

**Board Meeting  
Agenda**

**Wednesday 17<sup>th</sup> March 2021, 1400 to 1600.**

**Location: MS Teams Meeting**

1	<b>Welcome and apologies</b>	14:00-14.05
2	<b>Minutes and actions from the previous meeting</b> (See Appendix 1 below, p2.)	14.05-14.10
3	<b>Public Participation</b> <b>(Paper circulated separately to Board members – Appendix 2, p35)</b>  ○ Questions or Representations from Members of the public in line with the Board’s Public Participation Scheme.	14.10-14.25
4	<b>Updates from Associate Members</b> (verbal unless otherwise stated) ○ Peninsula ○ Transport & Business Forum Chair ○ Swindon Borough Council ○ DfT ○ Highways England ○ Network Rail	14.25-14.50
5	<b>WGSTB Programme</b> <b>Paper A (p.10) – Nuala Waters - WECA</b> Update on programme and request to approve the 2021/22 programme and funding request to DfT	14.50 -15.05
6	<b>Strategic Transport Plan 2025-2050</b> <b>Ben Watts – Gloucestershire County Council</b> Update on project (Slides to be presented at the Board meeting)	15.05-15.20
7	<b>Strategic Rail programme</b> <b>Paper B (p.19) – James White - WECA</b> Update on project and request to approve the 2021/22 programme and funding request to DfT	15.20-15.35
8	<b>Comms Update</b>	15.35-15.45

	<b>Paper C (p.30) – Priscilla Dibble – Sphere Marketing</b> Update and request to approve Comms Protocol	
9	<b>AOB</b>	

**Date of next meeting – Wednesday 23rd June 2021 – 1400-1600, Virtual Meeting.**

<b>Summary of Previous Meeting - Actions &amp; Decisions</b>	<b>Allocated to</b>	<b>Target Date:</b>	<b>Update</b>
MH to provide Network Rail update and SB to circulate this along with minutes	<b>MH/SB</b>	31/12/20	Completed
It was decided that Paper B, recommendation iii). be altered to “in consultation with the Chair & Vice Chair”.	<b>n/a</b>	16/12/20	Completed
Freight strategy’s omission in sub-regional plans to be amended in the draft/final document.	<b>BW</b>	06/01/21	Completed
Programme Team to consider financially sensitive information and confidentiality	<b>NW</b>	17/03/21	<b>Open – move to Pre-Meeting</b>
JW to ensure reference to “devolution deal” is removed/reworded in the final Rail report.	<b>JW</b>	17/03/21	Completed

**APPENDIX 1 - Full Draft Minutes & Actions of last meeting:**

## **MINUTES**

<b>Meeting</b>	<b>Date</b>	<b>Time</b>	<b>Location</b>
Shadow Partnership Board	Wednesday 16 <sup>th</sup> Dec 2020	14:00-16:00	MS Teams virtual meeting
<b>Attendance:</b>			
Present:	Cllr Bridget Wayman, Wiltshire Council (Chair) Cllr Ray Bryan, Dorset Council Cllr Stephen Reade, South Gloucestershire Council Cllr Nigel Moor, Gloucestershire County Council Cllr Joanna Wright, Bath and North East Somerset Council Cllr Mike Greene, Bournemouth, Christchurch & Poole Council Cllr Geoffrey Richardson, North Somerset Council Julian McLaughlin, Bournemouth, Christchurch & Poole Council Ewan Wilson, Bournemouth, Christchurch & Poole Council Andrew Davies, Bristol City Council Wayne Sayers, Dorset Council Ben Watts, Gloucestershire County Council Andy Whitehead, South Gloucestershire Council Arina Salhotra, Sphere Marketing Colin Medus, North Somerset Council David Carter, West of England Combined Authority Sarah Beatrice, West of England Combined Authority (minutes)		

	<p>Nuala Waters, West of England Combined Authority  Parvis Khansari, Wiltshire Council  Allan Creedy, Wiltshire Council  Kingsley Hampton, Wiltshire Council  Alice Darley, Highways England  David Glinos, Department for Transport  Jim Stewart, Chair of the Transport and Business Forum  Mike O’Dowd-Jones, Somerset Council / Peninsula Transport STB  Matt Haywood, Network Rail  Cllr Toby Savage, South Gloucestershire Council (representing WECA)  Peter Mann, West of England Combined Authority  Colin Chick, Gloucestershire County Council  David Trethewey, Bath &amp; North East Somerset  James White, West of England Combined Authority  Philip Martlew, Swindon Borough Council</p>
Apologies:	<p>Cllr James Tonkin, North Somerset Council  Emma Blackham, South Gloucestershire Council  Neil Butters, Bath &amp; North East Somerset</p>

Summary of Actions & Decisions	Allocated to	Target Date:	Update
MH to provide Network Rail update and SB to circulate this along with minutes	<b>MH/SB</b>	31/12/20	
It was decided that Paper B, recommendation iii). be altered to “in consultation with the Chair & Vice Chair”.	<b>n/a</b>	16/12/20	
Freight strategy’s omission in sub-regional plans to be amended in the draft/final document.	<b>BW</b>	06/01/21	
Programme Team to consider financially sensitive information and confidentiality	<b>NW</b>	17/03/21	
JW to ensure reference to “devolution deal” is removed/reworded in the final Rail report.	<b>JW</b>	17/03/21	

Item No	Notes / Actions
1.	<b>Welcome and apologies</b> - noted above
2.	<b>Minutes and actions from the previous meeting</b> – the Board approved the minutes and actions of the previous meeting.

