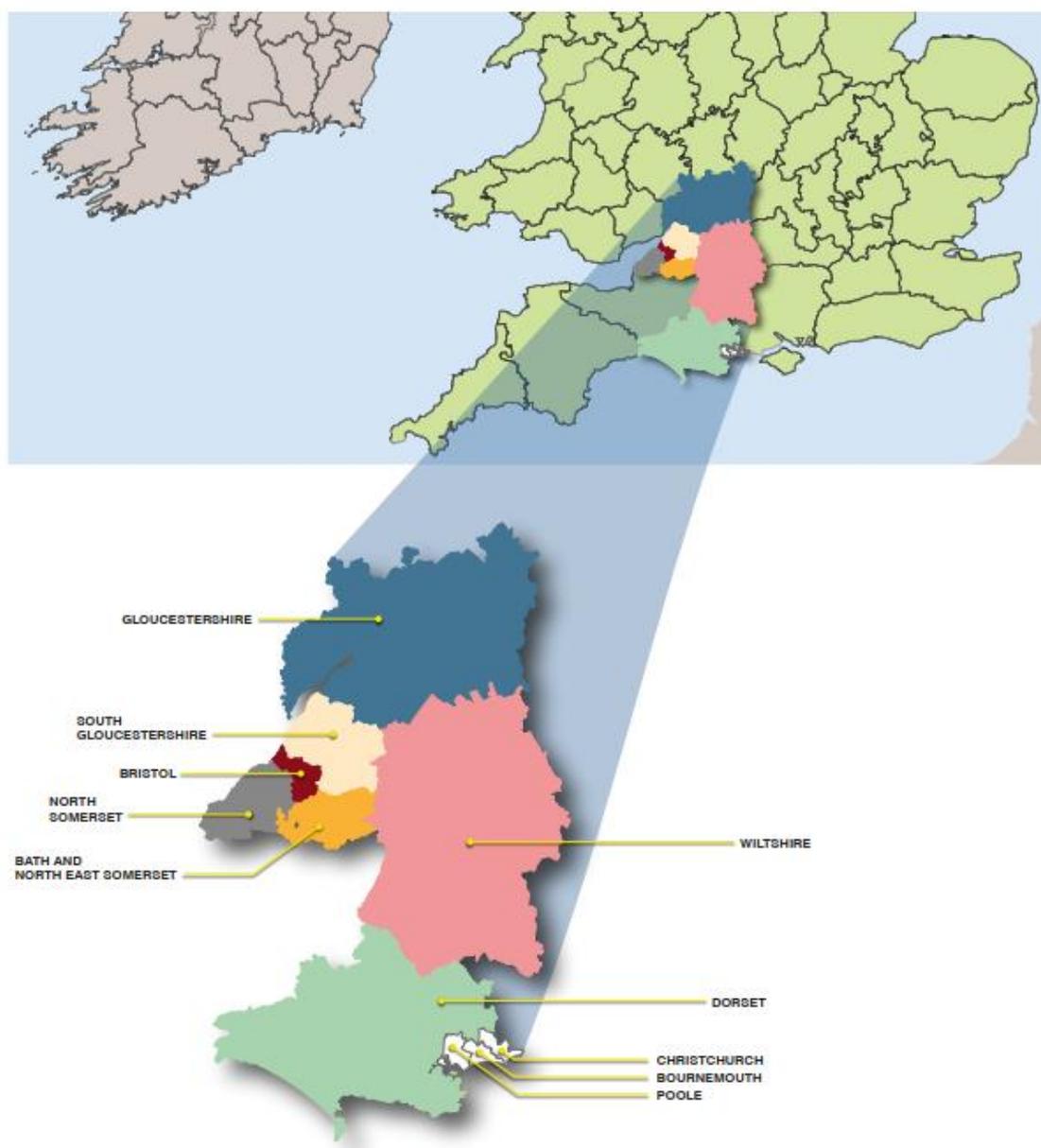


Frequently Asked Questions

Question 1. What is Western Gateway Shadow Sub national Transport Body?

The Western Gateway: Sub-national Transport body includes the councils - Bath and North East Somerset, Bournemouth, Christchurch & Poole (BCP), Bristol City, Dorset, Gloucestershire County, North Somerset, South Gloucestershire, Wiltshire and the West of England Combined Authority. The councils are committed to working together and providing a single voice to Government on strategic transport investment and prioritisation.

By working together the authorities aim to maximise Government funding for strategic transport projects to assist in strengthening travel connections to local, national and international markets which will in turn help the area to drive innovation, maximise economic growth and improve industrial productivity. Ultimately this investment will support the national economy and enable inclusive growth.



