

# Western Gateway

## Sub-national Transport Body

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### Partnership Board Meeting

### Agenda

Tuesday 18th June 2019

Kennet Room, Wiltshire Council, Trowbridge, BA14 8JN

14:00 to 16:30

1	<b>Welcome and apologies</b>	
2	<b>Minutes and actions from the previous meeting</b>	
3	<b>Update from the Accountable Body</b> <ul style="list-style-type: none"><li>• Paper A</li></ul>	
4	<b>Update from Associate Members</b> <ul style="list-style-type: none"><li>○ DfT</li><li>○ Highways England</li><li>○ Network Rail</li><li>○ Peninsula</li><li>○ Transport &amp; Business Forum Chair</li></ul>	
5	<b>Future strategy areas for development for prioritisation from September 2019</b> <ul style="list-style-type: none"><li>• Paper B</li></ul>	
<b>Break</b>		
6	<b>Completion of Regional Evidence Base</b> <ul style="list-style-type: none"><li>• Verbal update</li></ul>	
7	<b>Agree Major Road Network and Large Local Major scheme priorities</b> <ul style="list-style-type: none"><li>• Paper C</li></ul>	
8	<b>Presentation by local authority</b>	
9	<b>AOB</b>	

Next meeting: Friday 20<sup>th</sup> September 2019 – 11:00 to 13:30 County Hall, Trowbridge

# Western Gateway - Sub-National Transport Body

## MINUTES

Meeting	Date	Time	Location
Shadow Partnership Board	06 <sup>th</sup> March 2019	14:00-16:30	Salisbury Room, County Hall, Trowbridge

### Attendance:

Present:	Cllr Bridget Wayman, Wiltshire Council (chair) Cllr Mike Greene, Bournemouth Borough Council Cllr Nigel Moor, Gloucestershire County Council Cllr Colin Hunt, South Gloucestershire Council Simon Jupp, West of England Combined Authority David Carter, West of England Combined Authority Elizabeth Mills, West of England Combined Authority (minutes) Mandy Bishop, Bath and North East Somerset Council Nigel Riglar, South Gloucestershire Council Julian McLaughlin, Borough of Poole Council Colin Medus, North Somerset Council Parvis Khansari, Wiltshire Council Allan Creedy, Wiltshire Council Andrew Davies, Bristol City Council Ben Watts, Gloucestershire County Council Luisa Senft-Hayward, Gloucestershire County Council David Glinos, Department for Transport David Northey, Network Rail Sally Farley, Plymouth City Council (representing the Peninsula) Alice Darley, Highways England Sarah Povall, Highways England Fintan Geraghty, WSP
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Summary of Actions	Allocated to
<p><b>DECISION:</b> All present agreed to the WGSSTB Partnership Board meetings being held in Trowbridge going forward.</p> <p><b>DECISION:</b> All present agreed to all the recommendations for Future Work Programme and Resource Allocation item including Gloucestershire County Council taking the role of lead authority.</p> <p><b>DECISION:</b> All present agreed to all the recommendations for Transport and business forum item following amendments agreed in the Board meeting.</p> <p><b>DECISION:</b> all present agreed to the need for more narrative around accessing the Port of Southampton.</p> <p><b>DECISION:</b> All present agreed to the recommendation to note the status of the Regional Evidence Base and recommend the Story of Place and Strategic Context documents be approved by the Senior Officers Group.</p> <p><b>DECISION &amp; ACTION:</b> All members present supported the suggestion of having a dedicated session to consider the prioritisation process. BW/EM to schedule a session to before the end of March.</p> <p><b>ACTION:</b> LSH to circulate GCC's strategic transport issues presentation.</p>	<p></p> <p></p> <p></p> <p></p> <p></p> <p><b>BW/EM</b> <b>31/03/19</b></p> <p><b>LSH 31/03/19</b></p>

Item No	Notes / Actions
1.	<b>Welcome and apologies</b>
2.	<p><b>Minutes and actions from previous meeting</b></p> <p>AD raised correction to the minutes in respect of Highways England's relationship with WGSSTB – AD to provide BW with revised wording.</p> <p>Review of actions:  The action for Cllr Turner (Dorset) to provide an update on bus travel PK confirmed this will come to the next Board meeting.  BW confirmed all other actions completed.</p> <p><b>DECISION:</b> All present agreed to the WGSSTB Partnership Board meetings being held in Trowbridge going forward.</p>
3.	<p><b>Future Work Programme and Resource Allocation (Paper A)</b></p> <p>BW explained reasoning for having a lead authority and resourcing a core officer team. He noted the following tasks that have been identified for the next financial year:</p> <ul style="list-style-type: none"> <li>• Implementation of Communications Strategy</li> <li>• Delivery of Transport and Business Forum</li> <li>• Coordination of the WGSSTB submission of Major Road Network / Large Local Major scheme priorities to the Department for Transport</li> <li>• Production of an updated business case outlining future funding need &amp; extended work programme</li> </ul> <p>BW confirmed that the Senior Officer Group concluded to continue working on the Business Case but hold on submitting at present.</p> <p>BW noted in respect of resourcing the critical difference now is that officer time will be paid. The roles identified are a Technical Officer, Technical support and Communications officer. He noted the costs are estimated and confirmed updates on resourcing will be shared through the Senior Officer Group and the Board.</p> <p><i>Considered recommendations:</i></p> <ol style="list-style-type: none"> <li><i>i. Endorse the nomination of the Lead Authority for 2019/20</i></li> <li><i>ii. To note the proposed work programme and focus for the Board during 2019/20</i></li> <li><i>iii. To note the proposed budget allocation for 2019/20</i></li> <li><i>iv. To agree to the delayed submission of the Western Gateway Shadow Sub-National Transport Body Business Case to the Department for Transport until summer 2019.</i></li> </ol> <p>Cllr Wayman raised nominations for lead authority – Gloucestershire were nominated.  <b>DECISION:</b> All present agreed to Gloucestershire County Council taking the role of lead authority.</p> <p>Cllr Greene asked for clarification on the costings for Communications Officer. BW confirmed that the constituent authorities have been unable to resource this themselves and therefore it will need to be outsourced.</p> <p>Cllr Moor raised paragraph 1.11 and questioned whether consultancy support will be required for this work. BW confirmed at this stage it is not clear on the level of support required as we do not know the scope of the work however we should have more clarity on this following the July MRN</p>

<b>Item No</b>	<b>Notes / Actions</b>
	<p>submission. AD raised rail being included in the regional evidence base and a transport strategy being produced. BW confirmed in respect of the latter that it is an aspiration, but we are awaiting on confirmed expectations from government on this.</p> <p><b>DECISION:</b> all present approved all the recommendations above.</p>
4.	<p><b>Transport and business forum</b> (Paper B)</p> <p>PK reflected that the governance for the Board was agreed at the last meeting however it was raised how to manage the wider stakeholder engagement and therefore setting up a Transport and business forum has been proposed. It was explained that the forum would meet twice a year and the core team would do all the administration for this. PK noted the forum would have an independent chair.</p> <p><i>The members of the Board are recommended to:</i></p> <ul style="list-style-type: none"> <li><i>i. To agree the Terms of Reference for the Western Gateway Shadow Sub-National Transport Body Transport and Business Forum</i></li> <li><i>ii. To agree for the Chair of the Western Gateway Shadow Sub-National Transport Body to approach the Local Enterprise Partnership's covered by the Western Gateway area to invite one of their Chairs for the role of Chair of the forum.</i></li> </ul> <p>Cllr Wayman raised concern over the wording for point 2. Discussed revision and proposed “<i>For the Chair of the Western Gateway Shadow Sub-National Transport Body to encourage the Local Enterprise Partnership's in the Western Gateway area to nominate one of their chairs to chair the forum</i>”. Cllr Greene added that the first order of business should be electing the chair and the following was suggested as recommendation 3 “<i>For the forum to consider the nominations and approve at their first meeting</i>”.</p> <p>Further to the above Cllr Greene noted the need for amendments under paragraphs 4.1 and 4.3 in the ToR.</p> <p><b>DECISION:</b> all agreed to updated recommendations.</p> <p>AD raised in respect of the ToR paragraph 5.1a regarding statement of purpose the need to consider wording to be clear on public and/or private sector. AD added whether more could be said about the forum having a real impact on informing the priorities of the STB, as well as the evidence base. Cllr Wayman concluded paragraph 5.2 covers the latter point.</p> <p>Cllr Hunt anticipated partners will want to be involved and suggested considering this when deciding the length of the meeting.</p>
5.	<p><b>Update on regional evidence base</b> (Paper C)</p> <p>BW confirmed the regional evidence base needs to be submitted at the same time as the priorities for MRN and LLM Schemes.</p> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li><i>i. To note the status of the Regional Evidence Base and recommend the Story of Place and Strategic Context documents be approved by the Senior Officers Group.</i></li> </ul> <p>Cllr Wayman noted the importance of the analysis and quantifying the economic connectivity study.</p>

<b>Item No</b>	<b>Notes / Actions</b>
	<p>Cllr Moor raised concern that access to the Port of Southampton is overlooked. PK noted Southampton is the third busiest port in the UK.</p> <p><b>DECISION:</b> all present agreed to the need for more narrative around the Port of Southampton .</p> <p><b>DECISION:</b> All present agreed to the recommendation.</p>
6.	<p><b>Presentation on Economic Connectivity Strategy</b></p> <p>FG confirmed we are considering 15 high level travel corridors, not drilling down to individual improvements on the corridors or individual modes at this stage.</p> <p>Top themes:</p> <ul style="list-style-type: none"> <li>- Poor access to major economic centres</li> <li>- Productivity (GVA per head) trends are very mixed</li> <li>- The “productivity gap” has been growing in certain areas.</li> <li>- Connectivity constraints are holding back housing</li> <li>- Access to major gateways and hubs is also restricted</li> <li>- Tourism will also be adversely affected.</li> </ul> <p>Ongoing work:</p> <ul style="list-style-type: none"> <li>- Use of HE’s South West Regional Transport Model (RTM)</li> <li>- Housing land value uplifts – collating major housing scheme information from LA’s</li> <li>- Work on the report and graphics</li> </ul> <p>FG confirmed the first draft of the report should be produced by Easter to allow feedback from the Senior Officer Group ahead of the next Board meeting (June).</p> <p>Cllr Moor asked how the corridors will be prioritised. FG explained there is a summary of each corridor and then they are ranked, based on evidence for factors such as which are the easiest to take forward, which have the best economic impact etc.</p> <p>SF raised the relationship with the Peninsula and FG agreed the importance of the wider narrative. SF confirmed the Peninsula is completing similar work and Cllr Wayman noted the importance of having sight of each other’s reports.</p> <p>DC shared a discussion at the Strategic Rail Programme meeting he chaired earlier in the day and the principle that first the corridor is identified as a movement corridor and then you look at the interventions and we might find a mixture of local and regional solutions help impact access further afield.</p> <p>SF added that there was a Peninsula Rail taskforce set up ahead of the STB and they anticipate that this will be subsumed within the STB at some point.</p> <p>AD and DN confirming they would be able to provide data on freight movements if requested.</p>
7.	<p><b>Major Road Network / Large Local Majors – emerging scheme priorities (Paper D)</b></p> <p>BW provided the context for funding opportunity:</p> <ul style="list-style-type: none"> <li>• 12% of the National Roads Fund is allocated to MRN and LLM and it is the role of the STB to identify priorities for this spend.</li> <li>• BW confirmed that for MRN priorities the following information is required in full by July:</li> </ul>

Item No	Notes / Actions
	<ul style="list-style-type: none"> <li>○ For schemes due to start construction in 2020/21 and 2021/22 an OBC is required</li> <li>○ For schemes due to start construction in 2022/23 a SOBC is required</li> <li>○ For schemes due to start construction in 2023/24 and 2024/25 an SOBC is desirable, but a Pre-SOBC Business Case pro-forma is required in July and a SOBC will be required by December 2019</li> </ul> <p>BW confirmed that for Large local majors the following information is required in full by July:</p> <ul style="list-style-type: none"> <li>• Complete a Pre-SOBC Business Case pro-forma is required and a SOBC (if available)</li> <li>• Be committed to produce an OBC by the end of 2021</li> <li>• At this early stage an Outline Business Case proforma will need to be produced for each proposed scheme so it can be assessed at a Sub-National level.</li> <li>• Timeline: <ul style="list-style-type: none"> <li><u>February</u> <ul style="list-style-type: none"> <li>• Call for schemes</li> <li>• Completion of MRN / LLM scheme pro forma</li> <li>• Formulate prioritisation process</li> </ul> </li> <li><u>March</u> <ul style="list-style-type: none"> <li>• Discussion of initial schemes and proposed prioritisation process</li> </ul> </li> <li><u>April</u> <ul style="list-style-type: none"> <li>• Initial stakeholder engagement</li> <li>• Complete REB</li> </ul> </li> <li><u>May</u> <ul style="list-style-type: none"> <li>• Complete initial presentation of priorities</li> </ul> </li> <li><u>June</u> <ul style="list-style-type: none"> <li>• Transport and Business Forum</li> <li>• Finalise regional scheme priorities</li> </ul> </li> <li><u>July</u> <ul style="list-style-type: none"> <li>• Submit Western Gateway funding bid</li> </ul> </li> </ul> </li> </ul> <p>DG noted for the initial prioritisation the key is deliverability – the reassurance that the scheme can be delivered between 2020-2025. BW confirmed deliverability is the first factor considered in the prioritisation matrix as a clear yes or no.</p> <p>Emerging Scheme Priorities</p> <ul style="list-style-type: none"> <li>• BW confirmed 15 MRN schemes have been put forward as it stands; 7 schemes starting before 2023, 8 schemes starting between 23/24 and 24/25.</li> <li>• BW briefly explained each scheme (categorised by corridor).</li> <li>• BW confirmed now the DfT guidance has been provided, further information on each of the promoted schemes will be provided by officers over the next few weeks, the team have prepared an appraisal process and plotted the schemes in an emerging prioritisation matrix. BW stressed that this is a live process and the indicative scheme ranking may change.</li> <li>• BW noted emerging top priorities for LLM is more challenging as more currently come under being deliverable.</li> <li>• Next steps: <ul style="list-style-type: none"> <li>○ Officers providing additional info, which may affect ranking, to be shared as next SOG meeting.</li> <li>○ Start of stakeholder engagement.</li> <li>○ Final set of priorities to be presented to the Board.</li> </ul> </li> <li>• Cllr Greene raised concern over the matrix scoring specifically for factors such as economic growth, housing and BCR. DC proposed to Members having a dedicated session to consider the prioritisation process to ensure they are comfortable. He added the criteria has come from the Regional Evidence Base.</li> </ul>

<b>Item No</b>	<b>Notes / Actions</b>
	<ul style="list-style-type: none"> <li>• <b>DECISION &amp; ACTION:</b> All members present supported the suggestion of having a dedicated session to consider the prioritisation process. BW/EM to schedule a session to before the end of March.</li> <li>• AD asked whether quality assurance and risk/contingency had been considered. DC confirmed this responsibility is already acknowledged by the individual authorities.</li> <li>• AD suggested possibly taking a portfolio objective with the schemes that individually don't address a specific criteria. PK stated that this issue would be considered within the prioritisation process.</li> </ul>
8.	<p><b>Presentation by Gloucestershire County Council on strategic transport issues</b></p> <p>LSH presented, key points:</p> <ul style="list-style-type: none"> <li>• WofE is important as well as neighbouring authorities with a significant number of trips to London, Wales and Birmingham.</li> <li>• Gloucestershire's hoping to deliver 60,000 houses and similar scale of jobs.</li> <li>• Currently reviewing Local Transport plan. She shared the emerging transport priorities.</li> <li>• LSH confirmed they are submitting a OBC for HIF funding for Junction 10 in this month.</li> </ul> <p><b>ACTION:</b> LSH to circulate presentation.</p>
9.	<b>AOB</b>
	<b>Date of Next Meeting:</b> TBC – w/c 17 <sup>th</sup> June 2019.

