:

- non-infrastructure proposals, including technology, behaviour change or financial initiatives
- measures to support sustainable movement of freight
- a wider range of technologies and modes, such as tram, light rail and mass transit
- proposals from beyond Western Gateway's boundaries (and in border regions) which may have a significant effect within our region
- proposals in rural areas
- proposals that support appropriate use of vehicles where necessary

We will also seek to engage more with transport user groups, particularly those with protected characteristics or who experience barriers to opportunity and access. We will also consider how we can better understand and evaluate components of transport accessibility beyond service provision and connectivity, such as affordability and reliability of public transport, and engage with a wider range of stakeholders to provide proposals. We will allow more time for this process.

## 1. Context

Western Gateway Sub-national Transport Body (STB) is a partnership of nine local authorities working together to address the transport needs of our region and deliver on our collective vision of:

*“A resilient transport network that works for everyone and is fit for the future, helping people and businesses throughout Western Gateway to thrive while protecting our environment.”*

In March 2024, the Board of Western Gateway approved a long term [Strategic Transport Plan \(STP\)](#) for the region for the period 2024 - 2050 and is now working on an associated 10 year Strategic Investment Plan (SIP) to deliver on the aims of the STP.

A draft SIP was developed in partnership with its nine Local Authorities Partners, Network Rail and National Highways. Public consultation on the [draft Strategic Investment Plan \(SIP\)](#) took place from December 2024 to February 2025.

The consultation also sought views on the Strategic Environment Assessment (SEA), Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) which evaluate the potential impacts of the proposed Plan.

The consultation was conducted through an online consultation platform, Participatr, supplemented by additional engagement measures described in Section 3. The engagement process was designed to ensure the widest range of people in the Western Gateway region, including residents, businesses and organisations, were able to provide their ideas and views on the draft SIP.

## 2. Purpose of this report

This report focuses on the outcomes of the public consultation, including the approach taken to engagement and subsequent findings. It summarises the relevant representations received, the issues and options considered and the actions taken in response. A summary of the key representations and the actions identified can be seen in Section 7.



### **3. Overview of Engagement and consultation**

Development of the Strategic Investment Plan has been undertaken by Western Gateway officers, overseen by a Project Board comprising two elected Members, a Senior User (North Somerset Council), Senior Supplier (National Highways) and Project Assurance (Peninsula Transport STB).

#### **3.1 Approach to pre-consultation engagement**

Development of the draft SIP has been supported by an ongoing programme of stakeholder engagement, including:

- Regular meetings and feedback opportunities with key stakeholders via the Western Gateway Senior Transport Officer Group and Transport Officer Group representatives throughout the life of the project, starting in Spring 2024.
- Updates to the Transport and Business Forum which consists of a broad range of representatives, from organisations such as the Confederation of Business and Industry (CBI), Confederation of Passenger Transport (CPT), Chartered Institute of Logistics and Transport (CILT), Universities, public transport operators, airports and port authorities, government and national agencies, Freight rail operators, Great Western Railway, National Highways etc.
- Introductory sessions for MPs. All MPs in the region also received a written briefing during the consultation.
- Five webinar sessions (MS Teams) in December 2024 and January 2025. These public webinars offered a virtual presentation about the SIP followed by a Q&A session. In total, 191 attendees came to all five webinars. A summary of points raised and responses can be found in section 5 of this document.
- Direct engagement with Dorset Equalities, Diversity and Inclusion reference group, representing a cross-section of people with protected characteristics.

#### **3.2 Digitally-led public consultation**

At the heart of the approach to the public consultation was the establishment of an accessible engagement hub, through which people could access information and provide their views. The draft SIP, Sustainability Appraisal, supporting documents and toolkit were published on Western Gateway's website as well as a bespoke engagement platform -

<https://haveyoursaywesterngateway.participatr.io/>

Summaries of the Strategic Investment Plan sections were also presented on the survey platform, along with questions relating to each section inviting both quantitative (closed) and qualitative (open) responses.

709 responses (97%) were received through the online consultation.

#### **3.3 Promotion**

A variety of engagement tools and channels were utilised to raise awareness of the consultation and encourage responses from a wide range of audiences. These included:

- An email campaign to over 1000 key stakeholders in December and January. Recipients included member authorities, neighbouring local authorities, transport industry and operators, business networks, neighbouring STBs, Parish Councils, community groups,

environment groups, educational groups, non-profit/charity groups, MPs, local councillors, youths, equalities groups, South West Freight and Coach forums etc.

- A social media campaign using X (formerly Twitter) (7 posts) and LinkedIn (9 posts) was used to promote the strategy, consultation, and webinar events. Posts were shared more widely by partners, including on other platforms such as Facebook and Instagram.
- Dedicated SIP consultation web page (654 views in January) and news articles on Western Gateway's website (222 views in January).
- A communications toolkit providing essential information and graphics to help spread information and awareness. It included key links, messages, a stakeholder briefing, details of webinars, graphics and an animated video. The toolkit was accessible on the website and was also shared through the email campaign.
- Digital newsletter to 460 subscribers in December 2024.
- A press release was distributed in early January to promote the consultation. It was shared with local and regional media outlets across the South West, as well as key transport trade publications. Coverage included:
  - Dorset Council – Travel and Transport newsletter
  - Dorset Council website
  - Rail Business Daily
  - Interchange newsletter
  - Somerset Live
  - Dorset Echo
  - Bournemouth Echo
  - Swanage News
  - Transport Xtra
  - Wiltshire Council newsletter



## 4. Consultation responses

### 4.1 Respondents

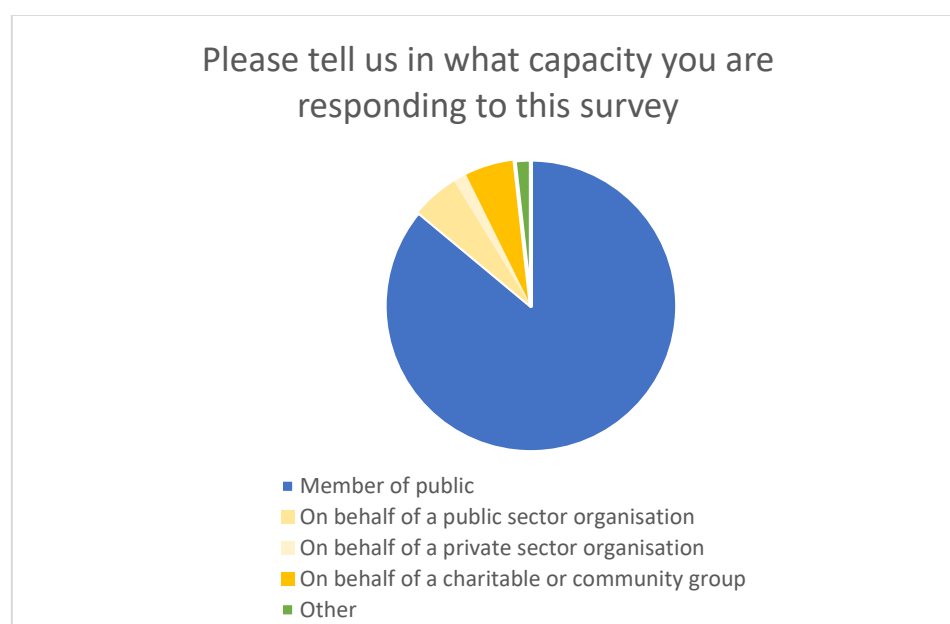
We received **733 valid responses**<sup>2</sup> to the consultation, of which:

- 86% were members of the public
- 5% represented a public sector organisation
- 1% represented a private sector organisation
- 6% represented a charitable or community organisation
- 2% other

72 named organisations responded – these are listed in Appendix B.

For the purposes of further analysis, respondents who did not answer this question were treated as members of the public, while those who selected “Other” were assumed to be from an organisation.

A number of respondents found the maps and descriptions of proposals difficult to understand, particularly on mobile devices. This will be a point to note for the format of future consultations.



Respondents were well distributed across the Western Gateway region, although with notable clusters in south Dorset, the greater Bristol/South Gloucestershire area, Stroud, Bournemouth and Poole.

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<sup>2</sup> “Valid” responses excludes those responses that were duplicate submissions and those that did not answer any of the consultation questions.

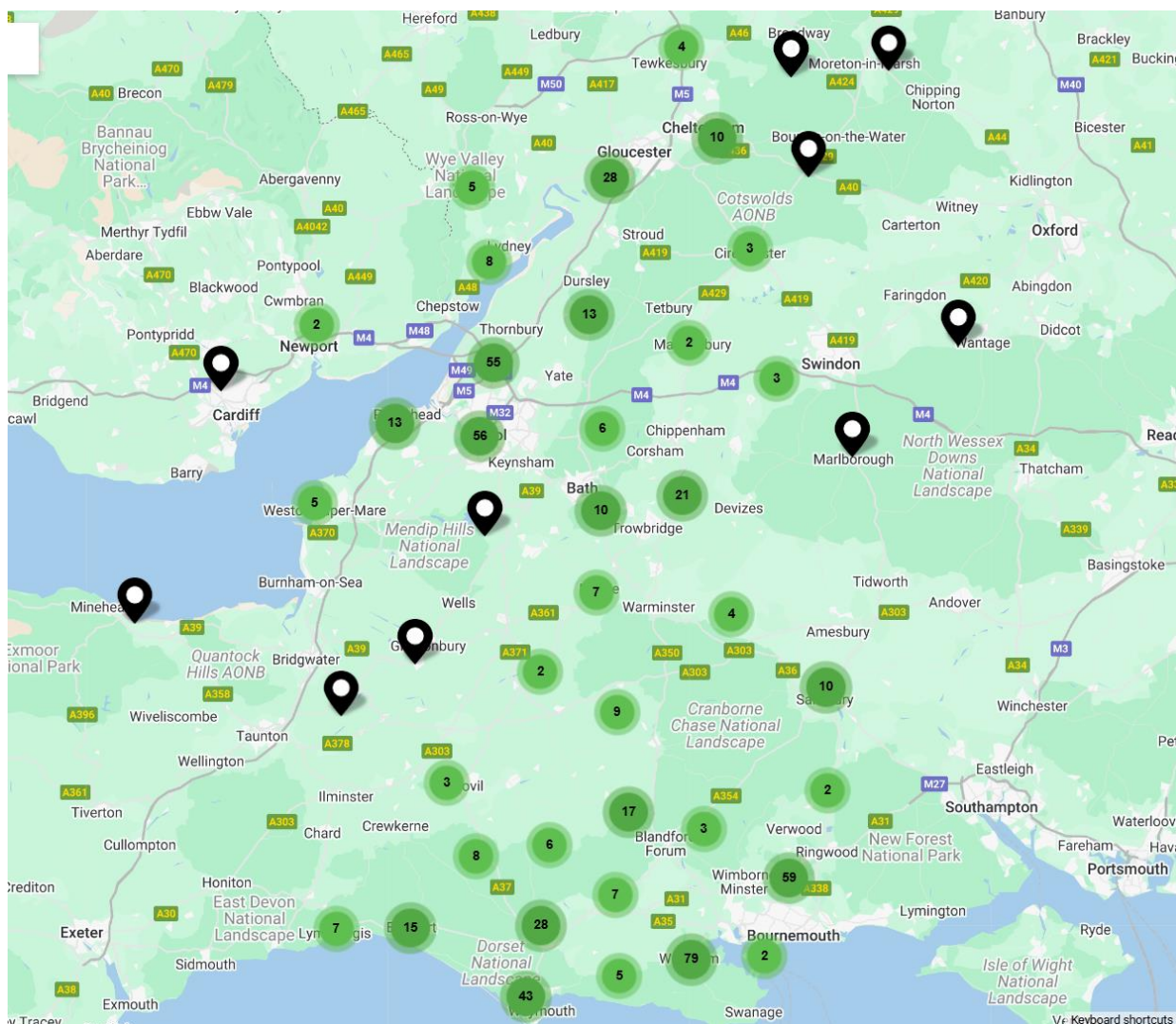


Figure 1: Map of respondents' locations (where supplied)

An analysis of the demographic profile of consultation respondents compared to the average for South West England can be seen in Appendix A.