Item No	Notes / Actions
3.	<p><b>Public Participation</b></p> <ul style="list-style-type: none"> <li>○ Questions or Representations from Members of the public in line with the Board’s Public Participation Scheme</li> </ul> <p>No public questions were received for the meeting.</p>
4.	<p><b>Updates from Associate Members</b> (verbal unless otherwise stated)</p> <ul style="list-style-type: none"> <li>○ Transport &amp; Business Forum Chair – Jim Stewart. Date of next Forum TBC expected early New Year, expected to be online. Update on the ports sector: Most port prepared for Brexit, work with local Resilience Forum. Amount of travel disruption dependant on whether or not a deal is done.</li> <li>○ Swindon Borough Council – new associate member. Philip Martlew thanked the STB for accepting Swindon’s inclusion as Associate Member and confirmed that the STB’s contacts are closely involved with England’s Economic Heartland STB.</li> <li>○ DfT – David Glinos. A note was circulated from DG before the meeting. STB funding - £425k has been confirmed for 2020-21, whilst spend expected to continue throughout 2021 calendar year. Funding beyond, from 2021-22 onwards is dependant on the recent one-year spending review. He was unable to confirm whether any funding will be available for STBs as this is a work-in-progress, expected to be concluded early 2021. Covid-19: regular liaison with LAs continues in respect of this, with EATF Tranche 2 funding recently announced, schemes to deliver over coming months. Rural strategy: DfT has a call for evidence, submissions by 16th Feb 21. NW confirmed that a response on the Rural Strategy is to be raised with the Senior Officer Group in early Jan as is in-hand.</li> <li>○ Highways England - Alice Darley. Scheme updates: A303 DCO positive decision in November. Remains a controversial decision and legal challenges are being mounted against this. Preliminary works and archaeological works expected to start late Spring 21. Expecting construction to start 22-23. She noted that WG STB put a letter of support in to the Planning Inspectorate. AD commented that HE await the DCO decision on the Sparkford to Ilchester submission on the A303 in early January, to update by the next Board meeting. M4 to Dorset Coast, strategic Study. HE to commence scoping study in January, to work with the STB on this, scoping expected to complete end March, main study to commence after. AD thanked officers for their engagement in the Route Strategy planning process. Hoping to launch this programme in March. Sequencing of this currently being considered. AC thanked AD for the defining corridor study, noting that progress on the route strategies is underway at pace and that the STB will be keen to be involved. Cllr Wayman suggested that we write a letter or support for the A303 Stonehenge scheme. The board discussed the legal challenges and decided to consider how best to give support offline.</li> <li>○ Peninsula STB – Mike O’Dowd-Jones: Funds received from the DfT, commissioning work programme and drafting a high-level strategy, technical work being commissioned over next 12-18 months, being a similar work programme to the WG. Also continuing conversations on cross-boundary issues, joined up with NR, progress good.</li> <li>○ Network Rail- Matt <b>Haywood</b> briefly discussed Covid-19 implications and what is expected in recovery, implications for future services and specification of services although freight has</li> </ul>