## Western Gateway Shadow Sub-national Transport Body

### Board Meeting

#### Paper A

Date	<b>18<sup>th</sup> June 2019</b>
Title of report:	<b>Lead Authority Update</b>
Purpose of report:	<b>To provide the board with an update on the actions undertaken up to the end of quarter 1 covering; Legal, HR, Communications, Procurement and Finance.</b>

#### **Recommendations:**

The members of the Board are recommended to:

- I. Note the proposed approach to managing communications
- II. Note the proposed changes to the budget for 2019/20

#### **Background**

1.1 Gloucestershire County Council has taken the role of Lead Authority for the Western Gateway Shadow Sub-national Transport Body (WGSSTB) for 2019/20. The Lead Authority acts as the Accountable Body for the WGSSTB and as such its duties are outlined within the constitution. The role of Lead Authority will be reviewed and the role confirmed for 2020/21 when the Board meets in March 2020.

#### **Legal**

1.2 To date legal support has been limited to providing advice on the WGSSTB Constitution and the Terms of Reference covering the Western Gateway Transport and Business Forum. As both documents were produced during 2018/19 no legal support has been required during this quarter.

1.3 When discussing the role of Lead Authority with Gloucestershire County Council's legal team, concerns were raised regarding the availability of in-house resource to cover the work of the partnership. Should the WGSSTB choose to progress to a more formal standing additional legal support would be required to support this. This could come from either a constituent authority or through the appointment of a firm of specialist legal advisors. Should the latter be required it is likely to be expensive and a budget would be



required to cover this cost. It should be noted that at the time of writing this report it is not anticipated that any additional legal support is required and the WGSSTB will continue to operate on an informal basis. If a future Business Case is successful in attracting funding from the Department for Transport then this arrangement would need to be reviewed.

## **Human Resources**

- 1.4 The WGSSTB does not have any employees. During 2018/19 technical support was provided by the constituent authorities. This arrangement was unsustainable and at the March Board it was agreed that budget would be provided to cover any dedicated officer time required during 2019/20.
- 1.5 Three roles were identified; two technical roles and a communications officer. These roles would be provided on a part-time basis. For the Technical roles this would equate to approximately dedicating 2 days per week, for the communication role this would equate to approximately 1 day per week.
- 1.6 Where these positions have been filled it has been done so on an informal basis with no HR implications for the officers or the Lead Authority. If a future Business Case was successful in attracting funding from the Department for Transport then the existing informal officer arrangements would need to be reviewed.

## **Communications**

- 1.7 One of the initial actions taken by the Lead Authority was to arrange for a Communications Officer to speak to the Senior Officer Group to understand what their expectations were in terms of promoting the work of the Western Gateway.
- 1.8 Feedback from the senior officers clearly articulated the need to be smart, stressing that our communication strategy should be for proportionate to our existing informal status. It was agreed that the scale of budget initially allocated for 2019/20 was too excessive and needed to be scaled back.
- 1.9 Dedicated specialist communication and engagement support has been procured for the period May 2019 to July 2019. Sphere Marketing has been commissioned to provide dedicated multi-disciplinary resource to manage the reputation of the WGSSTB across the media and support stakeholder engagement, as part of our Major Road Network (MRN) and Large Local Major (LLM) funding submission in July 2019.

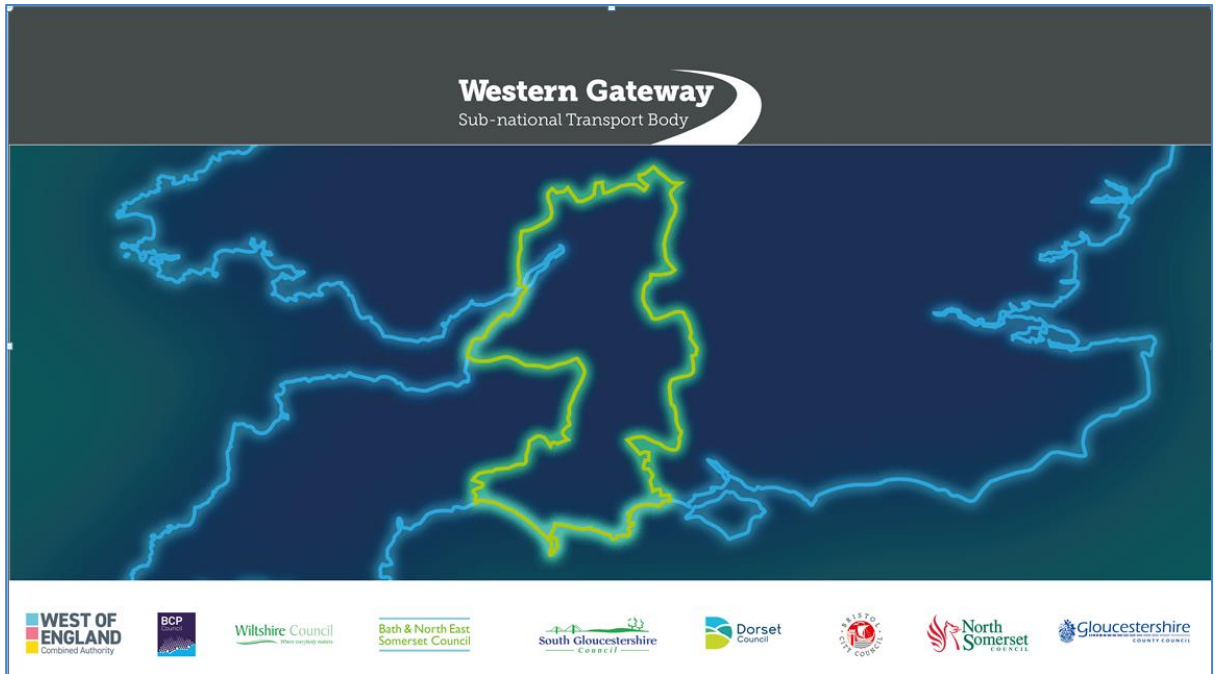
- 1.10 It was agreed that the WGSSTB did not require its own dedicated website and that it would be appropriate for a web page to be added to the Lead Authority's web-site. This page can be accessed via – [www.gloucestershire.gov.uk/western-gateway](http://www.gloucestershire.gov.uk/western-gateway) the content of this page is under review and shall be updated periodically. At the time of writing, the web page provides a high level summary of the Western Gateway partnership. It also provides a copy of the Western Gateway prospectus and a Frequently Asked Questions document available for download. In time, other documents that will be available including: Board Papers, Regional Evidence Base and details of our MRN and LLM scheme priorities.
- 1.11 The following Uniform Resource Locator (web addresses), have also been registered and will be subsequently be used to replace the 'Gloucestershire' web address:
- [westerngatewaystb.co.uk](http://westerngatewaystb.co.uk)
  - [westerngatewaystb.org.uk](http://westerngatewaystb.org.uk)
  - [westerngatewaystb.com](http://westerngatewaystb.com)
- 1.12 A generic email address has been created and will be used for all formal communications with stakeholders - [Westerngateway\\_STB@gloucestershire.gov.uk](mailto:Westerngateway_STB@gloucestershire.gov.uk)
- 1.13 The absence of a visual identity for the WGSSTB was highlighted as a key weakness of the partnership. The logo provided in Figure 1 was created by Sphere Marketing as part of their commission and it was agreed for use on a temporary basis by the Senior Officer Group. The Western Gateway swoosh is representative of the geography of the area and the importance of north south linkages. It is also consistent in design with the logos used by other Sub-national Transport Bodies.

**Figure 1**

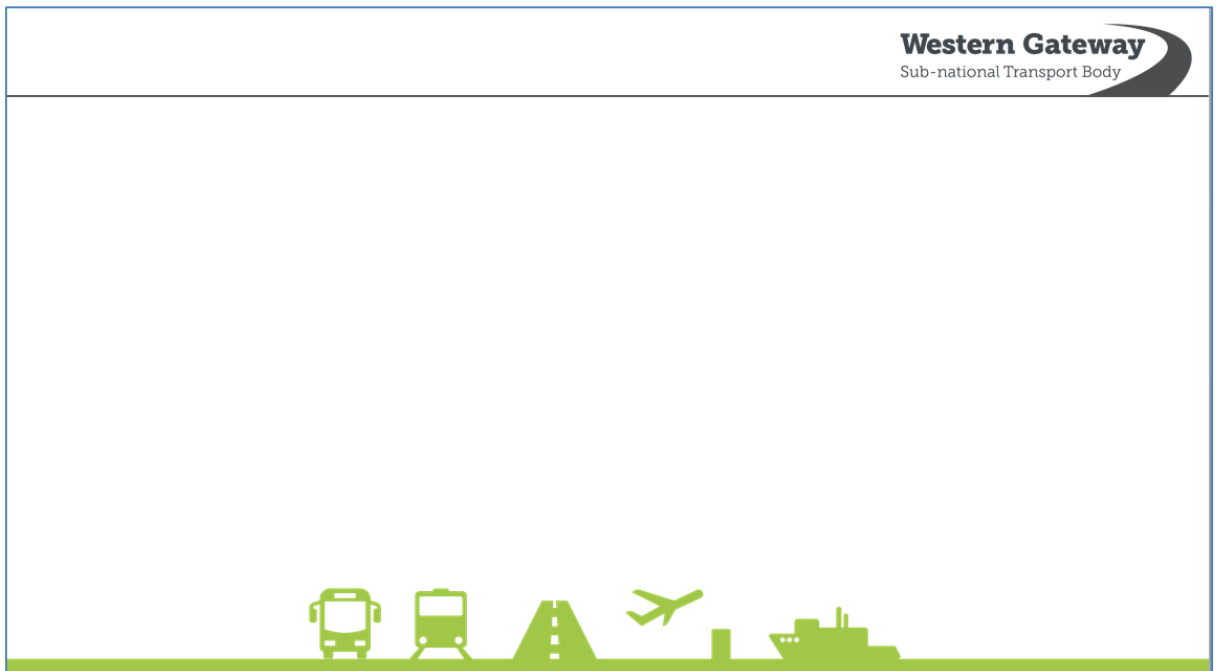


- 1.14 The absence of a consistent presentation style has also been addressed. Figures 2 and 3 illustrate the Powerpoint presentation templates that will be used for all future briefings to ensure ownership and clear messaging with stakeholders.

**Figure 2**



**Figure 3**



- 1.15 Sphere Marketing is currently working on the production of a press protocol that would be used by all constituent authorities when dealing with public and media comments and enquires. This will include the identification of a number of key messages that should be used when Local Authorities respond to enquires about the Western Gateway. It is anticipated that there may be an increase in press enquiries following the inaugural Transport and Business Forum on the 12<sup>th</sup> June 2019 and following of the MRN LLM funding submission in late July 2019.

## **Procurement**

- 1.16 To date the WGSSTB have commissioned three projects. During 2018/19 WSP were commissioned to provide economic consultancy support to produce an Economic Connectivity Study as part of our Regional Evidence Base. This project is still ongoing, but is expected for completion late June 2019.
- 1.17 During 2019/20 two commissions have been made. Sphere Marketing has been commissioned to provide communications support for the period May 2019 to July 2019. Atkins has been commissioned to provide transport consultancy to assist with the Western Gateway's MRN and LLM submission. This commission will conclude late July 2019.
- 1.18 All procurements have been made via constituent authorities using in-house consultancy support or local authority framework contracts.

## **Finance**

- 1.19 The Lead Authority has set up accounting system and has confirmed the fees with the constituent authorities for being part of the partnership. The annual financial commitment per constituent authority for 2019/20 is £20k – this is an increase from the 2018/19 financial commitment of £10k. The increase in fees is linked to activities covering a full year and the agreement to recompense local authorities for officers undertaking technical duties on behalf of the WGSSTB.
- 1.20 Dorset County Council (now Dorset Council) managed the WGSSTB budget for 2018/19. At the time there were ten constituent authorities (From 1<sup>st</sup> April 2019 Borough of Poole Council and Bournemouth Borough Council merged to form BCP Council) resulting in a budget of £100k. The primary costs for 2018/19 included the Economic Connectivity Study and the inaugural Transport and Business Forum. Dorset Council has confirmed that any unspent monies shall be transferred to the Lead Authority so it can be allocated in 2019/20.

1.21 With nine constituent authorities in 2019/20 this results in an annual budget of £180k + any underspend from 2018/19 which is estimated at £15k resulting in an annual budget of £195k. Table 1 outlines the expected costs for 2019/20 and any variance in the budget forecast from the report discussed by the board in March 2019.