Significant findings that may affect interpretation of the survey include:

Factor	Finding	Significance	Possible implications for assessment
Age	Respondents included a much higher proportion of people over 65 and a much lower proportion under 25 than in the wider population of the south west	Younger people tend to be more concerned about climate change than older people. Older people tend to have more mobility difficulties.	Under-representation of decarbonisation and environmental issues. Over-representation of accessibility issues.
Gender	Respondents include a higher proportion of men than women	Women's travel patterns tend to be more localised, involving more short, inter-connected journeys accompanying other and using bus, compared to	Under-representation of networked and bus based journeys.  Over-representation of strategic travel needs.

		men's more typical end-to-end unaccompanied journeys by car or train.	
Location of respondents	Clusters of respondents in specific areas	Respondents (especially members of the public) tend to know more about, and advocate more strongly for, issues and opportunities in their local area	Over-representation of needs and proposals in Dorset, Bristol area, Stroud and BCP.
Organisation types	Sample size of organisations is small. Low representation from private sector in particular.	Sample size is small so not representative of organisational opinions.	Under-representation of economic and commercial issues. Responses are not representative of broad sector.

*Table 1: Summary of key demographic findings and implications*

In addition, 191 people participated in our webinars. A summary of their comments, questions and responses can be seen in Section 5.

### **Analysis of responses**

Analysis of responses was undertaken in-house by Western Gateway officers and resultant actions agreed by the Western Gateway SIP Project Board.

Data was manually cleaned and collated from the various sources (online, email, direct engagement). Quantitative responses were analysed using MS Excel. Qualitative response were analysed both manually and using QuickAction generative AI to summarise larger text responses and identify patterns in the data. Key representations on each element of the SIP were then collated and considered in the context of the aims of the SIP and the background evidence base. Options were identified and an action recommended for approval by the Project Board. A summary can be seen in Sections 6 and 7.

Proposals for new schemes and interventions were collated both manually and using QuickAction. Each proposal was individually considered by officers against an assessment framework and a recommended action identified. A summary can be seen in Section 4.5.3 and a full list in Appendix C.

## 4.2 Key Aims

### 4.2.1 Consultation question

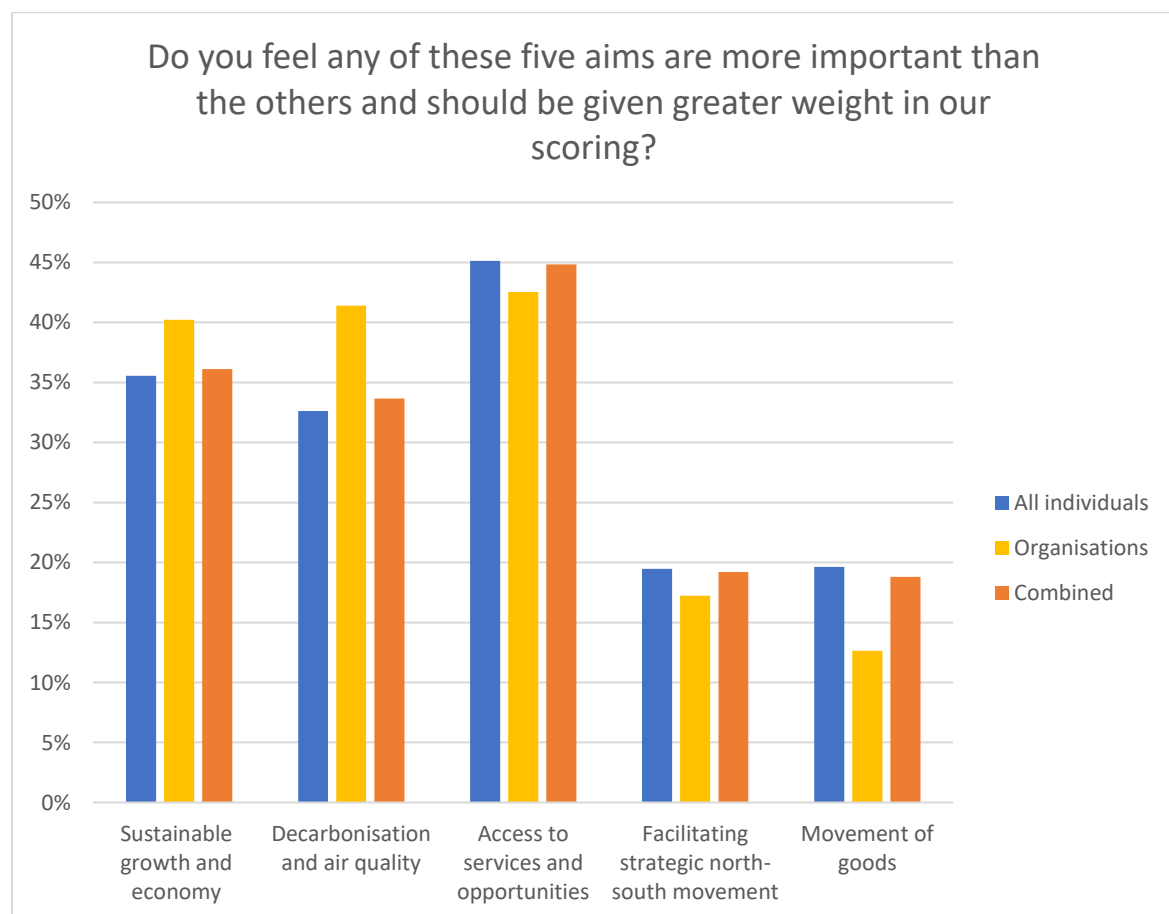
A key purpose of the SIP is to deliver on the five key aims of our adopted Strategic Transport Plan. We wanted to find out if respondents considered these aims to be equally important, or if there were strong reasons for prioritising some of them over others.

The 5 Key Aims of our Strategic Transport Plan are:

- 1) Sustainable growth and economy
- 2) Decarbonisation and air quality
- 3) Access to services and opportunities
- 4) Facilitating strategic north-south movements
- 5) Movement of goods

Do you feel any of these are more important than the others and should be given greater weight in our scoring?

### 4.2.2 Summary of representations



Representations show strong support amongst both individuals and organisations for the first three objectives:

- 1) Access to services and opportunities (45% of respondents)
- 2) Sustainable growth and economy (36% of respondents)
- 3) Decarbonisation and air quality (34% of respondents)

The other two objectives – facilitating north-south movements and moving goods by more sustainable means – received less support (both 19% of respondents). However, these objectives are arguably less immediately tangible and their importance typically less well recognised.

In general terms, respondents representing organisations found Sustainable Growth and Economy and Decarbonisation slightly more important than individual respondents and placed less importance on Movement of goods.

Where respondents offered explanations to support their prioritised objectives, the main reasons stated were:

<b>Access to services and opportunities</b>	Respondents emphasised the importance of this objective for social inclusion and economic growth. They highlighted the need for improved public transport and active travel infrastructure to ensure equitable access to education, employment, medical services, and other essential services, particularly for vulnerable and disadvantaged groups and older/younger residents.
<b>Sustainable growth and economy</b>	Respondents prioritising this objective stressed that a robust transport network is crucial for supporting economic development and improving the quality of life for residents. They highlighted the need for strategic investments in transport infrastructure to facilitate economic growth and deliver the government's new housing priorities.
<b>Decarbonisation and air quality</b>	Respondents prioritised this objective due to increasing concerns about climate change, particularly in the context of legal commitments to achieve net zero carbon by 2050. They highlighted the importance of sustainable transport solutions in reducing carbon emissions and improving air quality for the health and wellbeing of communities as well as achieving environmental goals.
<b>Facilitating strategic north-south movement</b>	Respondents noted that enhancing north-south movement would contribute to social equity and economic development by improving connectivity and reducing travel times. This was particularly noted by those involved with movement of goods and commercial operations in the south part of the region. However, there were conflicting opinions about this objective, with many respondents equally concerned about east-west journeys and advocating for a balanced prioritisation of movements.
<b>Movement of goods</b>	While this objective was the least frequently mentioned, respondents who chose it highlighted the importance of efficient goods movement for economic growth and the need to reduce the environmental impact of freight transport – air quality as well as carbon.

In more general terms, the alignment of the five STP/SIP Key Aims with the new government’s emerging priorities (particularly around housing growth) and objectives for transport was also questioned by a number of respondents. As the STP was developed under the previous government, aligning with the transport priorities and development plans of that time, there is a concern the SIP may fail to meet these new requirements. This issue is discussed in more detail in Section 6.

### 4.3 Methodology

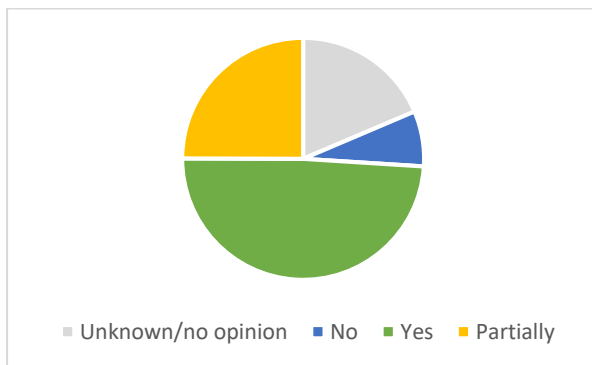
#### 4.3.1 Consultation question

Do you feel the methodology described is appropriate for identification of proposals to meet our aims?

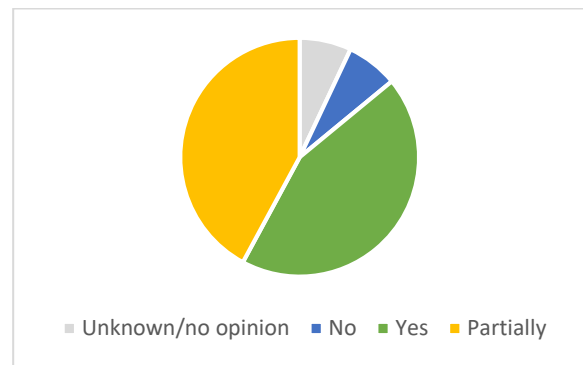
Please add an explanation if you would like.

#### 4.3.2 Summary of representations

##### Individuals



##### Organisations



	Individuals	Organisations	Total
Unknown/No Opinion	19%	7%	17%
No	7%	7%	7%
Yes	49%	44%	48%
Partially	25%	42%	27%

Support for the Strategic Investment Plan methodology is strong, with only 7% of respondents indicating they found the methodology inappropriate for the assessment task.

Of those who did find the methodology to be wholly or partly inappropriate, the main reasons given were:

- Requirement for a clear decarbonisation trajectory with quantified interim targets (rather than just an overall 2050 net zero target) to guide appraisal
- Insufficient assessment of contributing factors determining the uptake and impact of transport interventions, notably cost/affordability, accessibility and user experience
- Insufficient assessment of contribution to housing delivery
- Insufficient consideration of resilience of proposed infrastructure to climate change.

## 4.4 Agreement with outcomes of assessment process

### 4.4.1 Consultation questions

Our consultation documents presented a map and summary details of the 38 prioritised proposals in Section 6 of our draft Strategic Investment Plan.

Agreement with the prioritised list of proposals was tested by two related consultation questions:

- 1) The maps above show our 38 prioritised proposals, their order of priority and an indication of their cost. In the full table, you can also see how each proposal performs against each of the 5 Key Aims of the STP.

Do you generally agree with the outcomes of this assessment?

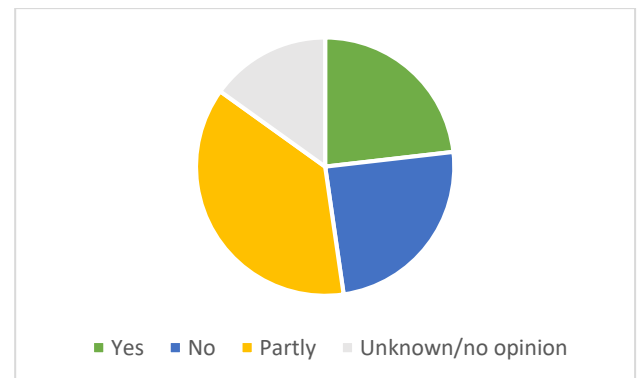
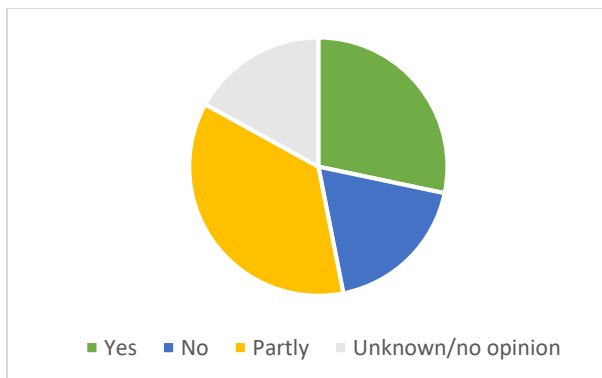
- 2) Do you feel the prioritised proposals in Section 6 meet the needs of our region?