Item No	Notes / Actions
	<p>achieved a new prominence. He noted that we are moving away from franchising, with the DfT becoming more central in planning, providing opportunities. Strategic Studies in flight – Bristol-Birmingham, Bristol-Exeter and Dorset Connectivity. Expecting outputs in April '21. Looking at supporting growth and identifying improvements, noted that these 3 studies all align with the Western Gateway Rail Strategy. Approval for forward planning to be circulated. West of England Line study now completed and going through the decision-making process on the improvement suggested.</p> <p>It was noted that the Western Strategic Planning Team previously agreed to seek approval for its forward programme of strategic studies; MH to circulate this with a written update post-meeting. Decarbonisation – NR now translating the National Traction Decarbonisation Network Strategy into regional strategies that consider and factor in local to be shared across the region &amp; will circulate further info after the meeting –</p> <p><b>ACTION</b> – MH to provide Network Rail update and SB to circulate this along with minutes.</p> <ul style="list-style-type: none"> <li>○ <i>Additional to agenda:</i> STB Liaison Group Update:</li> </ul> <p>Allan Creedy noted the uncertainties that the CSR has brought about, for example MRN &amp; LRM schemes – DfT not in a position to give certainty on these. Decisions being made within the current funding envelope, awaiting future confirmation.</p> <p>He highlighted the dependence also on the awaited National Bus Strategy and in particular DfT's Transport Decarbonisation Plan, a key publication expected and delayed until Spring. For STB work certain aspects cannot be taken forwards until there is clear direction from DfT.</p> <p>Cllr Moore expressed gratitude for the information and noted that putting work on hold until the Spring might not be possible, as some work needs to progress.</p> <p>AC was in agreement, but also noted that certain work on planning and scenarios cannot progress until the guidance is published.</p>
5.	<p><b>Programme Overview: Update &amp; Forward Plan</b></p> <ul style="list-style-type: none"> <li>○ Delivery, Forward Plan, Resources &amp; Finance Paper Update</li> </ul> <p>Paper A - Nuala Waters – WECA</p> <p>NW noted the following areas of the work programme: Modelling, STP, Corridor Meetings, Carbon Audit and noted that the programme team is in regular discussions with DfT.</p> <p>NW requested that the Board note the request take forwards Option C of the resourcing plan, there being a need to increase resourcing level of Officers (from effectively 0.5 FTE at the current time to 2 x FTE) and it was confirmed that funding is to be directly tied to projects.</p> <p>The Board:</p> <ol style="list-style-type: none"> <li>i. Noted the update on delivery progress and overall programme.</li> <li>ii. Approved Option C of the resource plan and delegate the arrangements to the Programme team under the supervision of the Senior Officers Group.</li> <li>iii. Noted the financial update.</li> </ol>
6.	<p><b>Strategic Transport Plan (2020-25) for adoption</b></p> <ul style="list-style-type: none"> <li>○ Paper B &amp; Appendix A – Ben Watts – Gloucestershire County Council</li> </ul>

Item No	Notes / Actions
	<p>BW presented the updated Strategic Transport Plan and highlighted the below areas:</p> <ul style="list-style-type: none"> <li>• The need to keep pace with changing government policy. BW commented on the difficulty in striking a balance between international connectivity and decarbonisation and confirmed that there would be opportunity for councillors to comment again before publication should they be concerned that any comments had not been fully incorporated.</li> <li>• Schemes identified in the previous draft of the Plan – different modes have a dedicated section, gaps in outcomes have now been addressed and the work programme now reflects how these will be addressed with studies. The document’s structure is no longer focussed around urban areas (highways dominated) and a new dedicated section covers different modes. References to urban hubs and strategic corridors have been removed and referenced. Strategic Corridor Groups remain key to the long term plan and will commence in the New Year.</li> <li>• At the request of several stakeholders, the STP will be monitored and the programme reviewed throughout the Plan.</li> </ul> <p>Cllr Moore – welcomed rural mobility’s inclusion, challenges to which have become more apparent over the course of the pandemic.</p> <p>Cllr Savage – echoed Cllr Moore’s comments on the strategic challenge of rural mobility to address, considering that the document strikes a better balance between decarbonisation &amp; economic growth. Accepting schemes without current funding commitments through RIS2 are not referenced in the short-term plan, he felt it was important to lobby for those to be included in RIS3, keeping sight of long term aims.</p> <p>BW – noted that HE will be a member of the SCGs, and that it is intended for the outputs from the strategies to be considered in RIS3.</p> <p>Cllr Wayman commented that Freight Strategy should be included in the sub-regional plans. BW agreed that this is an omission and is to be amended.</p> <p><b>ACTION</b> – It was decided that Paper B, recommendation iii). be altered to “in consultation with the Chair &amp; Vice Chair”.</p> <p><b>ACTION</b> – Freight strategy’s omission in sub-regional plans to be amended in the draft/final document.</p> <p>The Board:</p> <ol style="list-style-type: none"> <li>Approved the Strategic Transport Plan (2020-2025) included in Appendix A</li> <li>Delegated authority to Senior Officers in consultation with the Chair &amp; <b>Vice Chair</b> to action any non-material changes requested by the Board</li> <li>Delegated authority to the Programme Management Team to undertake the final design work required before publishing the plan, <b>subject the approval of the Chair &amp; Vice Chair</b></li> <li>Approved publication on the Western Gateway’s website</li> </ol>
7.	<p><b>Strategic Modelling Review - Update and delegation of authority to progress</b></p> <ul style="list-style-type: none"> <li>○ Paper C (p.19) &amp; Appendix A – Ewan Wilson - BCP Council</li> </ul> <p>EW - The study, agreed at June’s meeting, has been procured for £17k and appended to the report; it includes a review of all available options.</p>