**Table 1 – Estimated project cost for 2019/20 (£000s)**

Project	Estimated cost (March 2019)	Estimated cost (June 2019)	Forecast Variance	Comments
Implementation of Communications Strategy	£75	£10	-£65	Significant changes in the scope of works
Delivery of Transport and Business Forum (Spring & Autumn)	£10	£5	-£5	Spring event costs covered by 2018/19 budget
Coordinate submission of MRN / LLM submission to the Department for Transport	£15	£20	+£5	Brief amended to cover submission requirements
Completion of Business Cases supporting MRN / LLM submission	£0	£0	£0	Costs to be met by promoting authority
Updated WGSSTB business case	£0	£0	£0	Costs to be met by WGSSTB officers
Future work programme (From September 2019)	£0	£78.5	+£78.5	Scope to be agreed by the board
Technical Officer	£20	£20	£0	Estimated 100 days per year (25 days per quarter)
Technical Support	£15	£11	-£4	Not appointed in Q1 (estimated 25 days per quarter)
Communications Officer	£20	£16	-£4	Estimated 50 days per year (12.5 days per quarter)
Lead authority administrative costs	£15	£15	£0	
Contingency	£10	£19.5	+£9.5	
<b>Total</b>	<b>£180</b>	<b>£195</b>	<b>+£15</b>	

- 1.22 The estimated cost for a number of projects has changed since this was last discussed with the Board in March 2019. A key change is the scope of works associated with the delivery of the Communications Strategy. The decision to not create a dedicated web site and adopt a more low key approach to marketing has significantly reduced the budget required to deliver the strategy. This and other savings has enabled the budget to be re-profiled to enable funds to become available for the future work programme. The scope of these works will be discussed and agreed by the board.

### **Consultation, communication and engagement**

- 2.1 This Lead Authority update has been discussed by the Senior Officer Group.

### **Equalities Implications**

- 3.1 No adverse impact on any protected groups.

### **Legal considerations**

- 4.1 The WGSSTB remains an informal non-statutory partnership.

### **Financial considerations**

- 5.1 The budget contributions have been agreed by Constituent Authorities to meet the costs of the WGSSTB as set out in this report.

### **Conclusion**

- 6.1 The Board is recommended to note the proposed approach to managing communications and the proposed changes to the budget for 2019/20. Updates will be made on the issues raised within the report at all future WGSSTB meetings to provide the Board with confidence that the WGSSTB is delivering its stated aims during 2019/20.

### **Contact Officer**

Ben Watts, Technical Officer (Western Gateway Sub-national Transport Body)

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## Western Gateway Shadow Sub-national Transport Body

### Board Meeting

### Paper B

Date	<b>18<sup>th</sup> June 2019</b>
Title of report:	<b>Future work programme</b>
Purpose of report:	<b>To encourage the Board to consider the future work programme of Western Gateway Sub-national Transport Body.</b>

#### **Recommendations:**

The members of the Board are recommended to:

- I. Express views on the future work programme
- II. Provide a preference for work tasks from September 2019

#### **Background**

- 1.1 The role of a Western Gateway Shadow Sub-national Transport Body (WGSSTB) is to prepare a regional transport evidence base that would set out proposals to improve strategic connectivity.
- 1.2 A key function of this is the development of a Strategic Transport Plan to identify the strategic transport investment priorities for the 15 strategic travel corridors identified in the Gateway area. The Strategic Transport Plan is intended to compliment local transport plans to enable the delivery of shared objectives.
- 1.3 A strategic travel corridor links important destinations such as major urban areas or international ports. By thinking about these connections at a Sub-national level, it enables the full journey to be considered instead of sections of the journey linked to local authority administrative boundaries. It enables a long-term plan to be produced that identifies the transport issues within a corridor or area and identifies a sequenced list of investment priorities. Depending on the corridor and the location of the issue, 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 these corridor studies will form part of a Strategic Transport Plan.

- 1.4 The Strategic Transport Plan would provide the focal point for investment discussions with the Department for Transport (DfT), transport infrastructure providers (Highways England / Network Rail) and transport operators (Train and Bus operating companies) enabling more effective and meaningful engagement.
- 1.5 The vision of the plan 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.

### **Regional Evidence Base**

- 1.6 A Regional Evidence Base (REB) will accompany the Western Gateway's Major Road Network and Large Local Major funding submission to the DfT in July. The scale of information provided will reflect the scale of resource available to produce it. It will provide a narrative of Gateway area outlining the strategic fit, a high level profile of the strategic corridors and an economic assessment of the potential productivity gains from investing in them.
- 1.7 It remains a priority to seek additional funding from the DfT to further enhance the REB. If successful funding would be allocated to enable the production of the strategic corridor studies.
- 1.8 At the time of writing this report it is not clear if any additional funding will become available. In-lieu of this it is important to consider that locally provided funding will be used to inform the future production of the Strategic Transport Plan.

### **Existing focus**

- 1.9 During the past six months the WGSSTB has focussed on responding to the DfT's request for the identification of Major Road Network (MRN) and Large Local Major (LLM) investment priorities. As a result the focus of much of the work undertaken to date has been primarily highways based. This focus, although vitally important, does now need to be extended to include other modes of transport or highway networks.
- 1.10 The WGSSTB's MRN and LLM focus is likely to be reduced from the end of July 2019 following the funding submission. Ongoing liaison with the DfT



regarding schemes priorities will primarily be with the local authority promoting the scheme.

### **Options for focus of work programme from September 2019**

1.11 There is a limited budget available for consultancy support during 2019/20, so it is important for the Board to consider what it views as the priorities for the rest of the year.

1.12 It is intended that the following options represent the starting point of this discussion and not an exhaustive list of options:

- Production of an area wide rail strategy
- Identification on an area wide approach to the installation electric vehicle infrastructure
- Review of smart city technology to manage strategic travel movements and travel information
- Understanding the impacts of emerging travel technologies on strategic travel
- Review of freight (Road and Rail) access to ports
- Review of multi-modal access to airports
- Review of urban bus corridors and park and ride schemes to manage strategic travel
- Review of Strategic Road Network investment priorities
- Review area wide passenger transport ticketing options
- Review transport-related barriers to labour markets particularly in the West of England and South East Dorset.
- Review options for low carbon solutions to strategic connectivity
- Review national connectivity issues

### **Consultation, communication and engagement**

2.1 The options for the future work programme has been discussed by the Senior Officer Group and at the inaugural Transport and Business Forum.

### **Equalities Implications**

3.1 No adverse impact on any protected groups.

### **Legal considerations**

4.1 The WGSSTB remains an informal non-statutory partnership.

### **Financial considerations**

5.1 Subject to the views of the Board a budget allocation of £78.5k is available to fund the future work programme for 2019/20.

## **Conclusion**

- 6.1 The Board is invited to consider the future work programme for 2019/20. Due to the limited budget available it will be necessary to prioritise this focus. The outcome of this discussion will be considered by the Senior Officer Group and acted upon to enable work to commence from September 2019.

## **Contact Officer**

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## **Western Gateway Shadow Sub-national Transport Body**

### **Board Meeting**

#### **Paper C**

Date **18<sup>th</sup> June 2019**

Title of report: **Major Road Network and Large Local Major scheme priorities**

Purpose of report: **To inform the Board of the proposals outlined within the Western Gateway's Major Road Network and Large Local Major funding submission to the Department for Transport.**

#### **Recommendations:**

The members of the Board are recommended to:

- I. Agree to the outcome of the scheme prioritisation process
- II. Agree to the presentation of scheme priorities
- III. Agree to the proposed Western Gateway's Major Road Network and Large Local Major funding submission by the end of July 2019
- IV. Delegate authority to officers to make the submission by the end of July 2019

#### **Background**

1.1 Guidance published in December 2018 fully outlines the Department for Transport's expectations for Sub-national Transport Bodies (STBs). This includes being responsible for the coordination of the Regional Evidence Base (REB) and the prioritisation of Major Road Network (MRN) and Large Local Major (LLN) schemes based on the most pressing regional needs.

#### **Prioritisation Process**

1.2 At the Western Gateway Shadow Sub-national Transport Body (WGSSTB) Board meeting on the 9th March 2019 a paper was presented to members outlining the outcomes of an initial call for schemes and scheme appraisal process. During the presentation an indicative ranking of the schemes was discussed.

1.3 Following a dedicated meeting with members on the 29th March the initial appraisal process was updated and a weighting system was introduced to

reflect WGSSTB objectives. Table 1 outlines the revised Strategic Context section of the appraisal process.

**Table 1 - Revised Strategic Context assessment criteria**

Objective	Criteria	Weighting	Potential Top Criteria Score	Potential Top Objective Score
<b>Reducing Congestion</b>	Alleviate congestion	2	6	9
	Take account for impacts on air quality, biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites	1	3	
<b>Support Economic Growth &amp; Rebalancing</b>	Industrial Strategy: Supports regional strategic goals to boost economic growth	1	3	9
	Economic Impact: Improve ability to access new or existing employment sites	1	3	
	Trade & Gateways Impact: Improve international connectivity	1	3	
<b>Support Housing Delivery</b>	Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity	3	3	9
<b>Supporting All Road Users</b>	Delivering benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people	1	3	3
	Safety Benefits: Ability to reduce the risk of deaths/serious injuries for all users of the MRN			
<b>Supporting the SRN</b>	Improved end to end journey times across both networks	1	3	3
	Improved journey time reliability			
	Improved SRN resilience			

- 1.4 As deliverability is critical it was agreed extra weight should be awarded to schemes with an earlier construction date. Table 2 outlines the deliverability criteria used within the deliverability section of the appraisal process.

**Table 2 – Deliverability scoring**

	Points	
Scheme start date	3	Construction start date before April 2023
	2	Construction start date before April 2025

- 1.5 Applying these changes to the appraisal process and reviewing additional information provided by officers impacted the schemes being prioritised.
- 1.6 Following broad agreement from Senior Officers for the updated scheme priorities, contact was made with each of the lead officers promoting the scheme(s) to confirm: that their schemes had been identified as a Sub-national priority; and seek assurance that they wanted to continue to promote the scheme as a regional priority. This included confirmation of the construction start date, their ability to submit the relevant business case by the July submission date and being able to provide a minimum 15% local match funding contribution.
- 1.7 On the 26th April an updated prioritised scheme list was agreed by officers and subsequently shared with the Board after the local elections in May respecting purdah.

### **Scheme Priorities**

- 1.8 It is proposed that the WGSSTB prioritise 7 MRN schemes with a total funding ask of £158.8 million during the 2020/25 funding window. The schemes prioritised focus on three key themes:
- Managing urban vehicle movements within city regions to enable future housing and employment growth
  - Improved north / south connectivity within the sub-region improving linkages to the south coast from M4 / M5 (phase 1)
  - Improved access to Bristol Airport and planned growth hub/corridor
- 1.9 It is proposed that WGSSTB prioritise 2 LLM schemes with a total funding ask of £293.8 million during the 2020/25 funding window. 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.

- 1.10 The A46 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 STB and is essential to the delivery of the recently announced Garden Town at Ashchurch (>10,000 dwellings by 2041).
- 1.11 The A350 scheme will resolve a critical pinch-point on a route prioritised by the Western Gateway STB to improve north / south connectivity and complements some of our MRN priorities. This scheme forms part of a package of measures to initially improve access within the northern section of the route. It is anticipated 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.
- 1.12 A summary of the proposed scheme priorities is provided in Appendix A.
- 1.13 Schemes not prioritised within this funding window will be added to a future pipeline of schemes. A brief summary of why these schemes are not currently being promoted is provided in Appendix B.
- 1.14 Stakeholder views on the scheme priorities have been sought including those of:
- MPs
  - LEPs – through Transport and Business Forum
  - Major Employers – through Transport and Business Forum
  - Transport Operators – through Transport and Business Forum
  - Peninsula Transport STB – through officer discussions
- 1.15 At the time of writing this report the Transport and Business Forum has not taken place so a verbal update can be provided at the Board meeting. Views will be captured ahead of the formal submission.
- 1.16 It is no longer the intention of officers to present the scheme priorities to the Department for Transport in a prioritised order. Instead it is proposed that schemes are presented under the three themes in chronological order of the proposed construction start date. This approach better represents the outcome of the REB and the sequencing of the proposed schemes. An indicative presentation of the schemes in this format is provided in Appendix C.

## **Next Steps**

1.17 The WGSSTB Technical Officer will issue the funding submission to the Department for Transport on the 25<sup>th</sup> July 2019. It is proposed that the submission includes the following key documents:

1. An introductory letter from the Cllr. Wayman as chair of the WGSSTB Board.
2. An umbrella lobbying document that will make the case for investing in the Western Gateway area – Atkins have been commissioned to help produce this and provide a consistent Sub-national narrative that will be thread through the individual scheme business cases.
3. A combined REB document including the following components: Story of Place; Strategic Context; and Economic Connectivity Story
4. A summary document explaining the prioritisation process adopted including details of the pipeline of future schemes.
5. The individual Business Cases.

1.18 A funding decision is expected by the end of 2019. As this is a highly competitive process it is important to manage expectations as the funding pot is very likely to be over subscribed.

1.19 Following the formal submission it is expected that any future dialogue from the Department for Transport regarding the MRN and LLM schemes prioritised for 2020-2025 will be with the local authority promoting the scheme promoters and not the WGSSTB.

## **Consultation, communication and engagement**

2.1 The scheme priorities have been discussed with a range of stakeholders at the inaugural Transport and Business Forum and individual local authorities are in contact with their local MPs.

2.2 Discussions with the Peninsula Transport STB at an officer level are currently ongoing through the regional ADEPT meetings.

## **Equalities Implications**

3.1 No adverse impact on any protected groups. Any impacts will be considered on a scheme by schemes basis by the local authority promoting the scheme.

## **Legal considerations**

4.1 The WGSSTB remains an informal non-statutory partnership.

## **Financial considerations**

- 5.1 All costs of producing the supporting business cases submitted in July 2019 have been met by the promoting local authority. WGSSTB budget was allocated in the 2018/19 to contribute towards the production of the REB. WGSSTB budget has been allocated in the 2019/20 to contribute towards consultancy support producing an overarching lobbying document. An allocation has also been made to cover the Technical Officer time spent managing the submission process.

## **Conclusion**

- 6.1 The Board is recommended to agree to the outcome of the scheme prioritisation process, the presentation of scheme priorities and for the Western Gateway funding submission to be made to the Department for Transport. Subject to this agreement the Board is also asked to delegate authority to officers to make the submission on the 25<sup>th</sup> July 2019.