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Question 2. Why is the Gateway important?

The Gateway area links England's South Coast to the Midlands; London and the South East to South Wales and the South West Peninsula to the rest of the UK.

The Gateway area is home to over three million people and is set for a steep change in prosperity and productivity through an ambitious growth agenda over the next 20 years. The growth agenda aims to deliver 300,000 new homes and over 190,000 new jobs. It is both a highly desirable destination as well as a facilitator of movement through nationally significant travel corridors.



Question 3. What is the role the Western Gateway Sub-national Transport Body (STB) and what is the planned impact?

The aim of the Western Gateway STB is to produce a long-term Strategic Transport Plan to identify and prioritise transport infrastructure, which will improve strategic connectivity between major centres and ports in the region.

The strategy will also compliment local transport initiatives to enable sustainable travel choices, reduce journeys times and lower congestion.

Once the strategy is adopted the Western Gateway STB will actively lobby Government and work closely with Highways England, Network Rail, train operating companies and other key bodies to improve connectivity across strategic travel corridors in the region.

The vision of the Western Gateway STB is to enable sustainable economic growth by identifying a long-term investment programme designed to deliver a well-connected, reliable and resilient strategic transport system; that closes productivity gaps and makes the Gateway area more competitive, while respecting its world class natural and built environments.

Question 4. What is a strategic travel corridor?

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A strategic travel corridor links important and significant destinations such as major urban areas or international ports.

To consider these connections at a sub-national level, enables the full journey to be accounted for instead of sections of the journey linked to each local authority's administrative boundaries. This will enable a long-term plan to be produced that identifies the transport issues within a corridor or area, and also identifies a sequenced list of investment priorities required to improve travel times. Depending on the corridor and the location of the issues and matters, the investment priorities may include a variety of initiatives including - **highway capacity schemes; passenger transport schemes; urban traffic management schemes; green travel infrastructure or integrated ticketing solutions**. Once completed the corridor plans will form part of a Strategic Transport Plan for the Western Gateway area and will be used as the basis to lobby government for funding.

Question 5. What strategic travel corridors have been identified in the Western Gateway region and why?

There are 15 strategic travel corridors which have been identified by reviewing emerging trends when collecting regional evidence base and discussions regarding emerging priorities for the Gateway area. The corridors identified in the Western Gateway region are listed below which a description to explain the area that they serve:



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-  **Corridor A:** Connecting London, Reading, Swindon, Chippenham, Bath, Bristol, Newport and Cardiff.
-  **Corridor B:** Connecting Birmingham, Worcester, Cheltenham, Gloucester, Filton, Bristol, Weston-Super-Mare, Taunton and Exeter.
-  **Corridor C:** Connecting Malmesbury, Chippenham, Bath, Trowbridge, Westbury, Warminster, Gillingham, Shaftesbury, Blandford Forum, Poole and Bournemouth.
-  **Corridor D:** Connecting Bath, Trowbridge, Warminster, Salisbury and Southampton.
-  **Corridor E:** Connecting Tewkesbury, Evesham, Stratford-upon-Avon, Royal Leamington-Spa, Coventry and Leicester.
-  **Corridor F:** Connecting Oxford, Cheltenham, Gloucester and Monmouth.
-  **Corridor G:** Connecting Swindon, Cirencester, Cheltenham, Gloucester and Chepstow.
-  **Corridor H:** Connecting Gloucester, Stonehouse, Thornbury, Filton, Bristol, Bristol Airport, Weston-Super-Mare and Bridgwater.
-  **Corridor I:** Connecting Bristol, Yate, Chipping Sodbury, Thornbury, Emersons Green, Keynsham, Avonmouth, Long Ashton and Filton.
-  **Corridor J:** Connecting Chippenham, Bath, Keynsham, Bristol and Avonmouth.
-  **Corridor K:** Connecting Bristol, Shepton Mallet, Yeovil, Dorchester, Weymouth and Portland.
-  **Corridor L:** Connecting Basingstoke, Andover, Amesbury, Yeovil and Exeter.
-  **Corridor M:** Connecting Amesbury, Porton, Salisbury, Blandford Forum, Dorchester, Weymouth and Portland.
-  **Corridor N:** Connecting Southampton, Christchurch, Bournemouth, Poole, Dorchester, Weymouth, Portland and Exeter.
-  **Corridor O:** Connecting Christchurch, Bournemouth, Wimborne/Ferndown and Poole.

Question 6. What are the specific objectives of the Western Gateway SSTB?