### 4.4.2 Summary of representations

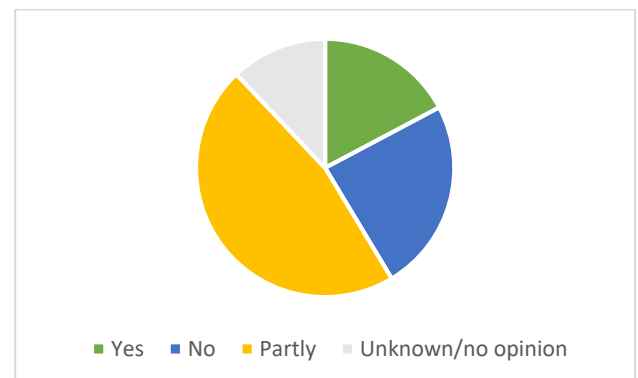
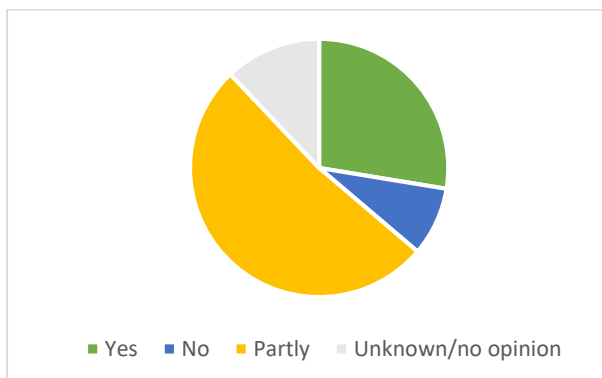
**Do you generally agree with the outcomes from this assessment?**

**Do you feel the prioritised proposals meet the needs of our region?**

Responses from individuals:



Responses from organisations:





		Yes	No	Partly	Unknown/ no opinion	Unanswered
<b>Do you generally agree with the outcomes of this assessment?</b>	<b>Individuals</b>	16%	11%	21%	10%	43%
	<b>Organisations</b>	18%	6%	34%	8%	33%
	<b>Total</b>	<b>16%</b>	<b>10%</b>	<b>22%</b>	<b>10%</b>	<b>42%</b>
<b>Do you feel the prioritised proposals meet the needs of our region?</b>	<b>Individuals</b>	13%	14%	21%	9%	43%
	<b>Organisations</b>	11%	16%	31%	8%	33%
	<b>Total</b>	<b>13%</b>	<b>14%</b>	<b>22%</b>	<b>9%</b>	<b>42%</b>

Assessment of these responses shows a high degree of correlation between the answers to these two questions. Nevertheless, the proportion of people agreeing with the outcomes of the assessment is consistently lower than those agreeing that the programme meets the needs of our region. Analysis of the text responses suggests a few reasons for this difference:

- 1) Respondents feeling that this is a valuable programme of investment and that delivery should happen faster (frustration over long wait times)
- 2) Respondents agreeing with the prioritised programme, but feeling that additional factors are also required to realise successful outcomes – e.g. reduction in public transport fares, improved reliability of public transport
- 3) Respondents agreeing with the outcomes of the assessment as described, but feeling that external factors are changing the balance of need or priority, e.g. an increasing focus on housing delivery.

Where respondents did not (wholly or partly) agree with the outcomes of the assessment and/or their ability to meet the needs of the region, the following key concerns were most regularly raised<sup>3</sup>:

<b>1</b>	<b>Lack of rural proposals</b>	Respondents felt there were insufficient proposals to address rural transport issues, with the Plan prioritising urban areas over rural despite transport opportunities typically being much better there
<b>2</b>	<b>Insufficient provision in specific areas</b>	The areas most often cited are: Dorset, West Dorset, Stroud/Gloucestershire, Bristol, Bath, Bournemouth <sup>4</sup> . Additional measures to improve links between cities and surrounding towns were also called for.
<b>3</b>	<b>Inadequate provision for walking and cycling</b>	Respondents feel there is a lack of safe and dedicated infrastructure for walking and cycling
<b>4</b>	<b>High cost of public transport</b>	Affordability is a concern for many respondents. Service improvements may be less effective without costs also being reduced.
<b>5</b>	<b>Lack of north-south connectivity</b>	Respondents felt there are insufficient proposals to achieve this objective
<b>6</b>	<b>Insufficient focus on decarbonisation</b>	Respondents feel that more needs to be done to reduce carbon emissions and faster action is needed

<sup>3</sup> This table combines responses from both consultation questions as there was a high degree of overlap

<sup>4</sup> As noted in Section 4.1, the areas identified as having insufficient provision correspond closely to the areas with the greatest density of respondents, so care must be taken in interpreting these findings.

Less frequently mentioned but other important issues raised include:

- Insufficient consideration of the needs of older, younger, disabled and vulnerable people
- Inadequate provision for freight and logistics
- Lack of improvements for car users
- Lack of less traditional proposals and modes e.g. tram and light rail, as well as economic interventions

A review of proposals suggested to resolve these issues can be seen in Section 4.5 below.

## 4.5 Additional proposals

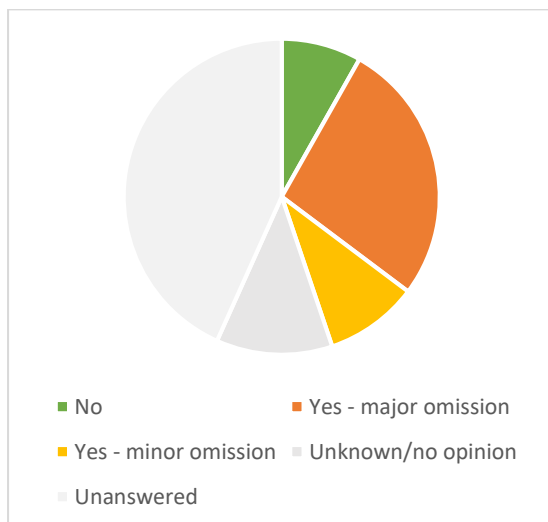
### 4.5.1 Consultation question

During the consultation, we asked respondents if they felt there were gaps in the proposed programme and provided an opportunity to suggest for additional proposals.

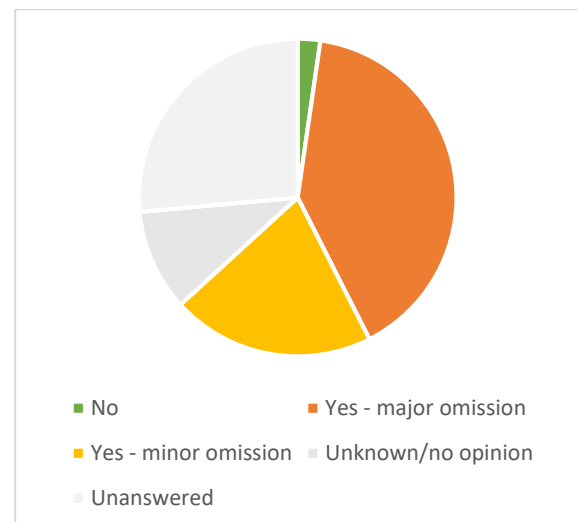
Do you feel there is anything significant missing from this proposed programme?  
If yes, please provide a brief explanation

### 4.5.2 Summary of representations

#### Individuals



#### Organisations



The graphs show that fewer than 40% of individual respondents perceived there to be an omission in the programme, compared with over 60% of respondents representing organisations. Over half the individual respondents left this question blank or expressed no opinion, suggesting that this is a difficult question for a general public audience.

Organisations were also more likely to propose a specific scheme to address the omission.

#### 4.5.3 Proposals received and assessed

We received around 80 suggestions for additional schemes to be brought into the SIP, although around a quarter of these were general recommendations rather than specific proposals. A further quarter were already included in the SIP or had already been assessed for inclusion.

Each proposal was assessed for appropriate action. None of the proposals were determined to meet all the criteria required for appraisal and potential inclusion in the current version of the SIP:

- 1) A specific proposal, in scope for our Strategic Investment Plan
- 2) Not already included or assessed in the current SIP
- 3) Meeting agreed definition of a proposal of regional significance
- 4) Able to be started by 2035
- 5) Able to provide minimum level of detail needed to appraise costs and benefits.

Each proposal was considered against these requirements and categorised for further action as follows:

No. of proposals	Action identified	Explanation
18	Future Review	This action is identified for broad recommendations rather than specific proposals. They will be reviewed with partners to determine if/how those recommendations may be delivered in the future.
19	Already included/assessed	Proposals that have already been assessed for the current SIP. Unless there is a significant change to the proposal or circumstances, we do not propose to re-assess them for the current SIP but will do so for the next version.
20	Refer to LA	This category is used for proposals that do not meet our regional criteria (e.g. that are local in nature) or are not in scope for the SIP (e.g. not a transport proposal, or not in our STB area). They will be referred to the relevant Local Authority for further consideration.
20	Pipeline/Develop for future SIP	Proposals in this category are specific, in scope, have not previously been assessed and meet the regional criteria but are not sufficiently developed yet to provide minimum details for appraisal, or be confident of starting by 2035. These will be kept on file and reviewed again with the proposer when we next update our SIP.
0	Appraise for inclusion in current SIP	Appraise the proposal for inclusion in the current SIP as an addition to the draft programme.

A full list of proposals and their assessments can be seen in Appendix C.

A list of the proposals suggested in this consultation that will be further investigated and potentially appraised for the next version of the SIP is as below, in alphabetical order. If viable, these will be assessed as part of the wider pool of suggestions from all stakeholders during the next iteration of the SIP.

A regional active travel strategic action plan.
Cross Country Service Enhancements ((between Portsmouth, Southampton and the Midlands)
Demand management schemes
Increased stopping service Gloucester to Swindon with shuttle bus from Kemble to Cirencester
Introduction of road charging (travel demand management)
M4 Junction 18A and the expansion of the A4174 Ring Road
M5 Junction 10
M5 Junction 14
Mass transit between Bristol city centre to Bristol Airport
Medium distance cycle routes that run between local authorities
North Cotswold Rail Line (linking Hereford, Worcester, the Thames Valley)
Park and ride between Chippenham and Bath
Rail freight terminal site at Avonmouth
Rail passing loop at Melksham
Restoring the Stratford to Honeybourne rail link and Cheltenham Racecourse chord connection.
South West Main Line - Digital Signalling London Waterloo to Bournemouth
Train/ bus routes from Stroud to Bristol
Upgrade A46 Corridor to link M1 and M5
Western Route for Weymouth and Portland (dual carriageway from Weymouth to the M5)
Worcester-Moreton in Marsh - Oxford rail double tracking

#### 4.5.4 Proposals opposed

We received general representations against some broad categories of scheme type e.g. road schemes, cycle lanes, but few opposing elements of specific individual schemes in the programme.

Where concerns about proposals/elements of proposals have been raised, these will be discussed with the lead organisation for that scheme.

#### 4.6 Impacts

Delivery of the SIP has benefits, but it also potentially has negative impacts, e.g. a financial cost of around £4billion, disruption, land use and environmental impacts. The benefits and costs may not be felt equally by everyone in the region, nor in each part of the region.

To investigate the possible impacts of delivering the proposals in the SIP, we undertook a [Sustainability Appraisal \(SA\)](#), which includes:

- 1) Strategic Environmental Assessment, looking at impacts on the local and global environment

- 2) Equalities Impact Assessment, looking at impacts on people with characteristics protected under the Equalities Act
- 3) Health Impact Assessment, looking at the impacts on the health and physical activity of people affected by the proposals

Overall, the SA identified benefits for many environmental, equalities and health outcomes, but it does also highlight concerns and suggests measures to minimise and mitigate those risks.

We presented the SA alongside our draft SIP and invited people to comment on the findings and/or other impacts of the proposed programme. We also engaged directly with some groups representing people with particular needs or protected characteristics and paid separate attention to the representations received from those groups and people who declared themselves to have a disability or health condition that limits their day to day life.

Separately, we have run a transport model to investigate what might happen on our roads if we delivered the programme of proposals, compared to not doing it. These model results were not part of the consultation but a summary of key findings can be seen on [our website](#). They highlight places where traffic and carbon emissions might get better, and where they might get worse, as well as the overall impacts in the region and contribution towards the five key aims of the STP.