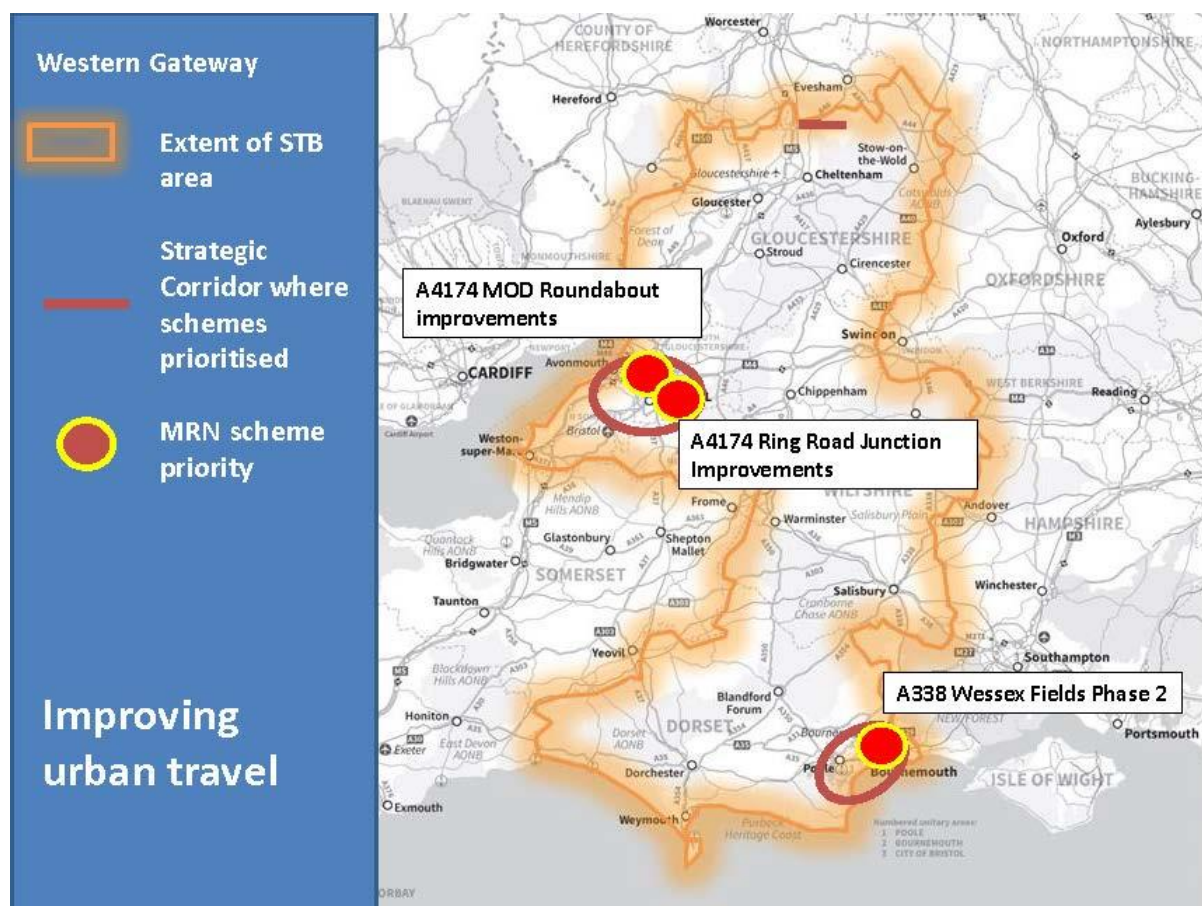
## **Contact Officer**

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**Key theme – Managing urban vehicle movements within city regions to enable future housing and employment growth**



Scheme Name	Estimated Scheme Cost	Strategic Corridor	Promoting Authority	Stated scheme start date
MRN - A4174 Ring road capacity improvements	£30m	Corridor I - Bristol Urban	South Gloucestershire Council + WECA	2020/21
MRN - A338 Wessex Fields Phase 2	£21m	Corridor O - Bournemouth / Poole urban area	BCP Council	2021/22
MRN - A4174 MOD Roundabout improvements	£30m	Corridor I - Bristol Urban	South Gloucestershire Council + WECA	2024/25

**Total funding ask - £81m**

**SCHEME NAME: A4174 Ring Road Junction Improvements**

**Strategic Case**

**Scheme Description:**

The scheme involves improvements to a potential six junctions on the A4174 Ring Road in South Gloucestershire and investigation of a smart corridor scheme to help efficiently manage motor traffic flows using the latest technology. Scheme options include the upgrade of roundabouts to “throughabout” roundabouts, signalised roundabout to crossroads, and other capacity improvements including increasing the number of circulatory lanes. A “smart corridor” scheme will better optimise traffic signals using the latest technology to improve traffic flows along the ring road.

**Background:**

The A4174 is a key strategic route in the Greater Bristol area, providing a link between the A4 and Bath in the south to the M32 and north Bristol Fringe. This section of the route provides access to housing and employment areas including the Bristol and Bath Science Park. This section of the A4174 Ring Road currently experiences congestion and resilience issues during weekday peak hours. These issues are likely to become more severe in future if no action is taken, constraining the economic potential of the north-east Bristol Fringe.

**Context:**

Emerging proposals, including for a new M4 Junction 18a, extension of the ring road to the south of the A4, and additional housing growth in the vicinity, will all contribute to increased traffic flows and resilience issues on the A4174 Ring Road if no action is taken.

**Strategic Fit (REB):**

The scheme is strongly aligned to the Regional Evidence Base and is identified as one of the top priorities. Ringroad improvements are included in the West of England Joint Local Transport Plan 4 as well as the Joint Transport Study, which supports the Joint Spatial Plan.

**Objectives**

The objectives of the scheme are to:

1. Relieve congestion on the A4174 corridor between Lyde Green roundabout and Kingsfield roundabout
2. Unlock the economic potential in the north east Bristol Fringe
3. Minimise the impact of traffic/infrastructure to the natural environment and, where possible deliver opportunities for environmental enhancement
4. Protect and enhance access for non-car modes
5. Improve safety
6. Improve network resilience and journey time reliability

**Economic Case**

**Economic Impact**

- The scheme cost is expected to be in the region of £30m, providing high value for money (costs and benefits to be confirmed through OBC).

- The scheme is expected to have wider economic impacts, supporting economic growth in the region.

#### **Social Impact**

- Physical activity and journey quality impacts for people walking and cycling.
- Accident impacts due to highway layout changes and traffic flow changes.
- Accessibility impacts due to a reduction in delay to Metrobus services at Lyde Green roundabout.

#### **Environmental Impact**

The scheme is likely to have the following environmental impacts:

- Air quality impacts within an AQMA (to be confirmed through OBC)
- Noise impacts, on a limited number of properties due to re-aligned highways

#### **Financial Case**

The total cost of the scheme has been estimated to be in the region of £30 million (outturn prices), to be confirmed through the OBC. Approximately 85% of funding is being sought from the National Road Fund.

#### **Commercial Case**

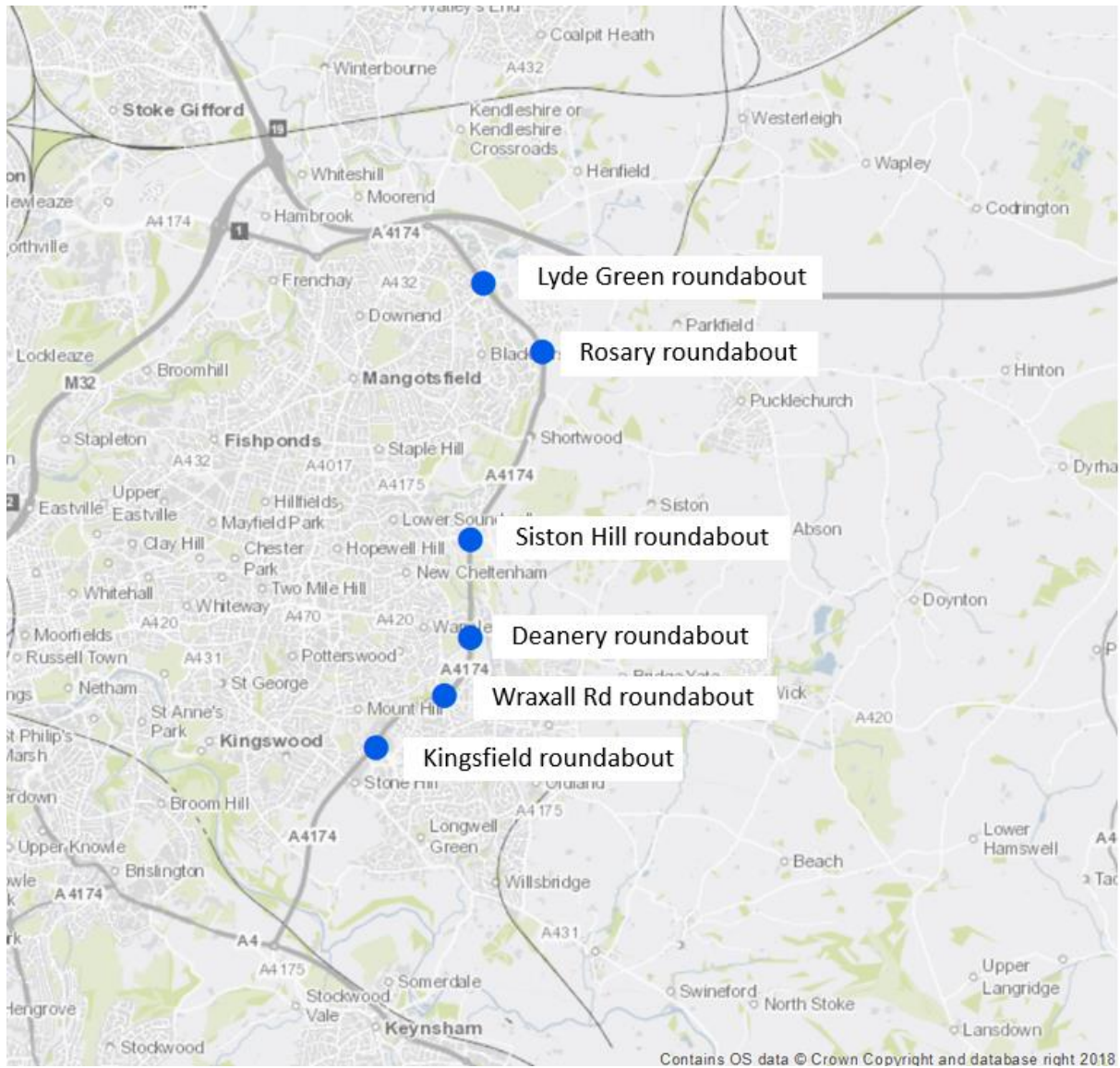
- The core scheme is well understood and unlikely to present any significant procurement challenges. South Gloucestershire Council StreetCare team are likely to be procured to undertake the works.
- The “smart corridor” element of the scheme will be procured separately, with procurement options considered further in the OBC.

#### **Management Case**

- The junction improvements and smart corridor could be delivered using existing highways powers without the need for planning permission. However the option of a potential new grade separated pedestrian and cycle crossing would likely require planning permission.
- Environmental Impact Assessment screening will be submitted once the OBC is complete
- Further stakeholder/public consultation will be undertaken once the OBC is complete
- No significant third-party ownership issues have been identified to date. A small section of third party land adjacent to the Lyde Green roundabout would be desirable if it can be negotiated, but alternative design solutions are available if this is not possible.

**Proposed MRN and LLM scheme priorities**

Appendix A: Scheme Plan



**Proposed MRN and LLM scheme priorities**

SCHEME NAME – Wessex Fields Phase 2

**Strategic Case****Scheme Description:**

The scheme comprises a new link directly from the A338 Wessex Way delivered in two phases. Phase 1 is a new left-in, left-out ('off' and 'on') slip road on the southbound carriageway of the A338, with a new spine road that leads into Wessex Fields and hospital areas via full access to Deansleigh Road. This phase opens in June 2019.

Phase 2 will convert the Phase 1 left-in, left-out junction into a full grade-separated junction on the A338 Wessex Way.

The scheme objective are to:

- Construct a new A338 junction which will provide the additional highway capacity required to help existing businesses to expand enabling the release of the currently undeveloped 'allocated' 6.07ha Riverside Avenue Employment Site;
- Provide a vital second access to the Royal Bournemouth Hospital; and
- Reduce delays due to traffic congestion on the A338/Castle Lane East/Riverside corridor.

**Background:**

The Wessex Fields business area, coupled with the businesses located nearby at Chaseside, represents one of the most important employment locations in Dorset. The combined area is home to 10,000 jobs and key employers, including JP Morgan, the Royal Bournemouth Hospital (the largest private and public sector employers in Dorset), Ageas and Teachers Assurance as well as the Bournemouth Law Courts, Village Hotel Bournemouth and Littledown.

The configuration of the existing highway network means that there is insufficient additional highway capacity to bring forward the important allocated Riverside Avenue Employment Site 6ha without providing an additional access point, inhibiting local economic growth.

Wessex Fields is also served by a single access from Castle Lane East on the north side of the business area and Chaseside by a single access from the south side of the business area. This causes significant traffic congestion during morning and evening peak hours, adversely affecting local businesses, and on occasion these issues can also affect access for ambulances.

**Context:**

The Wessex Fields business area lies in the north-eastern fringe of Bournemouth. Wessex Fields includes the Royal Bournemouth Hospital and a number of businesses including Ageas, Teachers Assurance and The Village, as well as the Bournemouth Law Courts.

Wessex Fields is bounded on the north-west side by the A338 Wessex Way, a two lane dual carriageway road which provides an important strategic link between Bournemouth and the A31 trunk road. The A338 also provides a strategic connection to Bournemouth International Airport, via the B3073. To the south of Wessex Fields is the A3060 Castle Lane East, which is a county distributor road linking the north-eastern area of Bournemouth to Christchurch to the east and to north Bournemouth, Ferndown and Wimborne to the west. Castle Lane East intersects with Wessex Way at a grade-separated junction, Cooper Dean roundabout.