Our initial objectives include:

- To address the poor connectivity between the north and south links, particularly to and from the south coast ports and to help support planned development, drive business growth and improve access to international markets.
- To identify and address transport-related barriers to the effective operation of labour markets which is currently constraining the potential for business growth. This is particularly known in the West of England and South East Dorset areas.
- To support the development of low carbon transport solutions to help reduce transport's impact on the environment.
- To establish a whole corridor approach to travel management on strategic corridors to improve reliability, safety and resilience.
- To support the development of transport infrastructure that enables sustainable place-shaping by facilitating the delivery of significant land for new homes, business growth and employment opportunities.

To help achieve our objectives, the SSTB will be applying for funding from Government to help with developing the partnership.

Question 7. What work is the Western Gateway SSTB currently undertaking?

Currently the Western Gateway SSTB is working to respond to the Government's request to identify our investment priorities for the major road network over the period of 2020 to 2025.

We aim to make our submission to Government over the summer (2019) and the submission will be accompanied by a Regional Evidence Base that will provide the basis of our long-term transport strategy.

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Question 8. What are the Western Gateways SSTB's key elements to consider when identifying investment priorities?

At this initial stage the Western Gateway SSTB is focusing on the following policy areas:

- Improving urban travel
- Improving the north/south connectivity
- Improving international connectivity

Question 9. How are the key stakeholders in the region contributing to the work of the Western Gateway SSTB?

At this early stage the Western Gateway SSTB is currently seeking views from key stakeholders through a Transport and Business Forum.

The forum will act as an advisory body to the Western Gateway Board and Senior Officer Group representing the views of stakeholders. The Transport and Business Forum will aim to meet on a bi-annual basis and the nominated chair of the forum will be invited to sit on the Western Gateway SSTB.

Initial discussion points within the forum will include:

- Recognising the limitations of accessing labour markets
- Identifying and recognising the barriers of productivity across the area
- Recognising the issues preventing improved national and international freight and passenger connectivity.

Engaging stakeholders in this process will help them and the Western Gateway SSTB in greater insight and effective interaction and enable stakeholders to influence regional decision making.

Question 10. What major road network (MRN) schemes have been identified in the Western Gateway region and why?

As a sub-national area we have prioritised seven major road network (MRN) schemes and these are listed below with additional details including the lead authority and the estimated scheme start date.

| Strategic Corridor | Scheme Name | Lead Authority | Estimated scheme start date |
|------------------------|--|-------------------|-----------------------------|
| Corridor C - A350 | A350 Chippenham Bypass Improvements – Phases 4 & 5 | Wiltshire Council | 2020/21 |
| Corridor C - A350 | A350 - M4 J17 Improvement | Wiltshire Council | 2022/23 |
| Corridor D - A46 / A36 | A338 Southern Salisbury Improvements | Wiltshire Council | 2021/22 |

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| | | | |
|---|---|--|---------|
| Corridor H - A38/A370 | A38 – Churchill Lights/ Bristol Airport/ Barrow Tanks upgrade | North Somerset Council | 2020/21 |
| Corridor I - Bristol Urban | A4174 Ring road capacity improvements | South Gloucestershire Council and WECA | 2020/21 |
| Corridor I - Bristol Urban | A4174 MOD Roundabout grade separation | South Gloucestershire Council and WECA | 2024/25 |
| Corridor O - Bournemouth/ Poole urban area | A338 Wessex Fields Phase 2 | BCP Council | 2021/22 |

Question 11. What large local major schemes have been identified in the Western Gateway region and why?

As a sub-national area we have identified two **Large Local Major** schemes. The main focus is on transformational schemes intended to form part of a sequenced package of improvements to deliver significant economic growth and improved strategic access.

- **M5 Junction 9 and A46 (Ashchurch) bypass**

This scheme will resolve a critical pinch-point on a route linking the M5 with the M40 and M1. Once completed the corridor will provide an alternative for strategic vehicle movements using the heavily congested Birmingham Box (M40 / M42). The route is also identified as a priority corridor by Midlands Connect Sub-national Transport Body (STB) and is essential to the delivery of the recently announced Garden Town at Ashchurch to deliver up to 10,195 houses by 2041.

- **A350 Melksham Bypass scheme**

The A350 Melksham Bypass scheme will resolve a critical pinch-point on a route prioritised by the Western Gateway SSTB to improve north / south connectivity and will complement several of the MRN priorities. This scheme forms part of a package of measures to initially improve access within the northern section of the route. It is envisaged that improvements to the southern section of the route will be prioritised within the next funding round. Improvements to this corridor will fundamentally improve access and enable significant opportunities for growth throughout the Gateway area.

Question 12. Where can I find out more information about the Western Gateway SSTB project?

We will be keeping our webpage up to date with the latest information please see - www.gloucestershire.gov.uk/western-gateway