#### 4.6.1 Consultation questions

We asked three questions in the consultation:

- 1) A copy of the Sustainability Appraisal for the SIP is provided on the consultation portal and the key findings summarised in Section 8 of the SIP document. These incorporate reviews of the health, equalities and environmental impacts of the proposed programme.
  - Do you think the identified impacts are acceptable?
  - Do you think there are any impacts we have overlooked, or have any other comments on the sustainability appraisal?
- 2) Our assessment of the priority proposals indicates that, in combination, the recommended schemes are likely to have a net beneficial effect on the level of other carbon and greenhouse gases emitted, compared to a situation in which we take no action. This is supported by the Sustainability Appraisal, which indicates an overall benefit, particularly from active travel and public transport proposals.

Which of the following most closely aligns with your view on the assessment of climate change impacts?:

- Unknown/No opinion
- Carbon emissions are not significantly important, or other factors are more important
- Carbon emissions have same level of importance as other factors e.g. economic or social
- Carbon emissions should be treated as more important than other factors
- The whole programme of priority proposals should result in a net reduction in carbon emissions by 2050
- Every individual proposal in the recommended programme should reduce carbon emissions by 2050

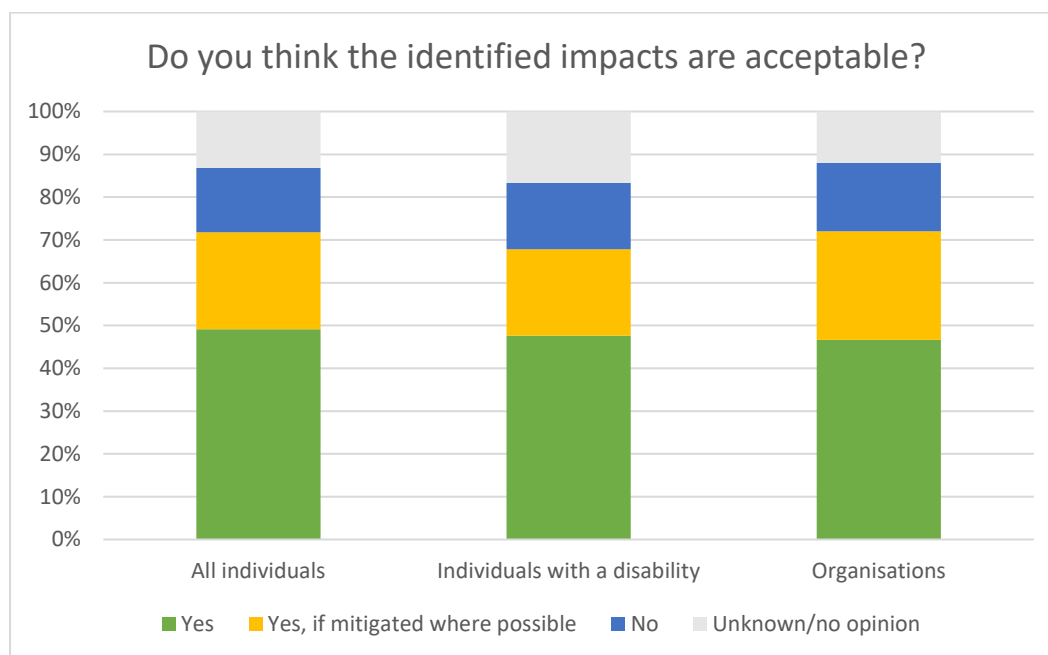
- Other

Please add an explanation if you wish

- 3) The full cost of the 10-year proposed programme is approximately £3.5 billion in capital and £400 million in revenue. Do you think this cost is broadly appropriate for a 10-year regional strategic investment plan?

#### 4.6.2 Summary of Representations

##### Sustainability Appraisal and impacts



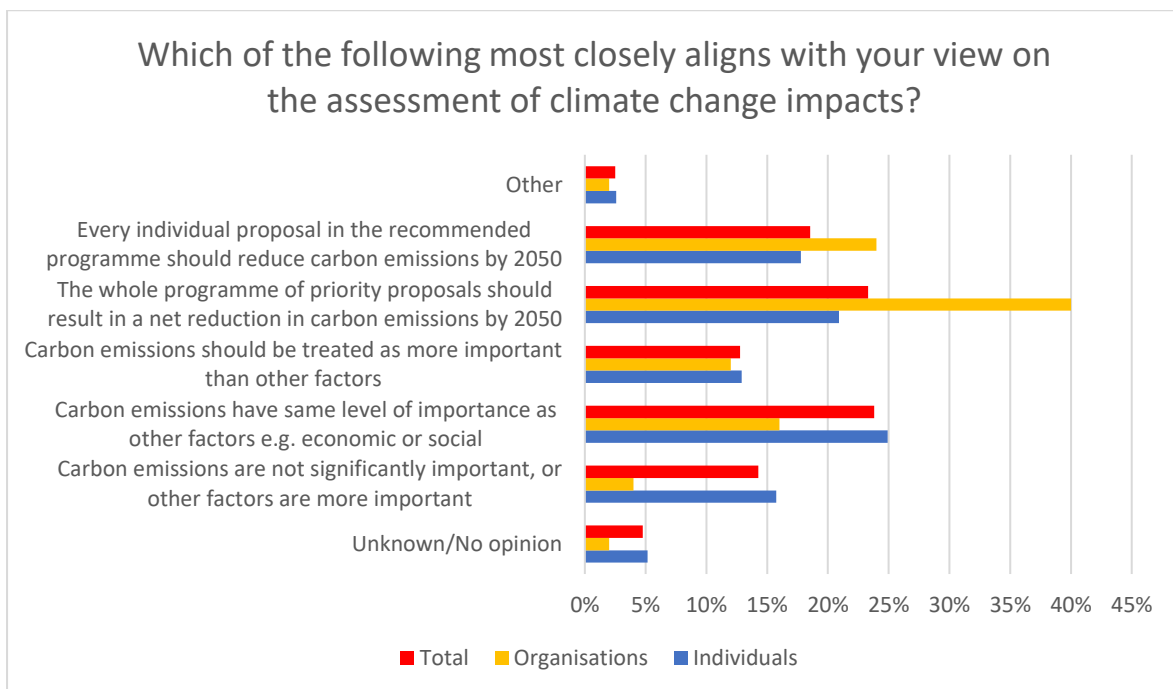
In general, respondents found the identified impacts of the draft programme acceptable, particularly if all opportunities are taken to mitigate them. There was no significant difference between the views of respondents who identified as having a disability or health condition and those without, or with those representing organisations.

A relatively small number of concerns, or suggestions of overlooked impacts, were raised by respondents. These can be viewed in Appendix D, with the main concerns summarised as follows:

Area of concern	Action
Omission of some of the Gloucestershire district councils' Local Plans in the evidence and analysis base of the Sustainability Appraisal	These will be included and an updated assessment completed.
The potential of the programme to exacerbate flood risk, as a number of the proposals are within Flood Risk Zones.	Continue to review. Individual proposals will conduct detailed flood risk assessments during the development and design. The SEA proposes mitigating measures, which will be shared with scheme managers, along with the concerns identified, during this phase.

	Identified error in the Flood risk summary in the SIP document to be corrected.
Concerns that potential impacts on the elderly, mobility impaired and visually impaired users are not fully recognised.	Continue to review and discuss with representative groups. Full EQIA will be conducted on each individual scheme during development to align with Equalities duties.
Accurate summary and representation of SA issues in the SIP document – errors and omissions noted. Representation of disabled travellers and those of a variety of ages and backgrounds in the SIP document.	The Sustainability Appraisal section of the SIP will be reviewed to ensure all main issues accurately captured and summarised. Photos used throughout the document will be reviewed to improve representation.

## Carbon



Views on the relative importance of carbon reduction compared to other issues is very mixed amongst our respondents, particularly individuals. Overall the survey responses revealed a general consensus on the importance of reducing carbon emissions. However, there were differing views on the extent to which this should be prioritised over other factors.

Supporters of more stringent carbon standards argue that the urgency of climate change necessitates prioritising carbon emissions over other considerations and that without significant reductions in emissions, other social and economic factors will become irrelevant due to the detrimental impacts of climate change. Organisations were much more likely to favour prioritisation of carbon reduction, notably in relation to obligations to reach net zero by 2050.

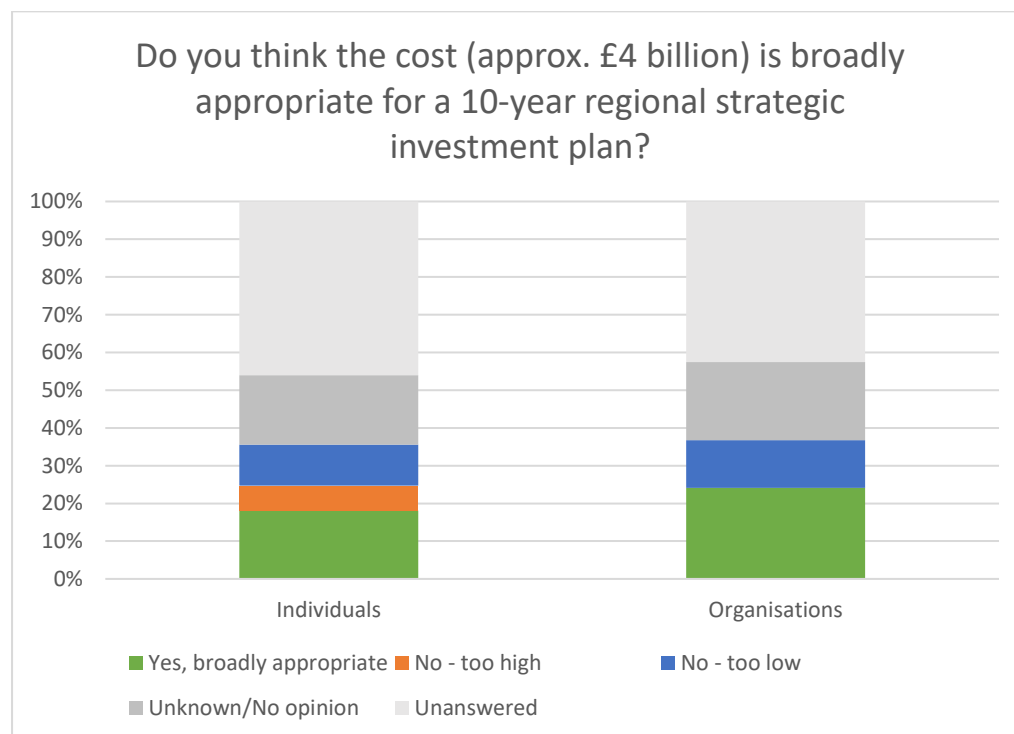
Those who saw other priorities as equally or more important argue that while reducing carbon emissions is important, other factors such as economic growth and social wellbeing should not be



overlooked. A minority of respondents felt that the UK's contribution to global emissions is minimal and that efforts should focus on areas with a more significant impact.

Although respondents put a high priority on the Decarbonisation and Air Quality Key Aim discussed in Section 4.2, the wide spread of views expressed here suggests there is no clear appetite for over-riding emphasis on this objective (although it is also important to note that the lack of younger respondents in the survey sample is likely to be associated with an under-representation of climate change issues compared to the wider population.)

### Cost of programme



This was deemed a difficult question to answer, with only a third of respondents offering an opinion. Of those who did express a view, they were broadly positive/balanced.

## 5. Consultation webinars

To ensure a high number of responses to the consultation, STB officers made the decision to run online webinars that were free and open for anyone to attend. A total of five, one hour sessions were held throughout December and January. In each webinar, a summary was provided on the SIP document including providing information on background strategy, and an opportunity was provided for attendees to ask any questions regarding the SIP and consultation.

A combined total of 191 people attended the webinars, from a range of public and private organisations as well as members of the public in the region.