## Proposed MRN and LLM scheme priorities

### **Strategic Fit (REB):**

The scheme has a strong fit with the REB in improving urban travel and unlocking growth.

### **Objectives**

The objectives of the scheme are to:

- Identify and address transport-related barriers to the effective operation of labour markets which is constraining the potential for business growth, particularly in the West of England and South East Dorset.
- Establish a whole corridor approach to traffic management on strategic corridors to improve reliability, safety and resilience.
- Deliver key transport infrastructure that supports sustainable place-shaping by facilitating the delivery of significant land for new homes and employment opportunities.

## **Economic Case**

### **Economic Impact**

The cost benefit analysis (2018) for phases 1 and 2 shows that the monetised benefits of the scheme (PVBi) at £102.63 million are greater than the costs (PVCi) at £17.99 million. The benefit-cost ratio (BCRI) is 5.70. These 'wider benefits' far outweigh the costs to deliver the scheme, therefore are considered the scheme is considered to offer very high value for money.

The cost benefit analysis (2018) for Phase 1 shows that the monetised benefits of the scheme (PVBi) at £26.99 million are greater than the costs (PVCi) at £7.31 million. The benefit-cost ratio (BCRI) is 3.70. These 'wider benefits' far outweigh the costs to deliver the scheme, therefore are considered the scheme is considered to offer high value for money.

### **Social Impact**

The scheme is likely to have a slight beneficial on most social impacts. With a large benefit on accessibility.

### **Environmental Impact**

The scheme is likely to have the following environmental impacts:

- Impact on noise – *Neutral to slight adverse*.
- Air quality and greenhouse gases impact – Neutral to slight adverse.
- Impact on landscape and the natural environment – Neutral.
- Impact on biodiversity – Neutral.
- Impact on water environment – Neutral.
- Impact on townscape and the urban environment – Slight adverse.

## **Financial Case**

The total cost of the scheme has been estimated to be ~£21 million (outturn prices). 85% funding is being sought from the National Road Fund.

**Proposed MRN and LLM scheme priorities**

**Commercial Case**

The preferred procurement option is to use an existing Term contractor. This approach allows BCP to procure a contractor quickly and simply and provides a good degree of assurance of quality and value for money. In line with the Council’s adopted approach, the preference is to procure the works for the Wessex Fields scheme using the NEC4 Conditions of Contract.

**Management Case**

The Wessex Fields scheme is a stand-alone scheme, which can be delivered as designed and costed independently, with no other future projects or commissions depending upon it. The scheme will be designed to accommodate any future, later widening of the A338 between Cooper Dean roundabout and Blackwater junction.

An appropriate governance structure is essential for the successful delivery of the scheme. BCP has therefore established a Project Board aligned with best practice guidance on project management. The Project Board’s primary function is decision-making and review. A Project Delivery Team has been established to deal with day to day planning and delivery of the project.

Key stakeholders have been identified and a stakeholder management plan will be adopted, following the practice used in previous projects. There are no major inter-dependencies.

	2018				2019				2020				2021				2022				2023			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
A338 Wessex Fields Phase 2			SOBC	OBC								FBC / Tender				Construction								

Location of proposed scheme



**Proposed MRN and LLM scheme priorities**

SCHEME NAME: MoD Roundabout Improvements

**Strategic Case****Scheme Description**

The scheme aims to improve three junctions on the A4174 in South Gloucestershire between Filton Roundabout and M32 Junction 1 comprising:

- Filton Avenue Junction – A signal-controlled staggered junction between the A4174 and Filton Avenue, providing access primarily to residential areas.
- MOD Roundabout – This is a signal-controlled roundabout providing access from the A4174 to the Great Stoke Way, MOD Abbey Wood and Abbey Wood Shopping Park. This is a key junction within the scheme, with options under consideration including a through about roundabout and a grade-separated roundabout/flyover.
- Coldharbour Lane Junction – This is a signal-controlled T-junction between the A4174 and Coldharbour Lane.

**Background**

The A4174 is a key strategic route in the Greater Bristol area, providing a link from the north fringe of Bristol to the M32 and M4 and onwards around the rest of the A4174 Bristol Ring Road. This section of the route provides access to key housing and employment areas including the Filton Enterprise Area, MOD Abbey Wood, Bristol Business Park and UWE Frenchay Campus. This section of the A4174 Ring Road currently experiences congestion and resilience issues during weekday peak hours. These issues are likely to become more severe in future if no action is taken, constraining the economic potential of the north fringe.

**Context**

Emerging proposals, including additional housing growth in the vicinity, will contribute to increased traffic flows and resilience issues if no action is taken.

**Strategic Fit (REB)**

The scheme is strongly aligned to the Regional Evidence Base and is identified as one of the top priorities.

**Objectives**

The objectives of the scheme are to:

7. Relieve congestion on the A4174 corridor between Filton Avenue Junction and Coldharbour Lane Junction
8. Unlock the economic potential in the north Bristol Fringe
9. Minimise the impact of traffic/infrastructure to the natural environment and, where possible deliver opportunities for environmental enhancement
10. Protect and enhance access for non-car modes
11. Improve safety by reducing congestion related collisions
12. Improve network resilience and journey time reliability



## **Proposed MRN and LLM scheme priorities**

### **Economic Case**

#### **Economic Impact**

- The scheme cost is expected to be in the region of £20-30m, providing high value for money (costs and benefits to be confirmed)
- The scheme is expected to have wider economic impacts, supporting economic growth in the region

#### **Social Impact**

- Physical activity and journey quality impacts for people walking and cycling
- Accident impacts due to highway layout changes and traffic flow changes

#### **Environmental Impact**

The scheme is likely to have the following environmental impacts:

- Potential noise impacts on a limited number of properties
- Potential townscape impacts of new grade separated roundabout

### **Financial Case**

The total cost of the scheme has been estimated to be in the region of £20-30 million (outturn prices), to be confirmed. Approximately 85% of funding is being sought from the National Road Fund.

### **Commercial Case**

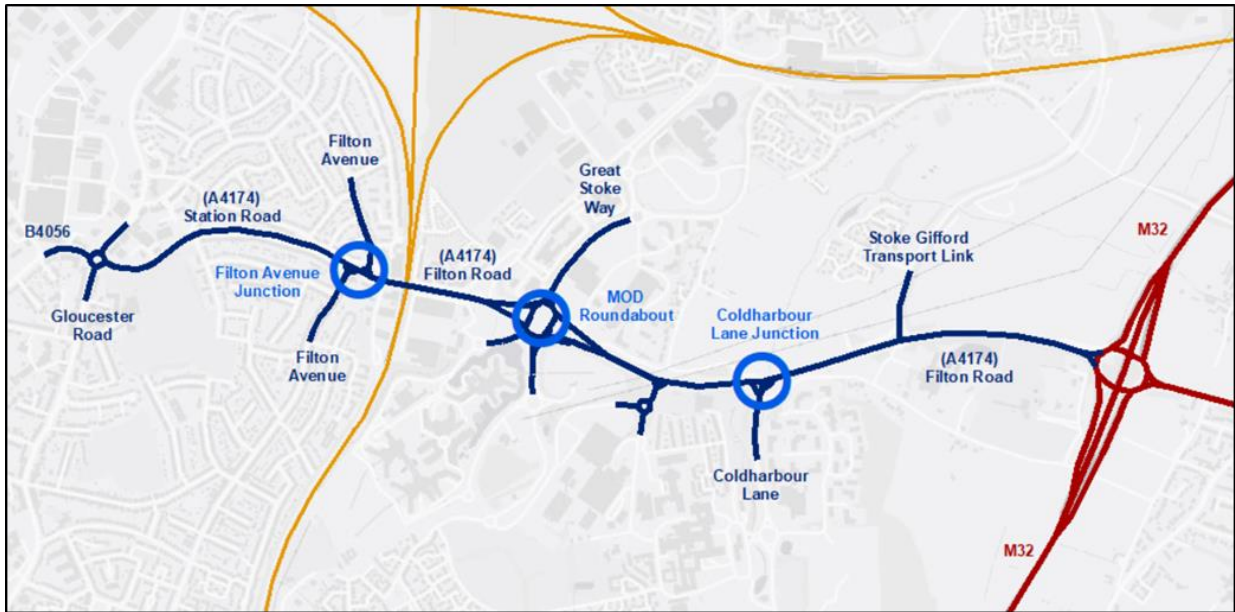
- For general junction works South Gloucestershire Council's StreetCare team are likely to be procured.
- Any grade-separated elements will likely be procured separately, with procurement options considered further as the scheme progresses.

### **Management Case**

- The junction improvements could be delivered using existing highways powers without the need for planning permission, however, a new grade-separated roundabout will likely require planning permission.
- Environmental Impact Assessment screening will be submitted in due course
- Further stakeholder/public consultation will be undertaken in due course
- No third-party ownership issues have been identified to date.

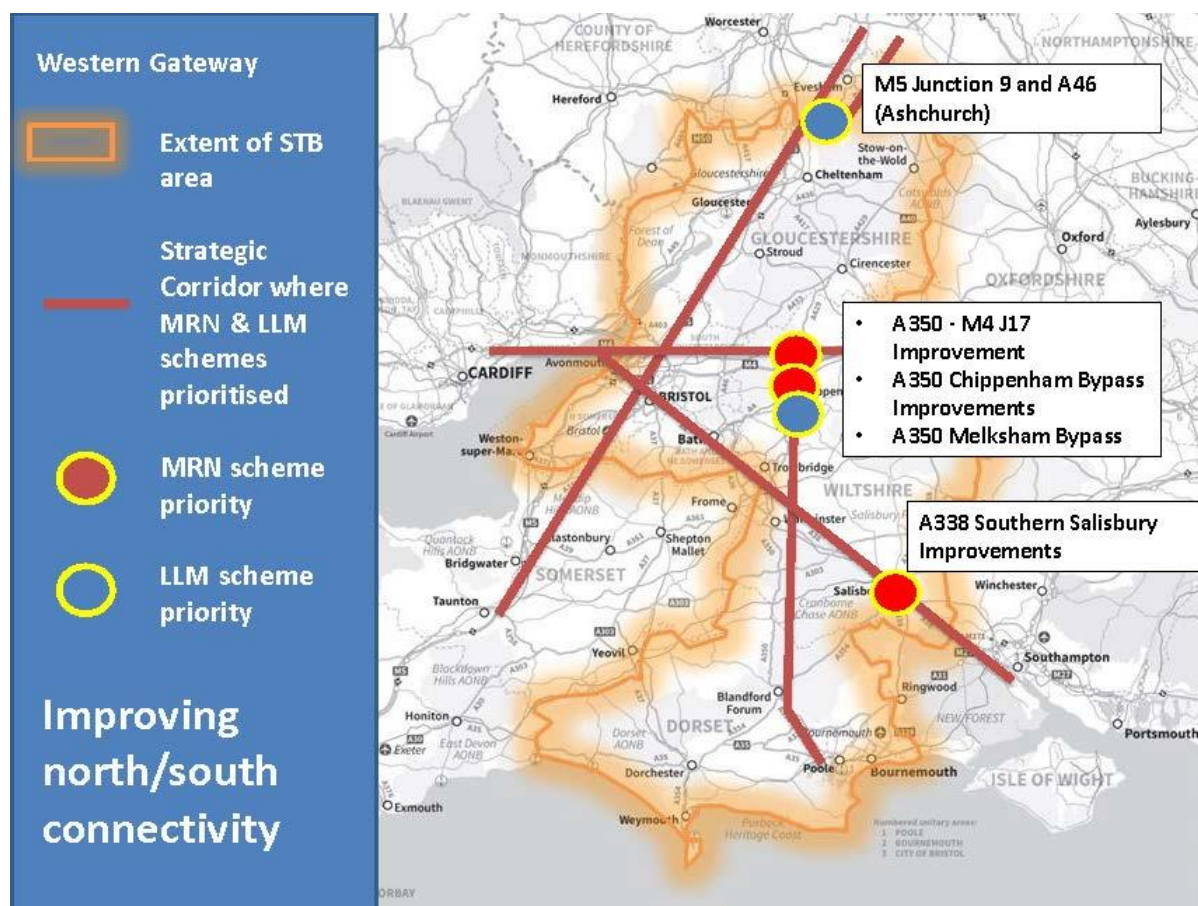
**Proposed MRN and LLM scheme priorities**

Appendix A: Scheme Plan



## Proposed MRN and LLM scheme priorities

Key theme - Improved north / south connectivity within the sub-region  
improving linkages to the south coast from M4 / M5 (phase 1)



Scheme Name	Estimated Scheme Cost	Strategic Corridor	Promoting Authority	Stated scheme start date
MRN - A350 Chippenham Bypass Improvements – Phases 4 & 5	£21m	Corridor C – A350	Wiltshire Council	2020/21
MRN - A338 Southern Salisbury Improvements	£15.8m	Corridor D - A46 / A36	Wiltshire Council	2021/22
MRN – A350 - M4 J17 Improvement	£20m	Corridor C – A350	Wiltshire Council	2022/23
LLM - M5 Junction 9 and A46 (Ashchurch)	£215m	Corridor B - M5 & Corridor E A46 Midlands	Gloucestershire County Council	2022/23
LLM - A350 Melksham Bypass	£78.8m	Corridor C – A350	Wiltshire Council	2023/24

**Total funding ask - £350.6m**

## Proposed MRN and LLM scheme priorities

### M4 Junction 17 Improvements

#### Strategic Case

##### *Scheme description*

The scheme involves increasing the capacity at M4 Junction 17 to mitigate the impacts of future growth, and comprises the following components:

- Widen approaches to M4 Junction 17, including A350 northbound, A429 southbound and B4122.
- Provide free-flow movements between the A350 northbound and M4 westbound.
- Widening and upgrade of both off and on slip roads.
- Widening the circulatory carriageway.
- Full signalisation at M4 Junction 17.

##### *Background*

The M4 Junction 17 has recently seen Local Growth Fund investment through the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) to improve the performance of the junction, delivering improved safety and traffic flows. The northern section of the A350 at Chippenham has also seen substantial recent investment, delivering additional capacity to the corridor. Recently completed, planned, and under-construction schemes include:

- **M4 Junction 17 partial signalisation** (completed Q1 2019).
- **A350 Chippenham Phase 1** – Jackson’s Lane to Badger Roundabout (completed Q1 2015).
- **A350 Chippenham Phase 2** – Brook Roundabout to Bumpers Roundabout (completed Q1 2016).
- **A350 Chippenham Phase 3** – Badger Roundabout to Brook Roundabout / Chequers Roundabout improvements (completed Q1 2018).
- **A350 Chippenham Phases 4 and 5** – Bumpers Roundabout and Lackham Roundabout improvements and full dualling (further proposed MRN scheme).