Item No	Notes / Actions
	<p>EW highlighted the importance of a 3<sup>rd</sup> party study and the recommendations. He explained the main challenges and risks of using the recommended HE model and requested a steer on the view of Members regarding using either the 2019 or 2015 model data given that the 2019 model is not yet available and the impact of the pandemic on modelling. DG stated that the DfT is very willing to work with the STB and was not able to advise what year's model would be appropriate. The Board discussed the cost of the contract. NW confirmed the processes in place to controls costs which included engaging with the DfT and WECA's procurement team and regular reporting to SOG and the Board. Cllr Wayman suggested the option of a separate meeting to protect some sensitive financial information.</p> <p><b>ACTION</b> for the Programme Team to consider financially sensitive information and confidentiality. Cllr Richardson asked for confirmation on the timescales of the modelling project. EW responded that this is somewhat dependent on the output of the Corridor Groups. Cllr Reade – raised concern over the risks of the age of the data if 2015 model is used, he also noted that this is a strategic model for strategic purposes and LAs will have their own models. Encouraged that work is with the LAs and using the most up to date info as soon as is possible. EW inevitable the most recent data is superior, but if delivery of it slips in to 2022, this has impacts on the delivery of the long term strategic plan.</p> <p>The Board:</p> <ol style="list-style-type: none"> <li>i. Approved the Strategic Modelling Study included in Appendix A</li> <li>ii. Delegated authority to Programme Management Team and Senior Officers in consultation with the Chair to proceed with the preferred modelling approach following consultation with Department for Transport</li> <li>iii. Delegated authority to the Programme Management Team to undertake any procurement of technical tools to inform the long term Strategic Transport Plan.</li> <li>iv. Approved publication of the study on the Western Gateway's website</li> </ol>
8	<p><b>Taking the Western Gateway Rail Strategy Forward</b></p> <ul style="list-style-type: none"> <li>o Paper D (p.25) – James White – WECA</li> </ul> <p>JW – The WG Rail Strategy focus is around 4 route maps for delivery areas around strategy, infrastructure, access to the rail network and operational solutions. The recommendation was to set up 5 task forces to deliver these. The Rail Officer Group (ROG) has been considering how to lead on these. Considerable resource would be required to set up and run all 5 task forces at once. Therefore, ROG recommends prioritising task forces WG is best placed to take forward – Access to Rail, Digital Solutions, Strategic Planning, Stations.</p> <p>The remaining two - Freight, Future Ready &amp; Resilience should be led on by the rail industry with WG feeding into this.</p> <p>DG – queried paragraphs 1.4 “devolution deal” &amp; 3.1 provisionally allocated funding 2021-22 &amp; 22-23.</p> <p>JW commented that the devolution reference made in the Rail Strategy was anticipatory and could be re-worded and noted that the future funding in para. 3.1 is caveated with “subject to confirmation”.</p> <p><b>ACTION</b> – JW to ensure reference to “devolution deal” is removed/reworded in the final report.</p>

Item No	Notes / Actions
	<p>Cllr Richardson asked when group would be established and timetable. He noted that consideration should be made for those without digital access under digital solutions.</p> <p>JW responded that task forces are to start early next year and he anticipated bringing progress reports back to each Board meeting. He agreed with Cllr Richardson that it will be important to allow for those who do not have access to digital means in stations/on trains.</p> <p>Cllr Reade queried the recommendation of setting up all 5 task forces, but that 2 may be left to others.</p> <p>JW expected progress on all 5 in the future but focus needs to be initially on those that can be progressed.</p> <p>NW stressed that activities need to be programmed in detail and are limited by the funding and resources available. Economies of scale to be sought with member authorities and rail officers. Regular updates on the work programme to be provided more than quarterly.</p> <p>Matt Hayward noted the ambition of strategy cannot be underestimated. There will be external organisations needing to be involved in all task forces. He stated NR's preference to use existing forums wherever possible, any opportunities to use scale economies should be considered.</p> <p>Additional recommendation – report back to the Board regularly on the strands under investigation</p> <p>The Board:</p> <ol style="list-style-type: none"> <li>i. Approved the setting up and prioritising of task forces for taking the Western Gateway Rail Strategy forward.</li> <li>ii. Delegated authority to the Senior Officers Group to set up and lead (where required) the prioritised task forces and confirm the programme, resources and activities required for taking forward the Rail Strategy.</li> <li>iii. Approved the Rail Officer Group continuing to represent the Western Gateway at the CMSP study working groups.</li> <li>iv. (additional) <b>Decided and approved the Programme Team will report back to the Board on a monthly basis on the work programme.</b></li> </ol>
9	<p><b>Discuss and confirm Secretariat for 2021-22</b></p> <ul style="list-style-type: none"> <li>○ N.B. The West of England Combined Authority is the current Secretariat.</li> </ul> <p>PJM - WECA offered to take this forward next year.</p> <p>It was agreed that WECA will continue to be the accountable body as Secretariat, to be reviewed next year.</p>
10	<p><b>Any other business</b></p> <ul style="list-style-type: none"> <li>○ Voting of STB Chair/Vice Chair. Raised by Cllr Wayman.</li> </ul>



