

# Western Gateway

## Sub-national Transport Body



### Regional Evidence Base and MRN / LLM Scheme Priorities

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## **WESTERN GATEWAY SUB-NATIONAL TRANSPORT BODY**

### **Regional Evidence Base and MRN / LLM Scheme Priorities**

**This document has been produced for the Department for Transport to consider alongside the Western Gateways Major Road Network and Large Local Major funding submission. It provides an overview of the emerging Regional Evidence Base produced to support the Western Gateway's Strategic Transport Plan.**

**The information contained within the Regional Evidence Base shall be added to as the Strategic Transport Plan progresses.**

#### **Contents Amendment Record**

**This report has been issued and amended as follows:**

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# Regional Evidence Base

## Introduction

**Western Gateway**

Sub-national Transport Body

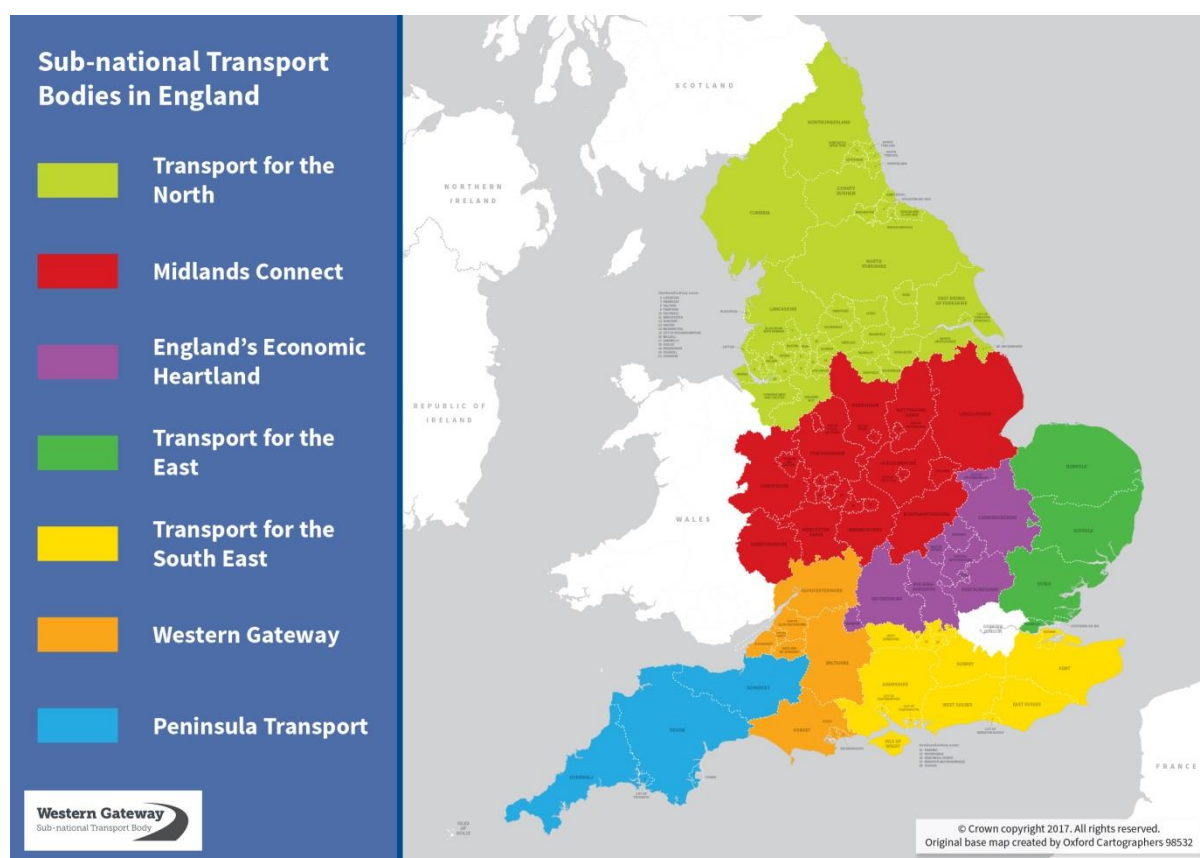


## 1.0 Introduction

### England's Western Gateway

- 1.1 Local Authorities across England have responded to the Governments request for more strategic thinking about transport investment by forming Sub-national Transport Bodies (STBs). STBs were identified, with accompanying legislation, within the Cities and Local Government Devolution Act 2016 which introduced changes to Part 5 of the Local Transport Act 2008. The Act allows existing individual authorities to formally join in a partnership with another authority(s) to formulate, and potentially deliver, a transport strategy for the wider area. **Figure 1.1** provides the national context of the emerging STBs.