Improvements to the A350 corridor are fundamental to the realisation of the SWLEP’s Strategic Economic Plan and the Wiltshire Core Strategy where 4,000 new homes are planned for Chippenham and allocated in the Chippenham Site Allocations Plan (CSAP). In addition, up to 13,535 dwellings in the Chippenham Housing Market Area is being considered as part of the emerging Wiltshire Local Plan 2036, including 5,155 in Chippenham itself.. Improvements to the M4 can also support the delivery of the DfT’s and Highways England’s strategic objectives.

##### *Problems/issues*

The scheme will address the following issues:

- **Planned and future housing and employment growth** is forecast to highly constrain the road network at M4 Junction 17.
- **Strategic role of the A350 (MRN) is threatened** by increasing congestion, with potential negative connectivity and economic impacts for western Wiltshire.
- **Performance of the M4 (SRN) is threatened** by mainline queuing due to growth in demand at Junction 17.

##### *Scheme objectives*

The objectives of the scheme are to:

- **Reduce overall junction delay** and improve **journey time reliability** at M4 Junction 17 by 2036.
- Ensure that M4 Junction 17 has the **capacity to accommodate planned growth** (Wiltshire Core Strategy and Chippenham Site Allocations Plan) **and future growth** (emerging Wiltshire Local Plan 2036).
- **Support economic growth at M4 Junction 17**, assisting the delivery and operation of key strategic employment sites in the A350 Corridor and M4-Swindon SWLEP Growth Zones.

## Proposed MRN and LLM scheme priorities

- **Maintain and build on the existing levels of safety** at M4 Junction 17, following the successful delivery of recent improvements at Junction 17.

### **Economic Case**

#### ***Economic impact***

The scheme is expected to provide the following benefits for the A350 corridor (MRN) specifically around Chippenham as well as the M4 (SRN):

- Sustainable economic growth in the A350 Corridor and M4-Swindon SWLEP Growth Zones with positive impact on regional and national economic productivity.
- Facilitate planned (Core Strategy and CSAP) and future (emerging Local Plan) housing and employment growth through increasing capacity of the transport network.
- Preserve the strategic function of the A350 corridor for Wiltshire.
- Improve connectivity between the MRN and SRN.

Economic appraisal is currently being conducted to establish the benefit to cost ratio (BCR) of the scheme. TUBA and COBA-LT will be used to provide assessments of impacts of the scheme over a 60-year appraisal period after scheme opening.

#### ***Social impact***

Social impacts of the scheme are currently being assessed. It is anticipated that the scheme is likely to have a **Neutral** social impact.

#### ***Environmental impact***

Environmental impacts of the scheme are currently being assessed. The scheme is being developed to avoid an impact on the Site of Special Scientific Interest (SSSi) on the mainline of the M4 at Junction 17. Mitigation measures are being considered as part of business case development and scheme design.

### **Financial Case**

The estimated construction cost, including preparation, design, preliminaries, risk and construction, is estimated to be **£21 million (2017 Q3 prices)**. This does not include for any land costs that may be required (currently being investigated).

### **Management Case**

Three key risks identified in the risk register being developed as part of the SOBC are:

- **Land requirements** – land purchase is likely to be required to widen and extend the slip roads whilst land rental would be required as an easement to enable works to occur.
- **Stats diversions** – high level constraints are known; further detailed investigations are being conducted as part of SOBC development and this may impact scheme cost.
- **Traffic management** – detailed traffic management requirements to be agreed in partnership with Highways England and Wiltshire Council Streetworks.

### **Commercial Case**

Wiltshire Council would be the lead delivery agent for the scheme. Wiltshire Council will work with Highways England to develop and deliver the scheme.

There are **currently no known specific procurement challenges** associated with delivering the scheme.

## Proposed MRN and LLM scheme priorities

### Salisbury Exeter Street, Harnham and Park Wall Junction Improvements

#### Strategic Case

##### *Scheme description*

The scheme involves the redesign of both Exeter Street roundabout and Harnham gyratory, and a review of MOVA timings at Park Wall junction. Exeter Street roundabout will be changed to a signalised T junction with St Nicholas Street connecting to the north. At Harnham gyratory, the A3094 approach arm, the stop line at the western circulatory and the A338 approach arm will be widened to three lanes. The exit to the A338 will also be realigned to reduce the curvature and improve this movement for large and long bodied vehicles.

The land required for the scheme is within the highway boundary and public ownership.

##### *Background*

The Wiltshire Core Strategy plans for a total of 6,060 new homes and 29ha of employment for the Salisbury and Wilton urban area to 2026. The scheme junctions were identified in the Salisbury Transport Strategy (2012 and 2018) as being a constraint on current traffic in Salisbury, which will be exacerbated by future housing and employment developments (up to 5,290 dwellings in the Salisbury Housing Market Area is being considered as part of the emerging Wiltshire Local Plan 2036). Salisbury is also an historic city with an air pollution problem caused by traffic and forms the heart of the Swindon and Wiltshire Local Enterprise Partnership's 'Salisbury A303 Growth Zone'.

Feasibility studies for Exeter Street and Harnham gyratory were conducted in 2016 and 2017, identifying initial options and through sifting leading to a preferred design, with preferred option testing being conducted in 2018.

##### *Problems/issues*

The scheme will address the following issues:

- **Existing and forecast traffic experience delays** at the scheme junctions, making journeys using the A338/A3094 more difficult, **impacting on transport costs** and resulting in **negative agglomeration impacts**.
- The **strategic role of the A338 and A3094 will be threatened** by increased congestion and delays within Salisbury.
- **Active and sustainable travel modes are discouraged** in favour of car travel with potential impacts on health.
- **Congestion related shunts occur frequently** at the scheme junctions.

##### *Scheme objectives*

The objectives of the scheme are to:

- Ensure that the transport network in Salisbury has the **capacity to accommodate future growth**.
- **Reduce personal injury accidents** at the scheme junctions.
- **Protect the strategic role of the MRN and SRN**.
- **Reduce delay** for all transport users at the scheme junctions.

## Proposed MRN and LLM scheme priorities

### Economic Case

#### *Economic impact*

While economic appraisal and modelling is in progress for this scheme, the scheme is expected to provide the following benefits within Salisbury:

- **Reduced congestion**
- **Reduced journey times;** and,
- **Improved journey time reliability.**

The scheme is expected to result in **reduced transport costs for businesses and transport operators.**

The economic appraisal is currently being conducted and a Value for Money will be presented in the final documentation. This will include established monetised impacts from **change in travel time, vehicle operating costs, carbon emissions and accident rates**, using the output from the Salisbury Transport Model. Also included will be evolving monetised impacts from **noise and air quality benefits** and the wider economic impact of **increased outputs in imperfectly competitive markets.**

#### *Social impact*

The scheme is likely to have a **Neutral** social impact.

#### *Environmental impact*

The environmental impact of the scheme is currently being assessed and mitigation measures will be considered as part of further business case development and scheme design.

### Financial Case

The estimated construction cost, including preparation, design, preliminaries, risk and construction, is estimated to be **£13.5 million (2017 Q3 prices).**

### Management Case

There is **no risk in terms of land ownership**, as the scheme **will be delivered within the highway boundary and publicly owned land.** The overall plan to improve the scheme junctions is included in the Salisbury Transport Strategy refresh 2018 (scheme references H01, H02 and H09).

**The scope and options of the scheme have been developed** and the SOBC is currently being developed.

A detailed risk register is being developed, based on scheme designs, to be included in the SOBC. Three key risks emerging from the risk assessment include:

- **Stakeholder engagement** – construction will result in significant disruption to local businesses, schools and residents, and the Exeter Street junction is located within and near to many environmentally sensitive areas. Engagement with local stakeholders will be a key consideration to successful delivery of the scheme.
- **Buildability** – due to the site constraints and the need to maintain access for local and through traffic, the buildability of the proposed designs requires further consideration.
- **Scheme design** – the designs for these schemes are currently being refined; as such there may be changes to the scheme designs as further work is conducted.

### Commercial Case

There are **currently no known specific procurement challenges** associated with delivering the scheme. Wiltshire Council will be the lead delivery agent, working in partnership with Highways England.

## Proposed MRN and LLM scheme priorities

### A350 Chippenham Bypass Dualling Phases 4 and 5

#### Strategic Case

##### *Scheme description*

A350 Chippenham Bypass Dualling Phases 4 and 5 aim to increase the capacity along the A350 and includes the following components:

- Dualling the carriageway between Bumpers and Cepen Park South roundabouts.
- Dualling the carriageway between Chequers and Lackham roundabouts.
- Bumpers roundabout capacity improvements.
- Lackham roundabout capacity improvements.

##### *Background: the current situation and future challenges*

The A350 is a key strategic link for both north-south connectivity and business and freight movements from the south coast to the M4.

This scheme represents the next phase of the planned A350 Chippenham Bypass improvements undertaken to address existing and forecast capacity constraints, associated with **poor journey time reliability, increasing journey times and high accident rates**:

- **Phase 1: A350 North of Chippenham**- construction completed March 2015; funded through the Government's Local Pinch Point Fund with an additional contribution from Wiltshire Council;
- **Phase 2: A350 Chippenham Bypass Improvements (Bumpers Farm)** - construction completed in February 2016; partly funded by the Local Growth Fund provided to the Swindon and Wiltshire Local Transport Body (SWLTB); and
- **Phase 3: A350 Chippenham Bypass Improvements (Chequers)**- construction completed January 2019; partly funded through the Local Growth Fund provided to the SWLTB.

Whilst previous phases of the A350 improvement works have delivered benefits, capacity constraints and the resultant impacts persist which will only be exacerbated by the delivery over 4,000 new homes planned for Chippenham in the Wiltshire Core Strategy and allocated in the Chippenham Site Allocations Plan (CSAP). In addition, up to 13,535 dwellings in the Chippenham Housing Market Area is being considered as part of the emerging Wiltshire Local Plan 2036, including 5,155 in Chippenham itself. This growth will further threaten the strategic role of the A350, in particular its role in supporting new housing and employment delivery and in maintaining north-south connectivity. Given this improvements to the A350 corridor are fundamental to the realisation of the Swindon and Wiltshire Local Enterprise Partnership's Strategic Economic Plan . Scheme objectives have been identified to address the above issues, as outlined below.

##### *Scheme objectives*

- **Improve existing journey time reliability and reduce total delay** along the A350 Chippenham Bypass to preserve its key role including as part of the advisory freight route network.
- **Reduce the frequency of personal injury accidents** along the A350 Chippenham Bypass and parallel routes.
- **Increase the capacity** of the A350 Chippenham Bypass **to support planned** (adopted Wiltshire Core Strategy and CSAP) and future growth (emerging Wiltshire Local Plan 2036).
- **Improve forecast journey time reliability and total delay along the A350 Chippenham Bypass** which may otherwise discourage inward investment on new and existing employment sites in Chippenham and the corridor as a whole.
- **Protect the strategic role of the A350 and reduce community impacts**, by increasing the road capacity to minimise traffic reassigning onto the local road network.



## Proposed MRN and LLM scheme priorities

### Economic Case

#### *Economic impact*

The scheme is proposed to provide the following benefits for the A350 strategic corridor:

- **Reduced congestion**
- **Reduced journey times**
- **Improved journey time reliability**

Economic appraisal and modelling is currently being undertaken and will be provided in the OBC submission.

The FBCs for the first three phases of the A350 dualling presented BCRs of:

- 14.6 (Phase 1)
- 2.5 (Phase 2)
- 5.2 (phase 3)

Given this, a BCR of between 2 and 4 would be expected, thereby giving the scheme a High Value for Money.

Qualitative assessments of both social and environmental impacts will also be undertaken to support the final value for money assessment and will cover: **Journey Time Reliability, Journey Quality, Security, Landscape/Townscape, Heritage of Historic Resources, Water Environment and Biodiversity**. Mitigation measures will be considered as part of further business case development and scheme design.

### Financial Case

The estimated construction cost, including preparation, design, preliminaries, risk and construction, is estimated to be **£27 million (2017 Q3 prices)**. Land purchase costs are assumed to be not required for this scheme

### Management Case

The overall plan to improve the A350 is included in the adopted Wiltshire Core Strategy (Core Policy 66), which has been subject to an Examination in Public (EIP).

A detailed risk register is being developed, based on preliminary scheme designs, to be included in the OBC. Three key risks emerging from the risk assessment include:

- **Price & estimation variations** - materials costs affected by market forces which could cause a sudden increase in these costs.
- **Programme duration** - a 6 month increase in programme duration would represent a significant increase in contract price due to the high value of monthly site costs.
- **Design coverage** - scheme design is still under development representing a risk of increase in scope of works and therefore a potential increase in construction price.

### Commercial Case

There are **currently no known specific procurement challenges** associated with delivering the scheme. The adopted procurement process is expected to be similar to that of the previous phases of the A350 improvement scheme, listed above, which were all successfully delivered to time, budget and scope.

## Proposed MRN and LLM scheme priorities

### A350 Melksham Bypass

#### Strategic Case

##### *Scheme description*

The A350 is a primary north-south route connecting the M4 with the Dorset coast and Poole port. In Wiltshire it passes around the principal settlements of Chippenham and Trowbridge via the town of Melksham and neighbouring village of Beanacre, and on to Westbury and Warminster. The proposed scheme is for a new road alignment for the A350 around the eastern side of Melksham, bypassing the village of Beanacre. Route options to the east of the town are being considered.

##### *Background*

The Melksham Bypass scheme was initially considered in an Interim Options Assessment report (IOAR) in 2016 and options were subsequently reviewed in an Options Assessment Report (OAR) in 2017 which resulted in three potential alignments for an eastern bypass of the town. A Strategic Outline Business Case (SOBC) was produced in December 2017 and submitted to the DfT for informal comment.

Following this, the need for additional information was identified, including more detailed optioneering involving cost estimates and an updated SOBC including updated problems, constraints, objectives, an environmental assessment and route options.