Summary of point raised in webinar	Response given/Action required
Questions about the coordination between Western Gateway and other regional partnerships, particularly Peninsula Transport STB and the other Western Gateway Pan Regional Partnership and the need for Cross-Border Collaboration	Continue to work closely with other STBs and other relevant authorities to ensure alignment and cooperation
Level of private sector involvement in discussion on the SIP	Certain private sector organisations will be provided the opportunity to propose schemes during next SIP iteration
Questions were raised about the process of selecting and prioritising projects for the SIP, and whether rejected proposals would be made public.	Reviewed after the webinar, but decided no action
How does the SIP fit with local transport plans and how might devolution affect it.	All local authorities were involved throughout whole process and invited to submit 'regionally significant' schemes.
Participants raised concerns about the lack of strategic planning for public transport networks, particularly in areas of new housing growth.	Western Gateway will work closely with local authorities to ensure that transport plans align with housing development strategies and cater to the needs of all communities through the Regional Centre of Excellence work
Call for better public transport imagery in publicity materials to show a range of equality and ethnicity backgrounds	STB officers will review images in the SIP
The consultation process could be broadened to include a wider range of proposals and partners.	Encourage a broader range of proposals and partners in the next round of planning.
The discussion suggested that there is a need for more strategic planning and coordination between road and rail schemes to ensure that they complement rather than conflict with each other.	Western Gateway will consider ways to ensure that road and rail schemes are strategically coordinated.

## 6. Other matters and over-arching issues

Throughout the consultation and wider development of the SIP, important matters have been raised that do not necessarily sit clearly within the discrete consultation elements, but question the wider purpose, objective and operation of the Strategic Investment Plan. The main issues are summarised below, and the resulting actions identified in Section 7.

Issue	Severity (Validity/Impact)	History/Discussion
Appraisal and outputs are insufficiently focused on delivery of housing.	High	<p>Since the STP was adopted in March 2024 there has been a change of national government. The new Government has placed very strong emphasis on the delivery of new housing. Housing growth was identified as a key aim of the STP (as part of the Sustainable Growth and Economy aim) but not explicitly prioritised over and above all other aims and component objectives. Some respondents feel this mean that the STP and associated SIP methodology is out of alignment with government policy and should be altered to prioritise housing delivery.</p> <p>This issue has been debated by the Western Gateway Partnership Board and acknowledged as an emerging issue. However, clear guidance around the role of transport in enabling development, and the alignment or relative weighting of such at outcome compared to others (e.g. decarbonisation) is still in development, as is the Integrated National Transport Strategy which may provide high level direction. Potential sites to accommodate new housing growth are yet to be identified by local planning departments.</p> <p>For this reason, it has previously been decided to progress with the current SIP and review in approximately 12 months time when that important evidence and context becomes available. Halting the SIP development now would mean we would be the only STB a strategic investment plan, leaving us in a vulnerable position at a time when Government has announced an intention to develop 10 year infrastructure strategy in partnership with STBs and Mayoral Combined Authorities.</p>
SIP and SEA do not make reference to Local Plans	Medium	<p>This issue is connected to the one above – the degree to which the SIP focuses on supporting and enabling housing and employment growth.</p> <p>Additionally, a couple of District Council Local Plans were inadvertently left out of the Sustainability Appraisal background evidence base. These will be included and the assessment revised accordingly.</p> <p>The STB is also undertaking work on the '<a href="#">Regional Centre of Excellence</a>' which will strengthen the background knowledge and information required for updates to the STP.</p>

Key motorway junction proposals (M5 junctions 9, 10, 12 and 14, M4 J18a) not included in the SIP	High	<p>Extensive advice taken from National Highways during the SIP development (November 2024), who advised that none of the M5 junctions from J11-J14 had reached the stage of a viable proposal that met their minimum standards for development - i.e. they could not support or provide outline scheme info or outline cost estimate for any proposal. It was therefore decided to leave these in a pipeline system.</p> <p>Re-checked position with NH in January '25 and they confirmed no change.</p> <p>Proposals were not received for M5 J14 or M4 J18a for this iteration.</p> <p>M5 J9 was supported in our short term STP and support for completion is maintained.</p> <p>M5 10 is the subject of a current DCO decision – expected to be brought forward for future SIP iteration.</p>
Exclusion of important north-south routes, including for freight	Medium	<p>The completeness and validity of the north-south routes identified in the STP and scored in the SIP have been questioned by several stakeholders in a variety of different contexts. In particular, A37 route not recognised in STP as essential route, particularly for freight. May also be evidence of cross-boundary strategic gap as stretch of A37 in Peninsula Transport STB.</p> <p>Both STP and SIP were intended to be based on the evidence and recommended approach in National Highways' M4 to South Coast study completed in 2022, but this has not yet been approved for release (February 2025).</p>
Insufficient consultation with neighbouring authorities during SIP development and failure to invite proposals from bordering areas that may have significant benefits for WG. Insufficient evaluation of impacts in neighbouring areas, meaning border areas are not prioritised	High	<p>Acknowledged. This was a limitation imposed by the timescales for the existing SIP which constrained the spread of stakeholders invited to submit and the scope of analysis. For this SIP, we only appraised proposals received from partners and some gaps in coverage are due to a lack of proposals brought forward in those areas. This was also constrained by limited timeframes for submission of proposals</p> <p>Our near neighbours, Peninsula Transport, have been engaged regularly throughout the STP and SIP development and provided project assurance on both projects. We did not engage as comprehensively with neighbours to the north and east, though we have received and actioned representations received through this consultation.</p> <p>This will be noted and improved for the next version of the SIP, and a wider range of stakeholders invited to submit proposals. Additional proposals for development and further contact details for engagement have been captured through this SIP process.</p> <p>The methodology regarding assessment of border areas and cross-boundary impacts will be reviewed for the next SIP.</p>

		Clearer guidance and longer timeframes for submission of proposals will also be established.
Insufficient focus on east-west movement (esp in Dorset)	Medium	<p>This goes back to the identification of a N-S objective in the STP. This objective was supported through economic evidence base and political views.</p> <p>E-W schemes have been included where beneficial to other objectives e.g. Dorset Metro and West of England Line. Will be further reviewed when M4-Dorset Coast Study published to consider integrated E-W strategic issues.</p> <p>Discussions will be held on whether focus on this movement comes at the expense of other, locally important movements or whether these can be better supported through LTPs and other local plans.</p>
Lack of linkage between previous iterations of policy documents (e.g, short term STP) and the recent SIP outputs.	Medium	<p>Western Gateway's short term STP (2020-2024) recommended a number of schemes, many of which are in progress or partially delivered. Some of these schemes are not included in the current SIP although still needing financial or delivery support to complete. There is concern from partners that this may create a disconnect and mixed messaging to DfT regarding priorities.</p> <p>Our short term STP was intended as an interim position pending the development of a more complete, evidence-based long term transport plan, and the long term STP was approved and published in March 2024. Many of the schemes recommended within the short term STP are well into delivery (or have been superseded). The objectives and assessment methodology for the long term STP have been comprehensively updated and related to the current conditions and priorities, which means that scheme supported under the previous system may not always be prioritised under the new one.</p> <p>Nevertheless, Western Gateway STB maintains support for previously supported projects in delivery.</p>
Lack of regional strategic direction in the SIP assessment criteria and methodology, so that we get a patchwork of schemes throughout the region	Low	The STP provides the strategic direction, while the SIP identifies proposals to deliver on those objectives. Not in tension with methodology or outputs to have a dispersed programme of schemes, provided those schemes are best able to deliver on the aims of the adopted STP.

## 7. Summary of key representations and actions arising

Area	Issue	Implications/options	Action
Strategic direction	Appraisal and outputs are insufficiently focused on delivery of housing.	See discussion in Section 9 for more detail. <ol style="list-style-type: none"> <li>1) Progress with the current SIP and review both STP and SIP in approx. 12 months time once government direction and potential new housing growth locations identified.</li> <li>2) Pause progress on current SIP, review and adjust weighting and definition of objectives relating to housing in the current methodology framework and re-score existing proposals</li> <li>3) Halt progress on SIP for root and branch review of STP and SIP objectives. Actively seek out additional proposals to support housing growth</li> </ol>	Project Board approve continuation with Option 1.  Current SIP: No action  Next steps: <ul style="list-style-type: none"> <li>• Fully review both STP and SIP as soon as information available.</li> <li>• In the interim, work closely with local partners and central government on emerging thinking around transport/planning integration, ready to respond promptly to support as appropriate</li> </ul>
Strategic direction	SIP and SEA do not make sufficient reference to Local Plans	This issue is connected to the one above – the degree to which the SIP focuses on supporting and enabling housing and employment growth.  Ensure all relevant LPs are reviewed and included in appraisals	Current SIP: Update sustainability appraisal and SIP to ensure all LPs are considered properly
Strategy/Programme	Key motorway junction proposals (M5 junctions 9, 10, 12 and 14, M4 J18a) not included in the SIP	See discussion in Section 6 for more detail. <ol style="list-style-type: none"> <li>1) Maintain current agreed position of holding M5 schemes in pipeline for future appraisal pending publication of RIS3 and/or provision of scheme cost and benefit estimates for appraisal</li> <li>2) Review submitted motorway/MRN schemes previously submitted, potentially in light of new direction on supporting</li> </ol>	Project Board approved options 1, 3 and 4  Current SIP: No action, unless as part of a wider review of objectives or scoring weighting  Next steps: <ul style="list-style-type: none"> <li>• Fully review both existing SRN/MRN proposals and new submissions as part of the next SIP.</li> <li>• In the meantime, continue to work with National Highway and other partners to maintain</li> </ul>

		<p>housing or variable weighting of objectives (either now or in future SIP)</p> <p>3) Where relevant, encourage submission of strategic junction schemes to future SIP iterations where these have not been submitted this time (e.g. M5 J14, M4 J18a)</p> <p>4) Review and update position overall once RIS3 and/or road funding confirmed by government.</p>	<p>awareness of scheme development, especially where schemes are considered to be critical infrastructure for growth.</p>
Strategy	Exclusion of important north-south routes, especially for freight	See section 6 for more detail.	<p>Current SIP: No action</p> <p>Next steps:</p> <ul style="list-style-type: none"> <li>• Advocate for more freight orientated proposals to be included in next SIP as this is currently under-represented in the programme. Engage with relevant stakeholders.</li> <li>• Review M4-South Coast study once published and consider implications for objective definition</li> <li>• Review cross-boundary matters relating to the A37</li> </ul>
Strategy	Insufficient focus on east-west movement	See Section 6 for detail	<p>Current SIP: No action</p> <p>Next steps:</p> <ul style="list-style-type: none"> <li>• Refer localised proposal for E-W improvements to LA for consideration</li> <li>• Review M4-South Coast study once published and consider any associated E-W recommendations.</li> <li>• Review strategic E-W links with neighbouring STBs</li> </ul>
Strategy/Programme	Insufficient consultation with neighbouring authorities	<p>See discussion in Section 6 for more detail.</p> <p>1) Review new proposals received through the consultation for potential</p>	<p>Current SIP: Add additional references to STPs of neighbouring STBs. No specific additional proposals were submitted through the consultation</p>