Item No	Notes / Actions
	<p>Cllr Wayman raised the subject of upcoming local government elections in May '21. The STB would usually select and vote on the Chair/Vice Chair each March. Cllr Wayman proposed continuing as Chair beyond March, with the opportunity to vote on Chair &amp; Vice Chair positions at the June '21 Board meeting.</p> <p>Cllr Richardson asked whether the STB was affected by “purdah” (pre-election period). DC confirmed that this affects the STB within normal rules, which Democratic Services Officers can advise on, so members should be aware of this.</p> <p>The Board:</p> <p>Voted on the motion for Cllr Wayman continue as Chair and Cllr Moor as Vice-Chair until June 21. The motion was passed unanimously by all Members present.</p>
<p><b>Date of Next Meeting: Date of next meeting – Wednesday 17<sup>th</sup> March 2021 – 1400-1600, Virtual Meeting.</b></p>	

### Recording and Broadcasting Information

Wiltshire Council may record this meeting for live and/or subsequent broadcast on the Council’s website at <http://www.wiltshire.public-i.tv>. At the start of the meeting, the Chairman will confirm if all or part of the meeting is being recorded. The images and sound recordings may also be used for training purposes within the Council.

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and/or training purposes.

The meeting may also be recorded by the press or members of the public.

Any person or organisation choosing to film, record or broadcast any meeting of the Council, its Cabinet or committees is responsible for any claims or other liability resulting from them so doing and by choosing to film, record or broadcast proceedings they accept that they are required to indemnify the Council, its members and officers in relation to any such claims or liabilities.

Details of the Council’s Guidance on the Recording and Webcasting of Meetings is available on request. Wiltshire Council privacy policy can be found [here](#).

## PAPER A:

### Western Gateway Sub-national Transport Body

#### Board Meeting

#### Paper A

Date **17<sup>th</sup> March 2021**

Title of report: **2020/21 Work Programme and Financial update**

Purpose of report: **To provide an update on work programme and budget position of Western Gateway Sub-National Transport Body.**

#### Recommendations:

The members of the Board are recommended to:

- I. Note the update on delivery progress and overall programme.
- II. Agree to delegate any amendments to scope to the Senior Officers Group based on the outcomes of discussions with National STB group and following the publication of the Department of Transport's Decarbonisation, Rural Mobility and National Bus & Coach Recovery Plans.
- III. Ratify the 2021/22 forward plan and approve the STB's request to draw down 2021/22 funds from the Department of Transport for these projects.
- IV. Note the financial update.

#### Introduction

- 1.1 This report contains an update on project progress, including requests for decisions on the 2021/22 forward plan.
- 1.2 This report contains an update on the Western Gateway STB's financial position.

## Work Programme

1.3 To date the STB Programme team have delivered:

Delivered by	Project	Status
2019/20	Story of Place - Regional Evidence Base	Completed
	Economic Connectivity Study	Completed
	Major Road Network and Large Local Major scheme submission	Completed
	Sub-National Rail Strategy – Phase 1	Completed
2020/21	Port Access Study	Completed
	Sub-national Rail Strategy – Phase 2	Completed
	Draft Strategic Transport Plan (2020-2025)	Completed
	Strategic Modelling Review Study	Completed

1.4 The current work programme is stated below:

Delivered in 2021/22	
Project	Outcome
Strategic Model	Strategic modelling capability to provide evidence base
Strategic Transport Plan 2025-2050 Phase 1 Baseline and Scenario Plan	A report describing a clear narrative for the corridor and recommendations for 2 of the future year scenario options to take forward for the Stage 2 Technical Assessment including phasing on schemes / initiatives for modelling. In addition, the do minimum scenario will be included to provide a base case to describe the impact of the scenarios during the technical assessment.
Strategic Transport Plan 2025-2050 Phase 2 Technical Assessment	A technical report outlining the methodology used to undertake the assessment. The report will also appraise the impact of each scenario for each forecast year – this should include a technical assessment against the social / economic / environmental criteria agreed within the methodology report
Strategic Transport Carbon Audit	Carbon baseline, scenario and forecasting tool
Freight Strategy	Freight Strategy that will be used to champion and support investment in schemes that ensure strategic freight movements are optimised and aligned with objectives of the wider long term STP with a proposed programme for investment
Rural Mobility	An understanding of the challenges faced by rural areas and opportunities for measures that facilitate decarbonisation without disadvantaging rural communities. Provide a supporting document and evidence base for the longer term STP with a proposed programme for investment
Alternative Fuels Vehicle Strategy	Focussed on Private and Passenger transport only Two phases – 1 – Working with National STB and DfT on policy/working groups - TBC 2 – List of initiatives to prioritise for delivery
Strategic Rail implementation	Proposed in Rail Paper