##### *Problems/issues*

The scheme is proposed to mitigate the following issues experienced on the A350 at Melksham:

- **Limitations of the road network around Melksham** – the layout of the road network means the A350 serves multiple functions; journeys to and from the north and south of Melksham have to pass through the town via the A350 including the River Avon crossing or face significant diversions.
- **Physical constraints in the ‘urban’ sections of the A350 in northern Melksham and Beanacre village** – the A350 passes through residential areas with 30mph limits, is constrained by property frontages on both sides and there are several junctions in northern Melksham used, predominately, by local traffic to access amenities.
- **Insufficient capacity of the A350 through Melksham to cope with current and projected future traffic volumes** – significant peak period congestion is currently experienced on the Melksham-Beanacre sections, especially around Farmers and Semington Road roundabouts, and between Bath Road and the Leekes store.
- **High collision rates along the A350 through Melksham** - twelve serious collisions have been recorded between 2012 and 2016, with severity rates generally higher on the A350 compared to other roads in the area.
- **Severance impacts on communities in Beanacre and northern Melksham** – high traffic volumes using the route (including significant numbers of HGVs) exposes residents to noise and air pollution, and pedestrian access to local shops in northern Melksham and the town centre is restricted, which discourages walking and cycling along the route.

The Wiltshire Core Strategy identifies a housing need of 2,370 (2006-2026) in the Melksham Community area, 5,090 in the Chippenham CA and 6,975 in the Trowbridge CA. This growth will place additional pressure on the issues identified above and further threaten the strategic role of the A350. The scheme objectives have been identified to mitigate these issues and enable the A350 to support the future development allocated in the Core Strategy and the housing and employment growth to be identified in the emerging Wiltshire Local Plan 2036 (up to 13,535 dwellings in the

## **Proposed MRN and LLM scheme priorities**

Chippenham Housing Market Area (including 2,045 at Melksham) and 5,245 in the Trowbridge HMA).

### ***Scheme objectives***

- **Reduce journey times and delays on the A350 through Melksham and Beanacre**, allowing for future growth in demand.
- **Reduce journey times and delays on the following routes through Melksham:**
  - A350 South – A3102
  - A365 West – A365 East
  - A350 South – A365 West.
- **Provide enhanced opportunities for walking and cycling** between Melksham town centre and the rail station / Bath Road, and along the existing A350 corridor within Melksham.
- **Reduce personal injury accident rates and severity** for the A350 and Melksham as a whole.
- **Reduce the volume of traffic including HGVs** passing along the current A350 route in northern Melksham and Beanacre, and avoid negative impacts on other existing or potential residential areas.

## **Economic Case**

### ***Economic impact***

The previous SOBC work outlined above identified a BCR of 1.94 for Option A (medium value for money) and 2.20 for Option C (high value for money). This is currently being reviewed through the recently developed Wiltshire Strategic Model to forecast updated transport network impacts. The outputs of the model will be monetised using the DfT's TUBA software.

### ***Environmental and social impacts***

Potential moderate or major adverse environmental impacts have been identified for all three options with respect to landscape, biodiversity and the water environment. However, all have scope to be reduced or mitigated through the planning and design process.

Potential beneficial impacts have also been identified with respect to reliability, wider impacts, noise, air quality, journey quality and severance.

Overall, the findings of qualitative assessments are not considered to be significant enough to warrant any increase or decrease in the VfM categories.

## **Financial Case**

The estimated construction cost, including preparation, design, preliminaries, risk and construction, is estimated to be **Option A - £37 million and Option C - £62 million (2017 Q3 prices)**. This does not include for any land costs that would be required (which are currently being investigated).

## **Management Case**

A detailed risk register is being developed. Three key risks emerging from the risk assessment include:

- **Land ownership** – investigations are currently being conducted as part of the SOBC development process.
- **Environment, ecology and archaeology** – high level constraints are known; further

### **Proposed MRN and LLM scheme priorities**

investigations are currently ongoing as part of the SOBC development process.

- **Services and overhead pylons** – high level constraints are known; further investigations are currently being conducted as part of the SOBC development process.

### **Commercial Case**

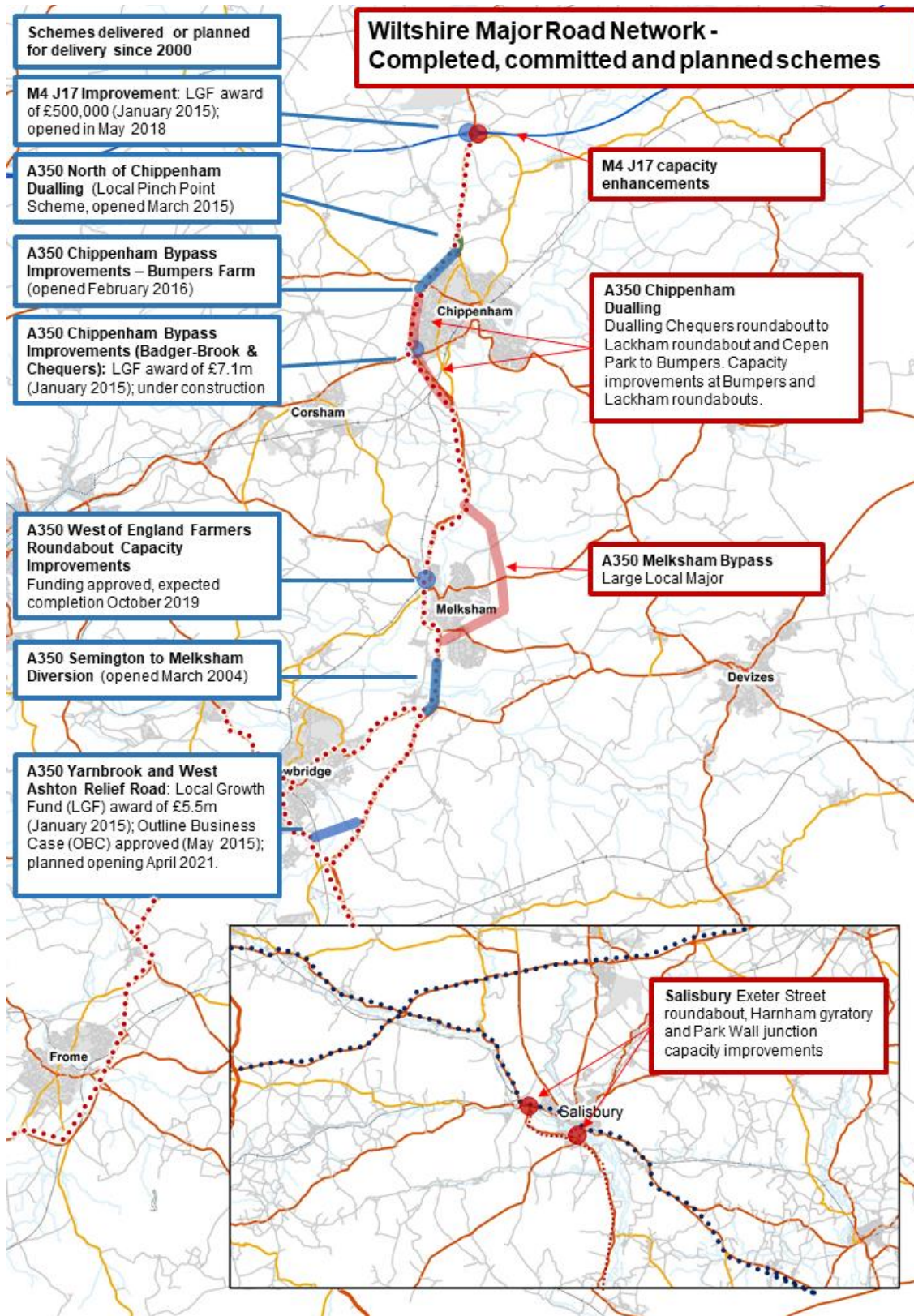
There are currently no known specific procurement challenges associated with delivering the scheme. Decisions regarding the preferred procurement strategy will be made at Outline Business Case stage, once the requirements of the proposed scheme have been defined with greater certainty.

Consideration will be given to traditional procurement versus alternative approaches such as design and build, and the relative merits of letting a single contract or a series of contracts, which could be split by route section or work type.

**Proposed MRN and LLM scheme priorities**

**Wiltshire Council MRN / LLM Schemes**

**Overall**



## Proposed MRN and LLM scheme priorities

### M5 Junction 9 & A46 (Ashchurch)

#### Strategic Case

**Scheme Description:** The proposal is for the significant upgrade to M5 Junction 9 and the realignment of the A46 (known as the M5 J9/A46 scheme) from the new motorway junction to the Teddington Hands Roundabout.

#### Background

Gloucestershire County Council (GCC) intends to submit for a potential major scheme to the Western Gateway Sub National Transport Body (SNTB)<sup>1</sup> for Large Local Major (LLM) funding. A Pre-Strategic Outline Business Case (Pre-SOBC) is currently being developed for submission in July 2019.

#### Context

In the early 1990's the Department for Transport (DfT) consulted on route options to improve M5 Junction 9 and the A46 (then A438) in the vicinity of Ashchurch. A number of improvement schemes to the route or corridor between M6/M69 north of Coventry and the M5 J9 near Tewkesbury had already been carried out. The Ashchurch scheme was one of the remaining schemes necessary to complete the upgrading of the route. Online improvements to the A46 were rejected. More recently (2016/2017) Highways England (HE) has also rejected any on line improvements.

In 2017 GCC submitted the M5 J9/A46 scheme to the Housing Infrastructure Fund (HIF), which was unsuccessful. The M5 J9/A46 scheme formed part of the adopted Joint Core Strategy (JCS) Transport evidence base (adopted December 2017). This evidence base sought to accommodate the predicted traffic volumes arising from the proposed development in the area. The A46 is anticipated to be a key consideration in the forthcoming JCS Review, in the context of the announcement for a Garden Town at Ashchurch, where growth of an additional 10,000 homes and employment land is proposed.

Furthermore, the scheme is identified in the Midlands Connect A46 Corridor Study Options Assessment Report (OAR) (June 2018). Studies have been commissioned by HE and GCC in relation to the scheme, including a HE PCF Stage 0 study, prepared as part of HE's bid to the Road Investment Strategy 2 (RIS2).

#### Strategic Fit (REB)

In February 2019, the Western Gateway SNTB produced a Strategic Context document to inform the Regional Evidence Base (REB). The M5 J9/A46 scheme has been identified as serving the Strategic Corridor B and E by providing highway capacity improvements to unlock employment land in close proximity to M5 J9 and providing a key route to the Midlands (Coventry and Birmingham). The A46 is one of the principal entry points into the Western Gateway from the north.

#### Problems and Issues

Strategically, the present position and route of the M5 and Junction 9 acts as a barrier to west-east movements. This adds to the perception of Tewkesbury as a 'detached' location with limited accessibility to Ashchurch and other important rural towns to the east, and environmental

<sup>1</sup> The Constituent Authorities are the following Local Transport Authorities: Bath and North East Somerset Council, Bristol City Council, Borough of Poole, Bournemouth Borough Council, Dorset County Council. Gloucestershire County Council, North Somerset Council, South Gloucestershire Council, West of England Combined Authority, and Wiltshire Council.

## **Proposed MRN and LLM scheme priorities**

constraints (River Avon and floodplains) to the west. There is severely limited highway capacity at M5 J9, with queuing on the M5 Junction 9 slips causing safety concerns on a daily basis. The A46 is severely congested causing severance for residents, schools and businesses, preventing growth.

### **Objectives**

The objectives of the scheme are to:

- **Reduce congestion.** Improve flow by providing additional capacity and delivering a dedicated access route for through traffic from A46 to M5.
- **Support housing delivery,** Tewkesbury Borough Council (TBC) has submitted a bid for a Garden Town at Ashchurch.
- **Support economic growth and re-balancing.** The scheme would facilitate commercially accessible employment land.
- **Supporting the Strategic Road Network (SRN).** The scheme will improve end to end journey times; improve journey time reliability and resilience on the SRN.

### **Economic Case**

#### **Economic Impact**

An Appraisal Specification Report (ASR) will support the Pre-SOBC. To adequately capture the benefits of the scheme, it is anticipated that the Gloucestershire Saturn model will be extended north to include Tewkesbury, Evesham and the surrounding areas. This will include additional links and disaggregating zones to provide appropriate representation of trip patterns within the core study area.

#### **Environmental and Social Impact**

There are significant environmental constraints with existing flood zones between Ashchurch and Tewkesbury and extensive flood zone areas along river brooks running east and west of the proposed site e.g. Tirl Brook and Carron Brook. In terms of social impacts, the narrow corridor creates a pinch-point which leads to poor safety, congestion and severance impacts.

### **Financial Case**

Work will be undertaken to develop indicative costs for the Pre-SOBC submission for M5 Junction 9 and Ashchurch Bypass alone. The scheme will meet the threshold for Large Local Majors (LLM) funding (>£50m) and is eligible given the links to the Strategic Road Network (SRN).

Recent studies have put the cost of similar schemes proposals at between £200m - £250m. Midlands Connect (June 2018) costed an illustrative A46 corridor package, from a new M5 Junction 9 to Evesham. This extends further than the current scheme proposal that only runs to Teddington Hands Roundabout. Costs from Midlands Connect were based on a unit cost for a new motorway junction and cost per km for road construction and allowance for risk. A cost of £414m was presented for the combined Ashchurch Southern Bypass to Teddington Hands Roundabout and the Beckford Bypass scheme, from Beckford to Evesham.