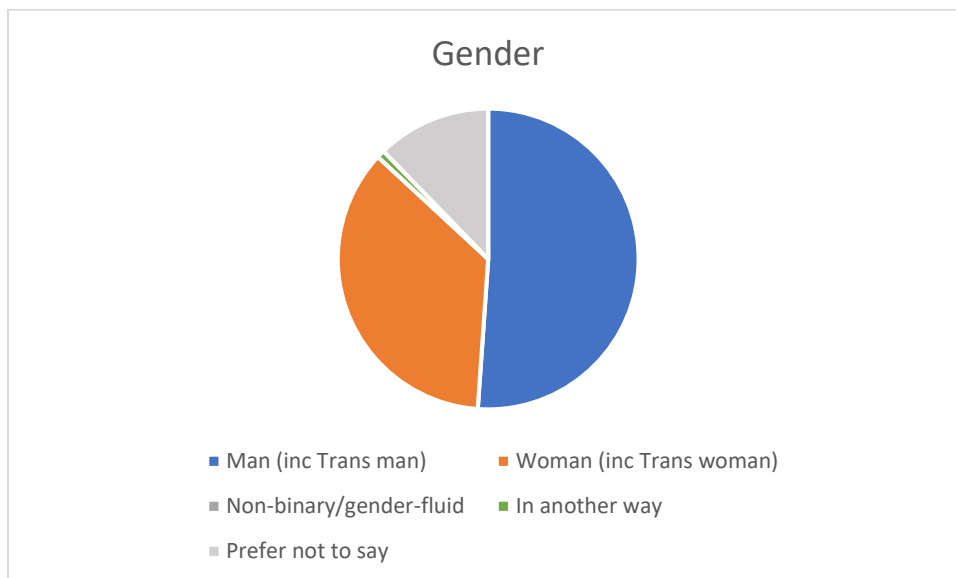
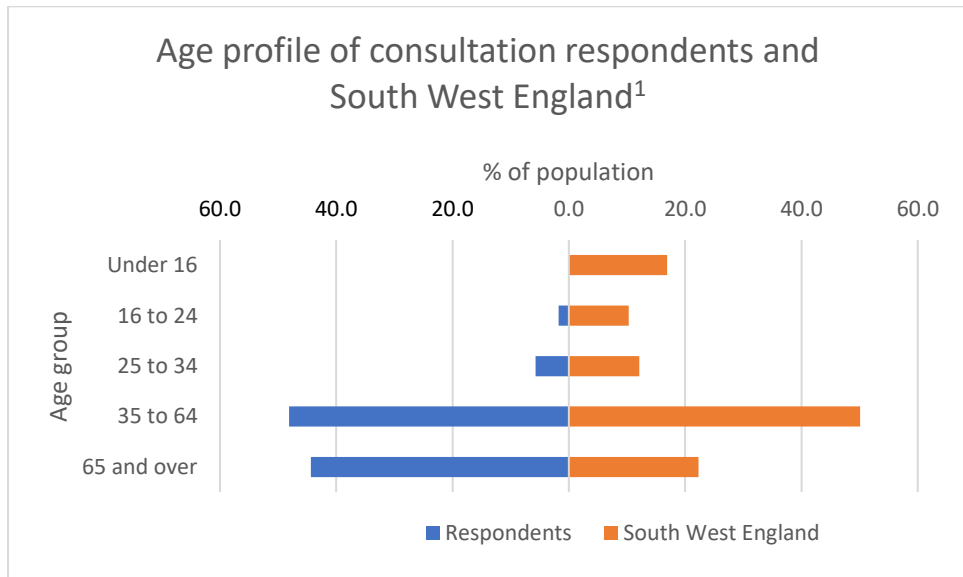
	during SIP development and failure to invite proposals from bordering areas that may have significant benefits for WG. Insufficient evaluation of impacts in neighbouring areas, meaning border areas are not prioritised	<p>inclusion (including those beyond WG boundaries)</p> <ol style="list-style-type: none"> <li>2) Progress with the current SIP and ensure improved cross-boundary communication and call for proposals for next SIP.</li> <li>3) Pause progress on current SIP to invite wider submission of proposals and review out-of-area scoring methodology</li> </ol>	<p>that are candidates for inclusion in the current SIP.</p> <p>Next steps:</p> <ul style="list-style-type: none"> <li>• Review methodology regarding assessment of border areas and cross-boundary impacts for the next SIP.</li> <li>• Provide clearer guidance and longer timeframes for submission of proposals from stakeholders</li> <li>• Invite submissions from wider stakeholders inc those in other areas for next SIP</li> <li>• Increase strategic links and engagement with authorities to north and east</li> </ul>
	Lack of linkage between previous iterations of policy documents (e.g, short term STP) and the recent SIP outputs.	<p>See Section 6 for more detail</p> <ol style="list-style-type: none"> <li>1) Add schemes supported in the short term STP explicitly to the SIP (even where these do not score well under the current methodology)</li> <li>2) Do not add previous schemes to core SIP programme but continue to maintain support for their final delivery through other means (including separate section in the SIP document)</li> <li>3) Appraise the previously supported schemes under the current SIP methodology and prioritise on the same basis as any other submission.</li> </ol>	<p>Project Board approve option 2.</p> <p>Current SIP: Review wording of this section of the SIP to ensure it meets expectations</p>
Strategy – weighting of Objectives	Stronger support for first three aims compared to last two.	<ol style="list-style-type: none"> <li>1) Review scoring system with potential to increase weighting on first 3 objectives.</li> <li>2) Maintain existing equal weightings in recognition of the evidential basis for all objectives and the likely bias of respondents</li> </ol>	

		towards favouring the objectives they can best understand as immediately relevant to their daily lives.	
Strategy – weighting of Objectives	Decarbonisation should be considered an over-riding priority due to statutory duty to reach net zero carbon by 2050.	Potential to: <ol style="list-style-type: none"> <li>1) Increase weighting on Decarbonisation and Air Quality objective.</li> <li>2) Require all individual proposals in the programme to contribute to carbon reduction</li> </ol>	Current SIP: No action Early assessment, Sustainability Appraisal and transport model all indicate an overall improvement in carbon emissions as a result of the programme. Consultation responses illustrate very mixed attitudes towards carbon reduction, with no clear directive to make this an over-riding imperative, while mindful of our national commitment to decarbonise by 2050.
Strategy – weighting of Objectives	Access to services and opportunities should be considered an over-riding priority due to statutory duties under the Equalities Act.	Review programme support for Equalities duties. Increase weighting on Access to services and opportunities objective	Current SIP: No action. Equalities Impact Assessment identifies positive impact on protected groups. Responses from groups representing protected user groups and individuals with disabilities show no specific concerns. As noted in section 4.1, sample may show potential bias towards Accessibility objectives.
Programme	80 additional interventions proposed for inclusion in the SIP	See Section 4.5 and Appendix C for more detail. All proposals individually assessed and categorised for action: <ul style="list-style-type: none"> <li>• 18 Future Review</li> <li>• 19 Already included/assessed</li> <li>• 20 Refer to LA</li> <li>• 20 Pipeline/Develop for future SIP</li> <li>• 0 Appraise for inclusion in current SIP</li> </ul>	Current SIP: No action No proposals were assessed as being suitable for appraisal in the current SIP  Next steps: <ul style="list-style-type: none"> <li>• Work with partners to further develop proposals with potential to be included in future SIP</li> <li>• Refer local proposals to relevant LA partners</li> <li>• Add new proposed contacts to list for future engagement</li> </ul>
Programme	Key concerns raised regarding the proposed programme	See section 4.4 for more details. Some of these issues are also discussed elsewhere in this summary table. Frequent concerns included: <ul style="list-style-type: none"> <li>• Lack of rural proposals</li> <li>• Insufficient provision in specific areas</li> <li>• Inadequate provision for walking and cycling</li> </ul>	Current SIP: No action We have only been able to appraise the proposals submitted for this SIP  Next steps: <ul style="list-style-type: none"> <li>• Deeper review of scheme submissions and assessment, particularly in relation to rural locations, active travel and transport costs</li> </ul>

		<ul style="list-style-type: none"> <li>• High cost of public transport</li> <li>• Lack of north-south connectivity</li> <li>• Insufficient focus on decarbonisation</li> </ul> <p>Also inadequate proposals for freight and logistics, or for more novel modes and fuels.</p>	<ul style="list-style-type: none"> <li>• Review the perceived lack of proposals in specific areas, but be cautious of correlation between areas identified and location of respondents</li> <li>• Actively engage with freight sector and those at the forefront of new transport development to encourage or submissions of this type in future SIP.</li> <li>• Nominate a lead member for freight from the Western Gateway Board to drive this forward.</li> </ul>
Programme/ Methodology	Calls to share details of underlying scheme scoring and/proposals not prioritised in programme for comparison	<ol style="list-style-type: none"> <li>1) Share further info on scoring and low priority schemes</li> <li>2) Continue to share clear details of the scoring methodology but keep the individual scores private</li> </ol>	<p>Current SIP: No Action</p> <p>Next steps: No Action.</p> <p>The scoring methodology is very transparent (maps published showing scoring factors) and proposers can assess for themselves how their schemes are likely to perform. The scheme appraisals are very high level and, proportionately, are based on a limited amount of information to keep assessment proportionate. Opening the scheme scoring for scrutiny and debate on every item risks making the project undeliverable within resource/time constraints. Feedback from scheme proposers indicates it is considered detrimental to make public potential assessment of poor performance against specific objectives.</p>
Impacts	Responses to Sustainability Appraisal	<p>See section 4.6 for more detail. Key issues include:</p> <ul style="list-style-type: none"> <li>• Omission of some Local Plans Sustainability Appraisal</li> <li>• The potential of the programme to exacerbate flood risk</li> <li>• Concerns that potential impacts on the elderly, mobility impaired and visually impaired users are not fully recognised.</li> <li>• Accurate summary and representation of SA issues in the</li> </ul>	<p>Current SIP:</p> <ul style="list-style-type: none"> <li>• Review and update assessment to incorporate all LPs and reflect on all submissions received (see Appendix D)</li> <li>• Update SIP document to ensure accurate representation of SA findings</li> <li>• Review images in SIP document for diversity</li> </ul> <p>Next steps:</p> <ul style="list-style-type: none"> <li>• Share SA findings with scheme developers and ensure/recommend detailed assessments are undertaken as schemes progress</li> </ul>

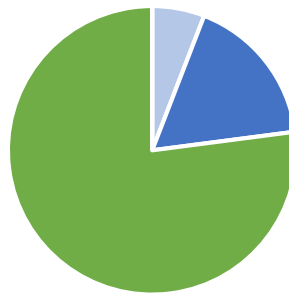
		<ul style="list-style-type: none"> <li>• SIP document – errors and omissions noted. and omissions noted.</li> <li>• Representation of disabled travellers and those of a variety of ages and backgrounds in the SIP document.</li> </ul>	<ul style="list-style-type: none"> <li>• Review flood risks identified with scheme proposers</li> <li>• Develop relationships with groups representing vulnerable people and those with protected characteristics to improve representation and influence in next SIP</li> </ul>
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## Appendix A: Demographics of respondents



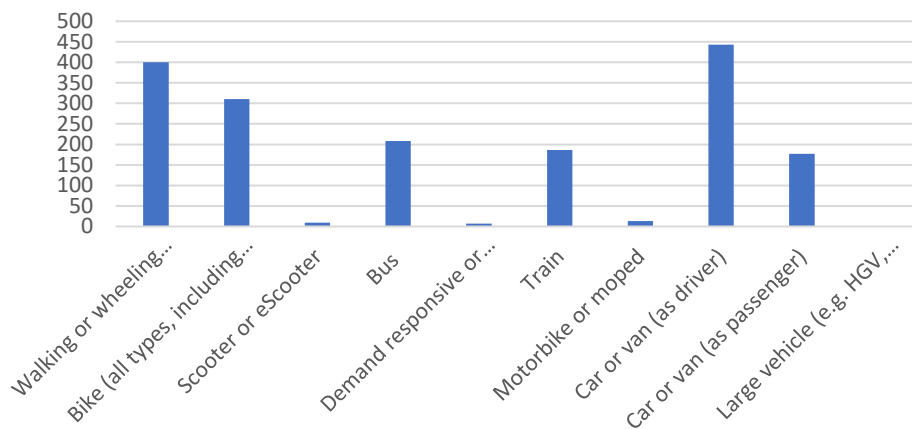
<sup>5</sup> Census 2021 data

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? Include problems due to old age.



■ Yes, limited a lot ■ Yes, limited a little ■ No ■ Prefer not to say

Which of the following modes of transport do you use regularly (at least once a week)?