**Figure 1.1: Sub-National Transport Bodies in England**



- 1.2 The Western Gateway area is home to over three million people and is set for a step 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.
- 1.3 The Western Gateway area offers a prosperous and resilient economy set in highly desirable areas of outstanding natural beauty and world heritage sites which are recognised globally. Collectively the Gateway area offers a place to live, work and invest that can compete with any place in the world.
- 1.4 The Gateway area is both a highly desirable destination as well as a facilitator of movement through nationally significant travel corridors. It 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.

### Growth Story

- 1.5 The **Bournemouth, Christchurch and Poole (BCP)** city region is planning for growth of circa 30,000 homes and 20,000 jobs will be created across the city region by 2026, with 80 hectares of new employment land delivered through the Bournemouth International Growth (BIG) Programme. Improved connectivity to Bournemouth Airport, Port of Poole and the town centres will unlock key strategic sites developing the region's presence in internationally competitive sectors including advanced manufacturing, the largest financial services sector outside London and a national leading start-up location for creative and digital businesses.
- 1.6 **Dorset** will deliver 40,000 new homes and create 30,000 new jobs by 2033 based around towns and along the Portland-Weymouth-Dorchester growth corridor. The Dorset Innovation Park will see the development of a cluster of excellence in advanced engineering, building on strengths in marine, defence and energy. Increased productivity of land based enterprises through the application of agri-tech innovation will increase prosperity, opportunities in rural areas and contribute to greater food security for the UK.
- 1.7 **Gloucestershire** will deliver over 60,000 new homes and over 35,000 new jobs by 2031. Growth is focused around unlocking employment and housing land within the M5 Growth Zone. This includes delivery of a new cyber business park near Cheltenham and extensions to Gloucester's southern fringe. The District Planning Authorities have embarked on a review of their local plans which are likely to increase the scale of growth planned. The county council will support this by facilitating a coordinated approach to secure improvements to transport networks that provide safe, reliable and convenient transport choices.
- 1.8 The **West of England** sub-region will deliver over 100,000 new homes and create over 80,000 jobs by 2036. The majority of the new jobs will be at Enterprise areas/ zones close to the strategic transport network. Bristol is at the heart of the region's transport networks and the removal of key congestion pinch points is a priority as this impacts connectivity to all parts of the region. Bristol Airport and the Port of Bristol are recognised as vitally important to enhance the region's national and global standing.
- 1.9 **Wiltshire** is planning to deliver between 40,840 and 45,600 new homes and over 27,500 new jobs by 2036. This will support local innovation, promote the growth of skills and businesses, and improve transport connectivity in three priority growth zones: Swindon-M4, Salisbury-A303 and the North/South A350 corridor. The council has embarked on an ambitious review of the local plan, proposing to accelerate growth in key locations. Unlocking that potential requires upfront investment in infrastructure, and a strategic approach to delivery, which the council proposes to lead.