Delivered in 2021/22	
Project	Outcome
Strategic Bus and Coach Strategy	Building on the publication of the National Bus Strategy (expected Easter 2021), will identify the regional strategy for bus as a key mode in the regional WG context.
Delivered by 2022/23	
Strategic Transport Plan Horizon 2025-2050 – Phase 3 Strategy	Longer term Strategic Transport Plan to 2050
Rail Strategy implementation	To be agreed

### 1.5 Schemes in delivery - progress update:

- **Strategic Model**
  - Following discussions with the Department for Transport the Senior Officers Group have approved the use of the Highways England 2015 Regional Model.
  - Approval given with the caveat that we will conduct a sense check review against the 2019 model when it is produced.
  - ETA on the 2019 Highways England model September/October 2021. WSP have been awarded the commission. Project kick off is due to happen in mid/late March.
- **Strategic Transport plan 2025-2050**
  - Delivery of the Strategic Transport longer term horizon plan is in three stages for each of the four corridors
    - Stage 1 baseline and scenario planning – including decarbonisation scenario planning. Delivery underway due for completion in September 2021.
    - Stage 2 – technical assessment of scenarios – this is linked to the strategic modelling capability project. Due to commence 21/22 and completed March 2022.
    - Stage 3 – production of the strategies for each corridor – this stage will include public consultation. Delivery in 22/23.
  - Progress to date:
    - Strategic Corridor Group inaugural meetings were held on the 18<sup>th</sup> and 19<sup>th</sup> of January. Following this, discussions are underway with Highways England to explore options for collaborative working with their Dorset to South Coast study.
    - Procurement is underway, with proposals due back from the consultancy framework 12/03.
    - Baseline information - data request for supporting travel data and planned growth from adopted local plans been requested from Officers due by mid-March.
    - Discussions on the process for developing the future year scenarios is underway with Technical Officers.
  - Next Steps:
    - Award contract to consultancy team by the end of March.
    - Hold a scenario workshop with Senior Officers in April to validate the underpinning assumptions to be used for the STP.
    - Draft consultation strategy to be approved by the Board in June.

- Plan for July workshops with the Board and Transport & Business Forum in July.
    - Tender for Phase 2 Technical Assessment project.
  - **Carbon Audit Project**
    - Progress to date:
      - The project brief has taken longer than programmed to complete, now due for award in March. Discussions were held with the Department of Transport to ensure no abortive work was conducted, pending the publication of the Departments Transport Decarbonisation Plan.
      - The Programme team have agreed a revised scope with Senior Officers based on a comprehensive 'bottom up' baseline assessment of transport carbon emissions in the WGSTB area.
      - The comprehensive baseline will be used in the next stage to develop a carbon forecast tool based on the Midlands Connect approach that allows the data to be 'sliced and diced' to take into consideration different future scenarios – this will be delivered in collaboration with the West of England's Combined Authority's decarbonisation project to enable efficiencies. The model will be available for use by our members.
    - Next steps:
      - Award carbon baseline contract to WSP through a direct award.
      - Hold a project kick off meeting with Technical Officers.
      - Commence obtaining data and including model data from members.
  - **Rail Strategy Phase 2 Implementation** – work is underway to phase the Rail Programme. Details on the proposed programme are outlined in Paper B.

## 1.6 Schemes pending commissioning:

- **Strategic Rail Programme:**
  - Progress to date:
    - Revised programme outlined in Paper B.
- **Alternative Fuels**
  - Progress to date:
    - Project has slipped due to resource issues, revised start date to be agreed, pending resource coming on board in April.
    - Midlands Connect have proposed broadening their current Freight Alternative Fuels study, not including implementation, to other STBs. This has been raised with our Senior Officers Group to understand what benefits would be obtained for members and how this project might be put into practical use.
    - Midlands Connect study conducts analysis of existing freight routes and travel patterns in partnership with Skanska to produce a list of potential sites for hydrogen and electric vehicle charging points. This would provide members with a ready-made template for exploring alternative fuels without duplicating existing work and save costs for the STB. Officers believe that this will provide a good starting point for the project. The estimated cost to the STB is approximately £18k; this needs to be agreed with Midlands Connect.
    - Midlands Connect are working with their Local Authorities members and businesses on how this study could be

implemented. The project implementation involves working with their Local Authority Members to help shortlist sites and to agree potential trials and pilot locations with freight operators.