**Appendix B– list of named organisations responding to consultation**

A to B magazine
Bath and North East Somerset Council
BH Active Travel
Bridport Local Area Partnership
Bridport Town Council
Bristol Airport
Bristol Rail Campaign (new name for Friends of Suburban Bristol Railways)
Broadwindsor Parish Council
Carers Support Center Bristol and South Glos
Cheltenham Borough Council
CILT Rail Freight Forum
Compton Dando Parish Council
Corsham Print
CPRE Gloucestershire
Cpt/coachmarque
District & County Councillor
Dorchester Transport Action Group
Dorset Council
Dorset Council also Blackmore Vale Rail Partnership
Dorset Councillor
Dorset Cyclists Network
Dorset EDI Reference Group and Dorset Race Equality Council
Education - State
Elected Dorset Council representative for South East Purbeck, Dorset
Emersons Green Town Council
England's Economic Heartland STB
Gloucestershire County Council
Go-op Co-operative Limited
Guide Dogs
Historic England
HSW
Keynsham Town Council
Kingswood Parish Council
Melksham Transport User Group
National Highways
Network Rail
North Bristol SusCom
North Dorset
North Somerset Council
Parish Council
Patchway Town Council
Purbeck Community Rail Partnership



Purbeck Transport Action Group
RHA
Saltford Parish Council
Save the 84/5 WUE to Yate bus route campaign
Select
SGS College
Shaftesbury Car Link
South Wessex Community Rail Partnership CIC
South west Transport Network Railfuture Severnside and south west Gloucestershire catch the bus campaign Dorset catch the bus campaign and Devon and Cornwall catch the bus campaign
South Western Railway
Statutory Harbour Authority/Commercial Port
Stratford Rail Transport Group
Stroud District Council
Sustrans
Swindon Climate Action Network
Thornhackett Parish Council
Transport for the South East
Wareham Neighbourhood Plan Steering Group
Wareham Town Council
Wareham Town Trust
Warwickshire County Council
Wilts and Berks Canal Trust
Wiltshire Climate Alliance
Yate and Sodbury District u3a

## Appendix C: New schemes proposed via consultation:

Scheme suggestion	Location	100 word summary	Action required
Worcester-Moreton in Marsh - Oxford rail double tracking	Gloucestershire	Proposes a refresh of the Strategic Outline Business Case for restoring the Stratford-Honeybourne rail link. Highlights the need for additional double tracking on the Worcester-Moreton-in-Marsh-Oxford. Proposes a scheme for a deviation south of Cheltenham Racecourse Station to the Network Rail main line, which would bring major economic and transport benefits to Cheltenham Racecourse. Potential for restoring Cardiff/Bristol-Cheltenham-Stratford-Nottingham.	Pipeline/Develop for future SIP
Regeneration of Bridport Bus Station	Dorset	Run down area identified as a priority in Bridport Town Council Investment Plan. Make an attractive arrival point for the town centre and create a transport hub encouraging public transport and active travel.	Refer to LA
Train service from Swanage to Wareham	Dorset	Run Dorset Metro scheduled train service alongside heritage railway services between Swanage and Wareham. Track and signalling is there and service could be started quickly. Great for the environment and help to reduce traffic on the Isle of Purbeck	Already included/assessed
Rail passing loop at Melksham	Wiltshire	Install passing loop to Melksham Line so it could be used for supporting regular services to improve resilience of the regional network	Pipeline/Develop for future SIP
Community/mobility hubs at Wareham, Dorchester South and Moreton stations	Dorset	Builds on Network Rail Station Strategic Plans and input from Purbeck Community Rail Partnership, to improve or install mobility hubs at local train stations.	Refer to LA
New station at Sparkford on the Heart of Wessex Line	Somerset	Sparkford is a transport hub and expanding community with limited bus services	Refer to LA
Improve train stock (for all to have WiFi, power sockets and toilets etc.)	Region-wide	Improve the rolling stock on the region's train lines, including WiFi, power sockets and toilets.	Future review
South West Main Line - Digital Signalling London Waterloo to Bournemouth	South West Main line	Introduction of digital signalling on the South West Main Line. This will increase the capacity for (and safety of) rail passenger and freight movements.	Pipeline/Develop for future SIP
West of England Service Enhancements	Salisbury - Yeovil	Service frequency enhancements between Salisbury and Yeovil Junction. This will support local trips between adjacent centres on the line to be made by rail and reduce the need to travel using private car.	Already included/assessed
Cross Country Service Enhancements ((between Portsmouth, Southampton and the Midlands)	Region-wide	Reinstatement of Cross Country services between Portsmouth and the Midlands and increased service frequencies and span between Southampton and the Midlands. This will reduce journey times between Portsmouth, Southampton and other national centres and support inbound tourism.	Pipeline/Develop for future SIP

Upgrade A46 Corridor to link M1 and M5	Gloucestershire	The A46 corridor is vital for economic growth, linking the M1 to the M5 via the M69. Despite investment, the route remains inconsistent, limiting its reliability and strategic potential. M5 Junction 9 is crucial for improving corridor performance, but upgrading it alone will expose weaknesses in the A46 between Teddington Hands, Aston Cross, and the M5. Addressing congestion, safety, and reliability in Ashchurch is essential, especially with Tewkesbury Garden Town's expansion. A comprehensive approach is needed to ensure the A46 fully supports economic resilience and provides a reliable alternative route between the East Midlands and South West.	Pipeline/Develop for future SIP
North Cotswold Rail Line (linking Hereford, Worcester, the Thames Valley)	Gloucestershire	The North Cotswold Line is a key rail corridor linking Hereford, Worcester, the Thames Valley, and London, soon connecting with East-West Rail at Oxford. While it does not pass through Warwickshire, stations like Evesham, Honeybourne, Moreton-in-Marsh, and Kingham serve South Warwickshire residents. The North Cotswold Line Taskforce has developed a strong case for doubling service frequency, supporting modal shift and growth. We urge recognition of Moreton-in-Marsh's role in transport integration, enhancing access and strengthening the business case for investment, benefiting both Warwickshire and Gloucestershire through improved connectivity and sustainable development.	Pipeline/Develop for future SIP
Better connectivity between Weymouth, Wareham and Dorchester	Dorset	Better connectivity between Weymouth, Wareham and Dorchester could involve enhancements to both public transport and road infrastructure to improve road congestion.	Future review
Rail electrification, Didcot to Oxford.	EEH STB	Part of the wider electrification of the Great Western Main Line (GWML). Electrification allows for the use of electric trains, which are more efficient, environmentally friendly, and cost-effective than diesel-powered trains.	Refer to LA
Cycle networks and Wilts and Berks canal restoration	Wiltshire	The restoration of cycle networks and the Wilts and Berks canal. This would improve connectivity and promote sustainable modes of transport.	Refer to LA
Light railway from Bishops Cleeve to Quedgley	Gloucestershire	A light railway from Bishops Cleeve to Quedgley. This would significantly improve connectivity in Gloucestershire and meet the growing demand for public transport	Already included/assessed
A train station in Kingsway	Kingsway	More and cheaper parking near town centres, removal of bus lanes, and a train station in Kingsway. This would improve accessibility and ease congestion.	Refer to LA
New railway stations in strategic places including Stonehouse Bristol Road	Stonehouse Bristol Road	New railway stations in strategic places, including Stonehouse Bristol Road. This would enhance connectivity and provide more travel options for residents.	Refer to LA

Integration with other strategic plans (e.g employment, housing, retail)	Not specified	Integrating the transport plan with other plans related to employment, housing, and retail. This holistic approach would ensure all aspects of community life are considered.	Future review
Stroud to Bristol train service	Stroud to Bristol	A direct train service from Stroud to Bristol. This would significantly improve connectivity and travel efficiency between the two locations.	Refer to LA
Consider all rural areas	Not specified	All rural areas need to be considered in the plan. This would ensure equitable development and connectivity across all areas.	Future review
Identify and serve all rural communities	Not specified	All rural communities need to be identified. This would ensure that the needs of all communities are considered in the plan.	Future review
Opening up of existing train stations for a metropolitan service	Region-wide	Opening up existing train stations for a metropolitan service. This would improve public transport services and connectivity in the metropolitan area.	Future review
A railway station for Saltford	Saltford	The proposer suggests a new railway station for Saltford. This would improve rail connectivity and accessibility for residents in Saltford and the wider area.	Refer to LA
Decarbonisation of the route between Chippenham and Bristol	Chippenham and Bristol	Decarbonise the route between Chippenham and Bristol, creating a fast local network. This would contribute to environmental sustainability and improve local connectivity.	Already included/assessed
Cycle networks	Not specified	The suggestion is to focus on the development of cycle networks. This would promote active travel, reduce traffic congestion, and contribute to environmental sustainability.	Future review
More focus on local & inter urban bus services	Not specified	The proposal is to increase the focus on local and inter-urban bus services. This would improve public transport accessibility and connectivity, particularly in rural areas.	Already included/assessed
Reopening of a railway station at Stonehouse	Stonehouse	The suggestion is to reopen a railway station at Stonehouse on the Bristol – Gloucester route. This would serve the whole catchment of the Stroud valleys and improve regional connectivity.	Refer to LA
Enhanced bus services for Dorset outside of the BCP conurbation	Dorset	Proposal for enhanced bus services in Dorset, particularly outside the Bournemouth, Christchurch, and Poole (BCP) conurbation. This would improve connectivity and accessibility for residents in these areas.	Already included/assessed
Electrification between Temple Meads and Parkway	Bristol	Suggestion to electrify the railway line between Temple Meads and Parkway via overhead lines. This would improve the efficiency of the service and reduce carbon emissions.	Already included/assessed
Attention to the single line between Dorchester and Yeovil	Dorset	Proposal to improve the single railway line between Dorchester and Yeovil. This would enhance the reliability and frequency of the service.	Already included/assessed
New railway stations in strategic places	Gloucestershire	Suggestion to build new railway stations in strategic locations, including Stonehouse Bristol Road. This would improve connectivity and accessibility for residents in these areas	Refer to LA

Off road bike enhancements across the region	Region-wide	Proposal for enhancements to off-road bike routes across the region. This would promote active travel and reduce reliance on motor vehicles.	Future review
Increased stopping service Gloucester to Swindon with shuttle bus from Kemble to Cirencester	Gloucestershire	Suggestion to increase the stopping service between Gloucester and Swindon, with a shuttle bus from Kemble to Cirencester. This would improve connectivity and accessibility for residents in these areas.	Pipeline/Develop for future SIP
Rail track enhancements through Bournemouth station	Bournemouth	Proposal to add another set of tracks through Bournemouth station. This would improve the reliability of the service and potentially allow for more frequent trains.	Already included/assessed
Bus connectivity	Region-wide	Suggestion to improve regional bus connectivity across the region. This would enhance accessibility and provide more travel options for residents.	Future review
Regular public transport links to Bournemouth airport	Bournemouth	Proposal for regular public transport links to Bournemouth airport. This would improve accessibility for travellers and reduce reliance on private vehicles.	Already included/assessed
Alternatives for level crossing in Poole	Poole	Request for clarification on what will replace the level crossing in Poole. This information would help residents understand future changes to their local transport infrastructure.	Refer to LA
Public transport improvements along Dorset coast	Dorset coast	Suggestion for public transport improvements along the Dorset coast. This would enhance connectivity and accessibility for residents and visitors in these coastal areas.	Already included/assessed
More trains between Dorset and Bristol and London	Dorset, Bristol, London	More frequent train services between Dorset, Bristol, and London. This would improve connectivity and provide more travel options for residents and travellers	Already included/assessed
Metro light rail systems in the areas	Region-wide	Introduce metro light rail systems in the region. This would provide a modern, efficient, and environmentally friendly mode of transport for residents.	Future review
Medium distance cycle routes that run between local authorities	Region-wide	Medium distance cycle routes that run between local authorities. This would promote active travel and provide more travel options for residents	Pipeline/Develop for future SIP
Investment in active travel in Dorchester Town Centre	Dorset	Investment in active travel in Dorchester Town Centre - including a bridge at Maumbury Junction and a safe, separated cycle route to Poundbury	Refer to LA
Dorset Metro (additional track between Moreton & Dorchester)	Dorset	Additional track between Moreton and Dorchester stations to allow commuter service to Crossways/Wool and extension of the Dorset Metro Shuttle	Already included/assessed
Junction Improvements on A31 (Ferndown Industrial roundabout to Poole/Dorchester roundabout)	Dorset/BCP	Road movements on Sandford Road from Wareham to the Bakers Arms roundabout are chaotic. Congestion on the A31 from Ferndown Industrial roundabout to Poole/Dorchester roundabout needs dialling and junction improvements.	Refer to LA