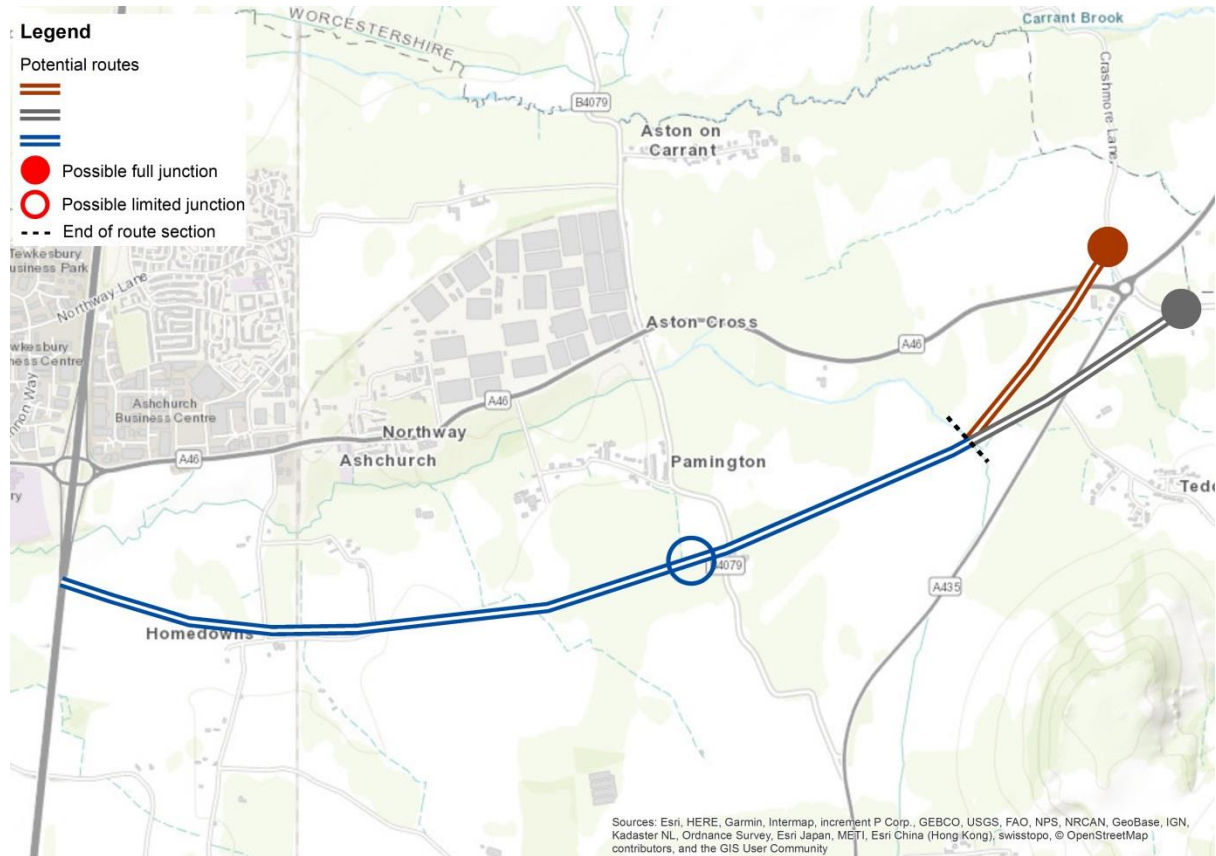
### **Commercial Case**

A procurement strategy will be developed at SOBC stage; the key priority will be enabling fast-track delivery for scheme construction starting in 2022/23.

**Proposed MRN and LLM scheme priorities**

**Management Case**

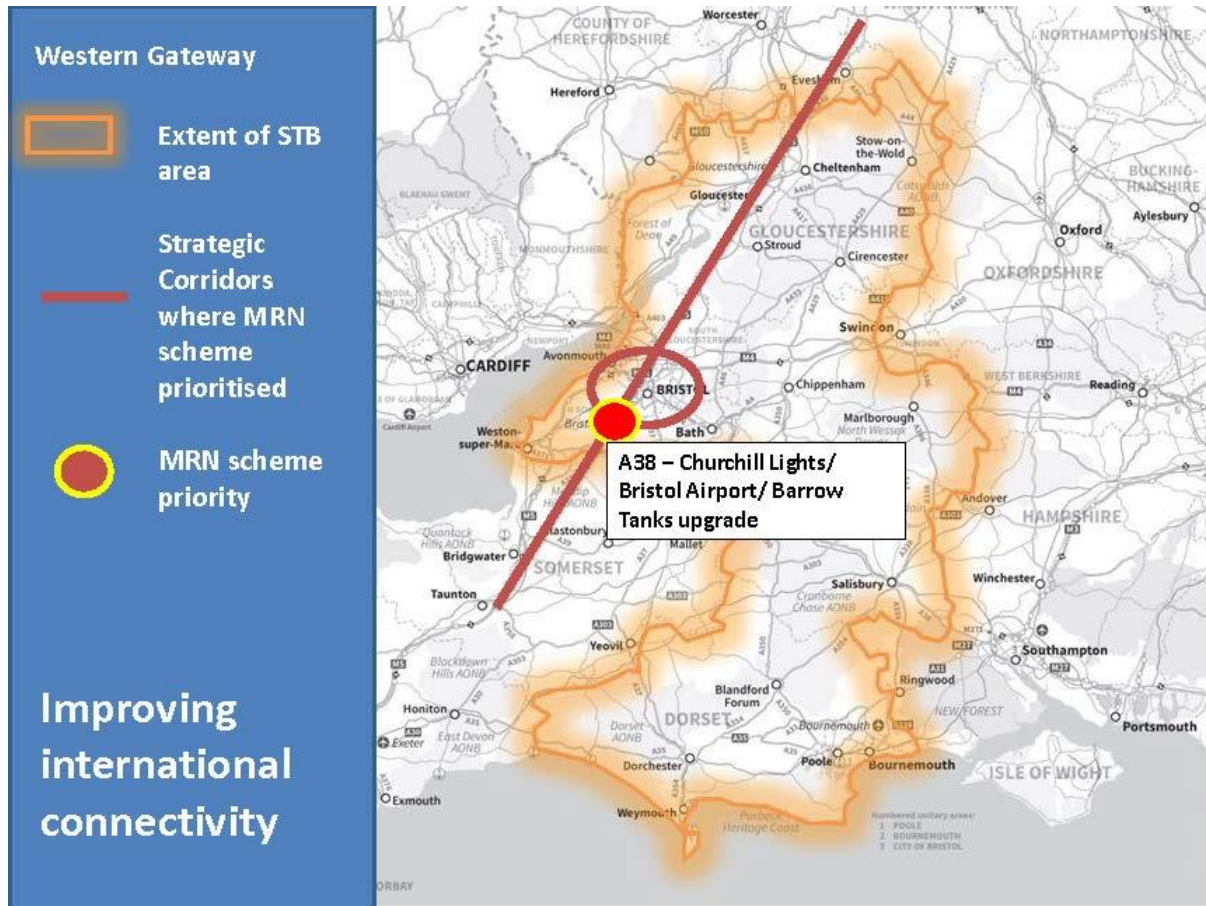
The delivery milestones are being developed for the Pre-SOBC will take into account SOBC by December 2019. OBC by December 2021 and construction commencing in 2022/23. The following strategic risks have been identified which are critical dependencies (note a detailed risk exercise is yet to take place): 1) Land purchase for scheme; 2) Planning process; 3) Surveys required for scheme planning and delivery.





**Proposed MRN and LLM scheme priorities**

**Key theme – Improved access to Bristol Airport and planned growth hub/corridor**

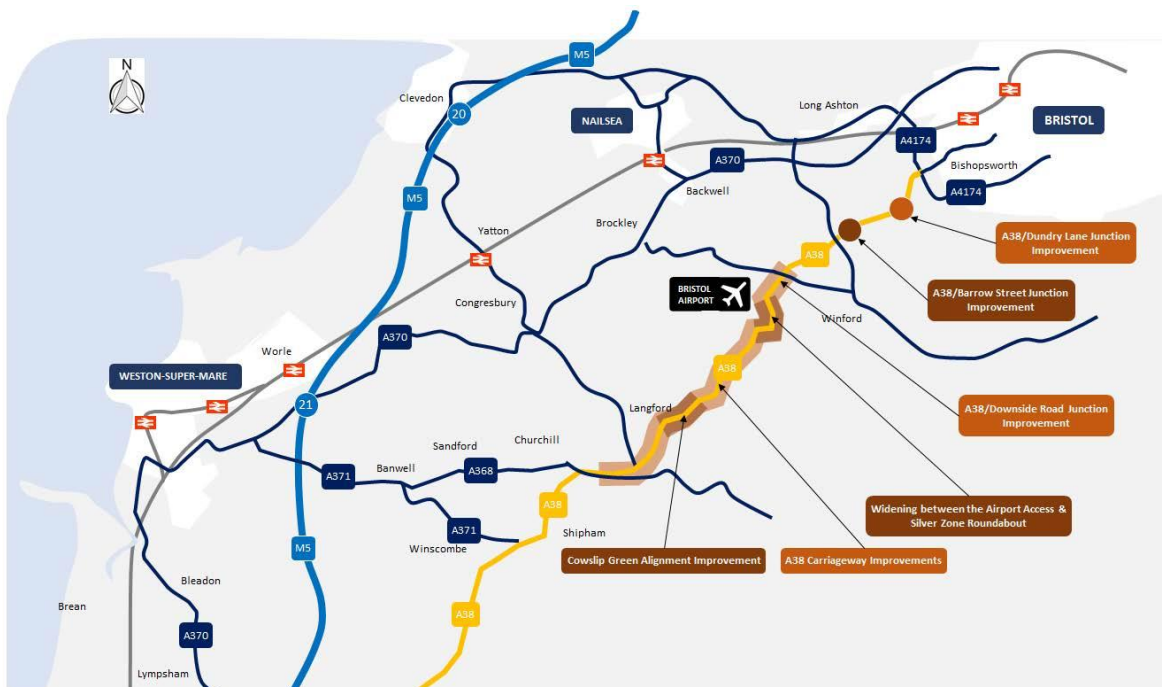


Scheme Name	Estimated Scheme Cost	Strategic Corridor	Promoting Authority	Stated scheme start date
MRN A38 – Churchill Lights/ Bristol Airport/ Barrow Tanks upgrade	£21m	Corridor H - A38/A370	North Somerset Council	2021/22

**Total funding ask - £21m**

**Proposed MRN and LLM scheme priorities**

Scheme Name:	A38 – Churchill Lights/ Bristol Airport/ Barrow Tanks upgrade
Construction Start Date:	2021/22
Scheme Summary:	<p>The A38 provides an important economic link between Bristol and Somerset and the communities south of Bristol. It is a key route to Bristol airport and forms part of the designated SRN alternative route. Congestion and road safety on the A38 corridor from the south are highlighted as cross-boundary issues of concern in the West of England Joint Local Transport Plan. The A38 is of varying standards and is generally provided as a single carriageway with only short sections of two lanes in one direction and a single lane in the other. To be resilient to planned housing growth in North Somerset and economic growth, particularly at Bristol Airport, a package of measures for the A38 MRN is required to;</p> <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Improve resilience of the corridor</li> <li>• Support economic growth across the Region’s gateway</li> <li>• Support housing delivery</li> <li>• Support growth of Bristol airport</li> <li>• Support all road users; and</li> <li>• Support the Strategic Road Network</li> </ul>



**Pipeline of future MRN and LLM schemes****Pipeline of future MRN Schemes**

<b>Scheme</b>	<b>Reason for not promoting scheme at this time</b>
A354/A35(T) Junction Package	Decision to delay promotion of the scheme despite it being prioritised. This decision will enable more time to develop the package, refine costings and work up business cases with key partners including Highways England. Currently Dorset Council does not feel that they would be in a position to submit a suitable quality of Business Case or be sure to secure the required match funding within the required time frame.
A348 Ringwood Road Corridor Transport Improvements Package	Scheme narrowly missed out as a Sub-national priority
Saint Philips Causeway Viaduct	Linked more to management of urban traffic within one part of the Sub-national area rather than Sub-national strategic travel movements
A432 Widening and Junction Improvements	Scheme not sufficiently developed for consideration by the WGSSTB at this stage
A4019/A4013/A40 corridor	Scheme not sufficiently developed for consideration by the WGSSTB at this stage
A38 – St Barnabas Corridor	Scheme not sufficiently developed for consideration by the WGSSTB at this stage
Staverton Diversion	Links to MRN not as clear as other schemes – has the potential for a future scheme subject to reclassifying MRN network
Manvers Street - Reconstruction	Highway operation scheme which is not considered a Sub-national priority

**Pipeline of future MRN and LLM schemes****Pipeline of future LLM Schemes**

<b>Scheme</b>	<b>Reason for not promoting scheme at this time</b>
Dorchester Bypass Junction Package	Decision to delay promotion of the scheme despite it being prioritised. This decision will enable more time to develop the package, refine costings and work up business cases with key partners including Highways England. Currently Dorset Council does not feel that they would be in a position to submit a suitable quality of Business Case or be sure to secure the required match funding within the required time frame.
Melbury Abbas Bypass	Scheme narrowly missed out as a Sub-national priority in this funding round – this scheme will form part of the phase 2 improvements for the A350 north/south connectivity corridor.
A31 to Poole Link Road	Scheme narrowly missed out as a Sub-national priority – scheme is located in an area of environmental sensitivity. Further refinement of the scheme is required. Concerns were also expressed regarding uncertainty of securing the required match funding.
M5 Junction 10	Scheme narrowly missed out as a Sub-national priority. Gloucestershire County Council has submitted a business case for consideration through the HIF process
Western Harbour	Scheme not sufficiently developed – issues raised over deliverability
Coalpit Heath and Westerleigh Bypass	Scheme not sufficiently developed – issues raised over deliverability
Winterbourne & Frampton Cotterall Bypass	Scheme not sufficiently developed – issues raised over deliverability
M5 Junction 12	Scheme not sufficiently developed – issues raised over deliverability
Chepstow Bypass – Beachley and Sedbury	Scheme not sufficiently developed – issues raised over deliverability.
M5 Junction 14 improvements	Scheme not sufficiently developed – issues raised over deliverability
A40 Over to Longford (Walham Link) Improvement Scheme	Scheme not sufficiently developed – issues raised over deliverability

**Presentation of MRN and LLM schemes priorities**

	Sub-national policy priorities		
Construction start dates	Improving urban travel	Improving north/south connectivity	Improving international connectivity
2020/21	MRN - A4174 Ring road capacity improvements	MRN - A350 Chippenham Bypass Improvements – Phases 4 & 5	
2021/22	MRN - A338 Wessex Fields Phase 2	MRN - A338 Southern Salisbury Improvements	MRN - A38 – Churchill Lights/ Bristol Airport/ Barrow Tanks upgrade
2022/23		MRN - A350 - M4 J17 Improvement  LLM - M5 Junction 9 and A46 (Ashchurch)	
2023/24		LLM - A350 Melksham Bypass	
2024/25	MRN - A4174 MOD Roundabout improvements		