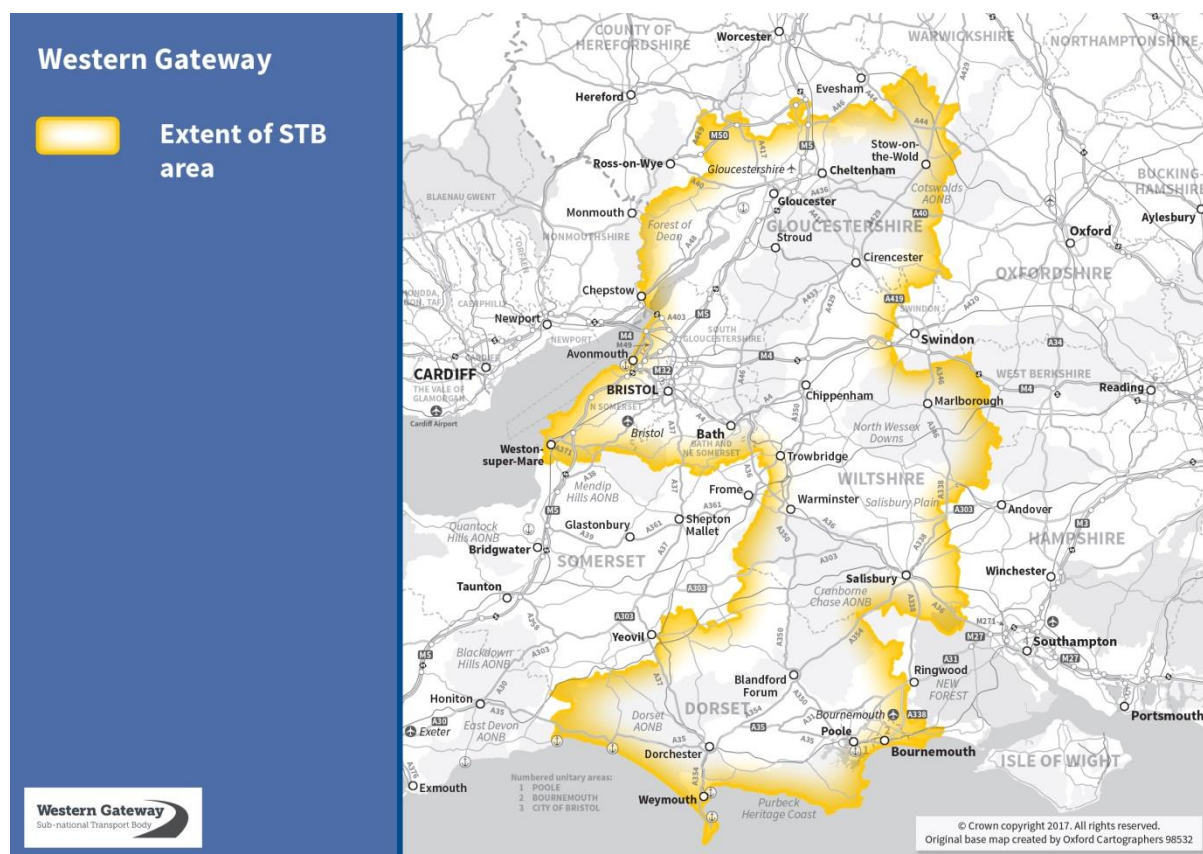
## The Western Gateway Sub-national Transport Body (STB)

1.10 The Western Gateway STB is formed by the following constituent local authority members:

- Bath and North East Somerset Council;
- BCP Council (Bournemouth, Christchurch & Poole);
- Bristol City Council;
- Dorset Council;
- Gloucestershire County Council;
- North Somerset Council;
- South Gloucestershire Council;
- Wiltshire Council; and
- West of England Combined Authority

1.11 In addition to elected members representing the constituent local authority members the Western Gateway STB board includes members from the Department for Transport, Highways England, Network Rail, Peninsula Transport STB and representation from the Western Gateway Transport and Business Forum. Members of the Western Gateway STB are committed to working together and providing a single voice to Government on strategic transport investment and prioritisation. By demonstrating partnership working the STB aims to maximise Government funding for strategic transport projects. **Figure 1.2** illustrates the geography of the Western Gateway area.

**Figure 1.2: The Western Gateway area**



- 1.12 A function of transport is to enable economic growth by supporting key employment sectors to thrive. The role for transport within this context is broadly two-fold: to ensure there is sufficient capacity in the transport network to enable employees to get to work and to make business related trips; and to enable goods can be transported to facilitate supply chains using good quality reliable strategic networks.
- 1.13 The role of the Western Gateway STB is to produce a long-term multi-modal Strategic Transport Plan that will focus on Sub-national connectivity. The plan is intended to compliment local transport strategies to enable the delivery of shared objectives. The plan will identify and prioritise strategic transport infrastructure requirements.
- 1.14 The primary difference between local transport strategies and the Strategic Transport Plan is the focus on improvements to strategic travel corridors only. 15 strategic travel corridors have been identified within the Gateway area. They link strategically important locations including key urban centres and ports. A summary of each corridor is provided within **Section 2** of this document.
- 1.15 Once completed, the multi-modal Strategic Transport Plan will include an investment plan for each strategic corridor and an overarching delivery profile sequencing investment priorities within the Western Gateway area.
- 1.16 The Strategic Transport Plan will be agreed by the Western Gateway constituent members and form the basis of a shared long-term investment strategy covering the Sub-national area. Once adopted it will be used to actively engage 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.
- 1.17 The aim 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.*