Extension and development of the North Dorset Trailway	Dorset	Extension and development of the North Dorset Trailway, both northwards from Sturminster Newton and southwards from Spetisbury, utilising the disused and crucially undeveloped - track bed of the Somerset and Dorset Railway	Refer to LA
East west connectivity by road (Stonehenge A303)	Wiltshire	Provide alternatives to Stonehenge	Future review
Role of hydrogen & alternative fuels	Region-wide	The role of hydrogen as one of the components of the energy transformation agenda is barely acknowledged. Battery powered vehicles cannot meet the all requirements in the future. STBs should be involved in ensuring fair & equal role out (especially in rural areas).	Future review
Western Route for Weymouth and Portland (dual carriageway from Weymouth to the M5)	Dorset	A dual carriageway all the way from Weymouth to the M5 is crucial and would create a much improved economic growth corridor. And for North to South movement. This would improve traffic flow and reduce congestion in the area to Portland Port.	Pipeline/Develop for future SIP
Connection to Lydney train station	Gloucestershire	There is poor connection to Lydney train station which is a long way from the town centre and bus station, with no taxi rank. Lydney is an important commuter station and a gateway for tourists.	Refer to LA
Schemes to support the take-up of electric vehicles or other road-based technologies	Region-wide	There are no interventions in the list to support the take-up of electric vehicles or other road-based technologies. Consider if investment programmes to deliver such improvements at a regional scale been considered in the SIP process?	Future review
Support and reference bus service improvement plans (BSIPs)	Region-wide	Rural bus services are seen as a regional priority, so SIP should be clear that this is across the region and emphasise reference to BSIPs.	Future review
Demand management schemes	Region wide	Current SIP does not include sufficient measures for demand management. Effective demand management strategies, from parking controls, (e.g., workplace parking levies) low emission zones, up to congestion charging zones, are an essential tool in reducing traffic volumes and encouraging the use of sustainable transport modes.	Pipeline/Develop for future SIP
Restoring the Stratford to Honeybourne rail link and Cheltenham Racecourse chord connection.	Gloucestershire	The proposal is to restore the rail link between Stratford and Honeybourne. This would improve regional connectivity, support economic growth, and provide an alternative to road travel.	Pipeline/Develop for future SIP
Mobility hubs at Wareham, Dorchester South and Moreton stations	Dorset	Developing community and mobility hubs at Wareham, Dorchester South, and Moreton stations could significantly enhance local and regional connectivity by integrating various modes of transport and providing additional services for residents and visitors.	Refer to LA
A regional active travel strategic action plan.	Region-wide	Promote walking, cycling, and other forms of sustainable transport while improving connectivity between key urban and rural areas. This plan would	Pipeline/Develop for future SIP

		support healthier lifestyles, reduce congestion, and contribute to environmental goals.	
Introduction of road charging (travel demand management)	Region-wide	Road charging schemes that could provide funding for other major projects in the area and region.	Pipeline/Develop for future SIP
Mass transit between Bristol city centre to Bristol Airport	Bristol (WECA)	Mass transit between Bristol city centre to Bristol Airport corridor. work is currently underway by WECA to develop an Outline Business Case for the scheme, and accommodated within the next iteration of the Bristol Airport Masterplan	Pipeline/Develop for future SIP
A38 Major Road Network (MRN) scheme	Bristol (WECA)	Advanced state of development and will be subject to final funding approval from Government within the timeframes of the SIP. great importance to both Bristol Airport, due to disruptions to passengers, and the local communities who are most impacted by diversions caused by incidents on the Strategic road network & major road network.	Already included/assessed
Long-distance bus and coach services	Regional	Long-distance bus and coach services are a vital part of regional and national transport, providing affordable, sustainable, and accessible travel options. Improving these services can help reduce car dependency, enhance connectivity between towns and cities, and support tourism and economic growth.	Future review
Rail freight terminal site at Avonmouth	South Glos	An intermodal terminal to serve the key regional cluster of distribution centres at Avonmouth (rail freight terminal site)	Pipeline/Develop for future SIP
M4 Junction 18A and the expansion of the A4174 Ring Road	South Glos	The long-discussed Junction 18A and the expansion of the A4174 Ring Road are vital projects included in the South Gloucestershire Local Plan. These projects require better connectivity with the bus services proposed in the WECA Plan to create a cohesive and functional transport network. Railway Links and Environmental Goals Improvements to railway station links are imperative to provide cleaner, more efficient transport options.	Pipeline/Develop for future SIP
key renewal elements on rail, especially the Waterloo - Exeter route	Region-wide	often involves significant expenditure such as part electrification and investment in BEMU rolling stock but is not funded in the same way as National Highways - it should be treated as an enhancement. This would need to be seen as part of a rolling stock renewal process across the whole of the South West including the majority of GWR's non IET fleet. The majority of the South West's train fleet needs renewal by the early 2030s along with the infrastructure investment in track,	Already included/assessed
Wiltshire Cycle Spines	Wiltshire	Support the Local cycling and walking infrastructure plans (LCWIPs) for local authorities	Refer to LA
Cycling network between the Severn and the M5	Severn and the M5	Improving the poor quality, disjointed, and indirect cycling network between the Severn and the M5. Small investments could significantly enhance the network.	Already included/assessed

Train/ bus routes from Stroud to Bristol	Stroud to Bristol	Urgent need for train or bus routes from Stroud to Bristol for commuting purposes. She believes this is a major omission in the current proposal.	Pipeline/Develop for future SIP
Trams in Bristol	Bristol	Trams could serve commuters, students, and visitors, reducing pressure on roads and buses. Public and political support will be crucial for securing funding and moving towards a tram-based solution.	Refer to LA
A carbon free link from Bristol Temple Meads to the airport	Bristol (WECA)	Congestion on the A38 and surrounding roads leads to unreliable journey times, so alternatives need to be explored.	Already included/assessed
Extend the Brockenhurst-Wareham rail line	Dorset/BCP	Expand the route to include Swanage and Lymington	Already included/assessed
Traffic enhancements North of Poole and all the way to the M4	BCP	This corridor includes key routes such as the A31, A350, and A36, which link the South Coast to the national motorway network.	Already included/assessed
Alternatives to the possible closure of Poole Level Crossing	BCP	Alternatives need to be put in place to ensure that disabled people, mothers with prams and small children, and those unable to use the current bridge in place, with regards to the possible closure of Poole Level Crossing.	Future review
Park and ride between Chippenham and Bath	BANES/Wiltshire	Allow commuters and tourists to park their vehicles at a designated site and transfer to public transport (buses or trains) for the remainder of their journey.	Pipeline/Develop for future SIP
Bradford-on-Avon bypass and a A36/A46 link road to bypass Bath	BANES	A relief road or bypass to redirect through-traffic away from the town centre.	Refer to LA
Electric car charging provision in public places	Region-wide	Rural areas will have high car use, electric car charging provision in public places and all new developments is crucial.	Future review
Investment in highway network	Region-wide	Repairs to existing roads are just as important as new infrastructure (for example focus on potholes)	Future review
M5 Junction 10	Gloucestershire	Capacity improvements at J10 of the M5 to support housing and economic growth	Pipeline/Develop for future SIP
M5 Junction 14	Stroud	Capacity improvements at J14 of the M5 to support Stroud Local Plan and housing delivery	Pipeline/Develop for future SIP



## Appendix D: Sustainability Appraisal and impact assessment

Respondents were asked whether they felt that the identified impacts are acceptable, and if they have any other comments on the sustainability appraisal. The analysis identified 17 themes that require action:

Comment	Summary Action Taken/ Required
Big long-term projects are vulnerable to significant changes in policy , the economy etc	The SEA will include reference to the potential changes to long term projects as a result of economic and policy changes throughout the project lifetime.
Add reference into the SEA on industry and sector best practice to safeguard one's experience of our sensitive and valued historic places and landscapes, for stakeholders to consider when schemes are further developed.	The SEA has included relevant plans, policy and programmes within the Scoping Report. This has been included in the SEA Report as Appendix B. The inclusion of additional guidance notes related to design best practice and the historic environment/landscape will be considered.
Health: Active travel routes facilitating access to green spaces, the coast and other places of relaxation for well-being and mental health should be specifically mentioned.	The HIA has included an assessment of active travel options specifically. These options have also been assessed within the SEA, with specific mention to health and active travel in these assessments. To further clarify, the HIA will be amended to include a list of SIP options assessed within each section of the HIA assessment.
SEA does not make reference to all the relevant District Council Local Plans in Gloucestershire	The SEA will be updated to include reference to the Gloucestershire District Local Plan within the assessment of cumulative effects.
Supported proposals that can be mitigated. Unmitigated impacts would need to be assessed case by case. Particularly concerned that some schemes projected to be at risk of flooding and to increase car use in some circumstances. Biodiversity and heritage impacts may be of concern, but dependent on level impact and value of assets.	The SEA has proposed level mitigation measures within the assessment of SIP options, and summarised these within Section 8 of the SEA Report. Individual project level assessments will be undertaken for interventions arising as a result of the SIP which by nature, size and/or location may result in potential adverse significant effects. These assessments will identify any potential significant effects resulting from individual schemes, and propose mitigation measures to minimise these effects.
Having substantial negative impacts on biodiversity in the name of climate seems crazy	Western Gateway STB will consider the findings of the SEA, specifically in relation to biodiversity, within potential schemes arising from the SIP. Individual project level assessments will be undertaken for interventions arising as a result of the SIP which by nature, size and/or location may result in potential adverse significant effects. These assessments will identify any potential significant effects resulting from individual schemes, and propose mitigation measures to minimise these effects.
The west of the county, whilst contributing to the cost of these initiatives, will see little or no benefit especially if you have no means of transport other than public transport. This discriminates on the elderly.	The SEA has considered the impact of the SIP options on the elderly located within the Western Gateway STB Region. Western Gateway will consider this response within its development of the current and future SIPs
The Equality benefits don't take into account those who do not own their own car and are reliant on public transport - much more significant than distinguishing than just ethnic minority groups. In addition, for those who do drive, a reduction in car use with a shift to greater use of public transport makes the system becomes more efficient.	The EqIA will consider the impacts of the SIP on those who do not have access to a private vehicle.

These measures encourage more building on flood risk land and then fail to deal with the problem that creates. Too much focus on public transport leaving road users poorly catered for.	The SEA proposes mitigation measures to reduce potential significant effects on flood risk as a result of SIP options. Flood risk will continue to be considered as the interventions develop. Individual project level assessments will be undertaken for interventions arising as a result of the SIP which by nature, size and/or location may result in potential adverse significant effects. These assessments will identify any potential significant effects resulting from individual schemes, and propose mitigation measures to minimise these effects.
The potential for climate related risk is very high with some projects in Flood Zones and the speed with which climate change is happening, more planning to increase resilience is necessary	Western Gateway STB will consider this comment within the development of SIP options. The SEA has proposed climate mitigation measures to reduce potential significant effects as a result of SIP options. This will also be considered by Western Gateway STB.
Include horse riders as vulnerable road users	The SEA will be updated to include horse riders as vulnerable road users in Table 4-1.
Consideration must be given to the movement of wild animals, i.e. deer, badgers, hedgehogs etc which must have travel lanes over and under these new improved road and railways.	The SEA will be updated to include an additional mitigation measure within the SEA Report to address the movement of animals. Western Gateway STB Partners will consider this comment within the design of schemes that arise as a result of the SIP.
The environmental impact is concerning and building on flood risk areas when we are seeing increased flooding due to a mix of climate change and unwise land use doesn't seem sensible. It may be acceptable if mitigated if this is for public transport and is balanced with environmental gain through decarbonisation. It isn't acceptable if for more roads.	The SEA has proposed mitigation measures to reduce potential significant effects on flood risk as a result of SIPo. This will also be considered by Western Gateway STB Partners as the proposals are developed further. Individual project level assessments will be undertaken for interventions arising as a result of the SIP which by nature, size and/or location may result in potential adverse significant effects. These assessments will identify any potential significant effects resulting from individual schemes, and propose mitigation measures to minimise these effects.
Mitigate or eliminate flood risks where possible, and look to not push flood issues to other key areas.	The SEA has proposed mitigation measures to reduce potential significant effects on flood risk as a result of SIP options. This will also be considered by Western Gateway STB Partners as the proposals are developed further. Individual project level assessments will be undertaken for interventions arising as a result of the SIP which by nature, size and/or location may result in potential adverse significant effects. These assessments will identify any potential significant effects resulting from individual schemes, and propose mitigation measures to minimise these effects.
Within the Western Gateway Strategic Investment Plan EqlA, whilst we would likely agree that "People with a disability will benefit from the active travel improvements, which is important given that walking is one of the two main modes of transport for disabled adults in England", this will only be the case for people who are blind or partially sighted if infrastructure changes to the pedestrian environment are inclusive, accessible and safe. Urge decision makers within the Western Gateway sub-national transport body and constituent local authorities to engage with this significant new research by UCL and seriously consider the recommendations from Guide Dogs contained within it in	The EqlA will consider including additional mitigation measures relating the ensuring the pedestrian environment is inclusive, accessible and safe, where appropriate. Western Gateway STB will consider this comment within the development of the SIP and developments that may arise from the SIP.

relation to current and future regeneration and infrastructure schemes across the Western Gateway region.	
Full equalities impact assessments need to be carried out for each scheme and diversity impact assessments for railway schemes	Individual projects arising from the SIP will be subject to project specific EqIA assessments in line with The Public Sector Equality Duty (Section 149 of the Equality Act 2010) .
There seems to be an interpretation error in the Environmental Impacts. The box highlights that ten of the options are within Flood Zones 1 and 2, however the Strategic Investment Plan Strategic Environmental Assessment “ Environmental Report identifies that these 10 have uncertain effects whilst 28 options 'located either fully or partially within Flood Zone 3' have significant negative effects. The identified impacts are therefore under-reporting the potential impact (Table 5.2 SEA 13 page 29 of 51).	Western Gateway STB will amend the SIP to include reference to Flood Zone 3.

## Appendix E: Graphics from consultation engagement