- Next Steps:
  - Appoint a project lead and agree scope for the project.
  - Senior Officers confirm agreement or not to proceed with the Midlands Connect Alternative Fuels study.
  - Hold a discussion with technical officers to understand and build on existing members' work.
- **Strategic Cycle Routes**
  - Progress to date:
    - Initial discussion held with Sustrans to explore joint working on this project.
  - Next Steps:
    - Appoint a project lead.
    - Agree procurement route.
    - Gather intel on what existing work is happening on Walking & Cycling, Active Travel and E-bikes, E-scooters with our members.
    - Set up workshop in May to inform the project brief.
- **Freight**
  - Progress to date:
    - Project delayed due to resourcing issues.
    - Project lead now agreed.
  - Next Steps:
    - Review existing literature – Port Access Study, Peninsula freight methodology project, work being conducted at a National STB level (being led by Transport for the South East), Highways England Freight project, Network Rail freight works.
    - Gather intel on what existing work with our members.
    - Set up workshop to inform project brief with stakeholders.
    - Review Rail Freight strategy with Rail Officer Group to understand what could be included in an overall Freight project.
    - Agree brief with SOG
- **Strategic Bus & Coach Strategy**
  - Project not due to start until April 2021, pending publication of the Department of Transport's National Bus and Coach Recovery Strategy.
  - Once this is published the programme team will need to understand any potential overlaps in scope with the Rural Mobility strategy so that a sensible package of works can be commissioned on this project.
- **Rural Mobility**
  - Project not due to start until April.
  - Pending discussion with the Department of Transport on their recent call for evidence and consultation on Rural Mobility. The programme team need to ensure that no abortive work is conducted.
  - In addition, there are potential outcomes from the Decarbonisation and Bus and Coach strategies that would need to be considered as part of this project.

#### **Recommendations:**

The members of the Board are recommended to:

- I. Note the update on delivery progress and overall programme.
- II. Agree to delegate any amendments to scope to the Senior Officers Group based on the outcomes of discussions with National STB group and following the

publication of the Department of Transport's Decarbonisation, Rural Mobility and National Bus & Coach Recovery Plans.

- III. Ratify the 2021/22 forward plan and approve the STB's request to draw down 2021/22 funds from the Department of Transport for these projects.

## 2020/21 Financial Year

- I.7 Spend forecasts for projects are based on estimates and are subject to change depending on the scope agreed with the DfT, Senior Officers Group and Board; also, subsequent negotiations with supply chain.
- I.8 Risk provision is being held pending procurement of services for projects.

**Table A – YTD 2020/21 position**

<b>INCOME</b>	<b>Budget</b>	<b>Actual</b>	<b>Remaining Forecast</b>	<b>Total Outturn</b>	<b>Variance Budget - Outturn</b>	<b>Notes</b>
Local Authority income	£180,000	£180,000		£180,000	£0	
2020/21 underspend	£42,763	£42,763		£42,763	£0	
DfT Grant	£425,000	£425,000		£425,000	£0	
<b>Total</b>	<b>£647,763</b>	<b>£647,763</b>	<b>£0</b>	<b>£647,763</b>	<b>£0</b>	
<b>EXPENDITURE</b>	<b>Budget</b>	<b>Actual</b>	<b>Remaining Forecast</b>	<b>Total Outturn</b>	<b>Variance Budget - Outturn</b>	<b>Notes</b>
<b>WGSTB funded Projects</b>	<b>£110,718</b>	<b>£87,914</b>	<b>£42,346</b>	<b>£130,260</b>	<b>£19,542</b>	
Rail Strategy Phase 2	£57,250	£57,250		£57,250	£0	Completed
Strategic Modelling Review	£17,584	£17,584		£17,584	£0	Completed
Short Term Strategic Transport	£20,884	£13,080	£3,388	£16,468	£-4,416	Completed
Strategic Model - 2 funding sources	£15,000			£0	£-15,000	Proposal received
Carbon Audit – 2 funding sources			£38,958	£38,958	£38,958	Proposal received
<b>DfT Funded Projects</b>	<b>£425,000</b>	<b>£0</b>	<b>£425,000</b>	<b>£425,000</b>	<b>£0</b>	
Carbon Audit – 2 funding sources	£20,000		£25,042	£25,042	£5,042	Proposal received
STP Phase 1	£120,000		£120,000	£120,000	£0	Proposal pending
Strategic Model - 2 funding sources	£145,000		£139,958	£139,958	£-5,042	Proposal received
Alternative Fuels	£80,000		£80,000	£80,000	£0	Slippage into 21/22
Freight	£60,000		£60,000	£60,000	£0	Slippage into 21/22
<b>Sub-total projects</b>	<b>£535,718</b>	<b>£87,914</b>	<b>£467,346</b>	<b>£555,260</b>	<b>£19,542</b>	
<b>STB General Costs</b>	<b>£117,709</b>	<b>£85,455</b>	<b>£12,583</b>	<b>£98,039</b>	<b>£-19,670</b>	
Programme Team	£80,000	£63,451		£73,515	£-6,485	
Communication Support	£25,000	£13,054		£15,574	£-9,426	Pending final invoices
Website	£8,950	£8,950		£8,950	£0	Run cost
Expenses/Licences/IT/Legal	£2,000			£0	£-2,000	
Transport & Business Forum	£1,759			£0	£-1,759	Picked up by programme team
<b>Total Expenditure</b>	<b>£653,427</b>	<b>£173,369</b>	<b>£479,929</b>	<b>£653,298</b>	<b>£-129</b>	



- I.9 Spend forecasts for projects are based on estimates and are subject to change depending on the scope agreed with the DfT, Senior Officers Group and Board; also, subsequent negotiations with supply chain.
- I.10 Risk provision is being held pending procurement of services for projects.

**Table B – Forecast for 2021/22**

<b>INCOME</b>	<b>Budget</b>	<b>Actual</b>	<b>Remaining Forecast</b>	<b>Total Outturn</b>	<b>Variance Budget - Outturn</b>
Local Authority income	£180,000	£0	£180,000	£180,000	£0
DfT Grant	£425,000	£0	£425,000	£425,000	£0
<b>Total</b>	<b>£605,000</b>	<b>£0</b>	<b>£605,000</b>	<b>£605,000</b>	<b>£0</b>

<b>DfT Funded Projects</b>	<b>£425,000</b>	<b>£0</b>	<b>£425,000</b>	<b>£425,000</b>	<b>£0</b>
Rail Strategy	£65,000		£65,000	£65,000	£0
STP Phase 2 - Technical Assessment	£140,000		£140,000	£140,000	£0
Strategic Cycle project	£60,000		£60,000	£60,000	£0
Bus and Coach project	£60,000		£60,000	£60,000	£0
Rural Mobility	£100,000		£100,000	£100,000	£0
<b>Sub-total projects</b>	<b>£425,000</b>	<b>£0</b>	<b>£425,000</b>	<b>£425,000</b>	<b>£0</b>

STB General Costs	<b>£159,000</b>	<b>£0</b>	<b>£159,000</b>	<b>£159,000</b>	<b>£0</b>
Programme Management	£130,000		£130,000	£130,000	£0
Communication Support	£25,000		£25,000	£25,000	£0
Expenses/Licences/IT/Legal	£4,000		£4,000	£4,000	£0
Transport & Business Forum	£0			£0	£0
<b>Risk Contingency</b>	<b>£21,000</b>	<b>£0</b>	<b>£21,000</b>	<b>£21,000</b>	<b>£0</b>
Unallocated	£21,000		£21,000	£21,000	£0
<b>Total Expenditure</b>	<b>£605,000</b>	<b>£0</b>	<b>£605,000</b>	<b>£605,000</b>	<b>£0</b>

**Recommendations:**

The members of the Board are recommended to:

- IV. Note the financial update.

## **Consultation, communication and engagement**

- 2.1 This update has been discussed by the Programme Management Team and approved by Senior Officer Group.

## **Equalities Implications**

- 3.1 No adverse impact on any protected groups.

## **Legal considerations**

- 4.1 The Western Gateway STB remains an informal non-statutory partnership.

## **Financial considerations**

- 5.1 The budget considerations are set out in this report.

## **Conclusion**

- 6.1 The Board is recommended to note both the emerging work programme and YTD budget allocation for 2021/22.

## **Contact Officer**

Nuala Waters, Programme Manager (Western Gateway Sub-National Transport Body)

Nuala Waters [nuala.waters@Westofengland-CA.gov.uk](mailto:nuala.waters@Westofengland-CA.gov.uk)

## PAPER B, Appendices 1 & 2:

### Western Gateway Sub-national Transport Body

#### Board Meeting

#### Paper B

Date **17 March 2021**

Title of report: **Western Gateway Rail Strategy update**

Purpose of report: **To update the Board on progress towards establishing the task forces prioritised at the Board meeting on 16 December 2020 and provide an outline programme for going forward.**

#### Recommendations:

The Board is recommended to:

- i. Agree the 2021/22 prioritised programme and resources for the Stations & Access to Rail and Digital Solutions rail task forces.

## Introduction

- 1.1 The Western Gateway Shadow Sub-National Transport Body (SSTB) Partnership Board meeting of 19 June 2019 agreed to produce an area wide rail strategy. WSP consultants were commissioned to undertake the work. The final Rail Strategy was adopted by the Partnership Board on 16 September 2020.
- 1.2 The Rail Strategy recommended establishing five cross rail industry task forces to deliver the Strategy's conditional outputs for: Strategic planning, Digital Solutions, Station & Access to Rail, Freight and Future Ready & Resilience. At the 16 December 2020 Partnership Board meeting it was agreed that in taking the Rail Strategy forward the priority should be to focus on the Stations & Access to Rail, Digital Solutions and Strategic planning task forces. This report sets out progress to date on setting up the task forces with a draft programme for delivery. Future updates on the task forces will be reported to every Partnership Board meeting.
- 1.3 The Peninsula STB is commissioning a rail strategy and the potential for joint working on some aspects will be explored.

## Stations & Access to Rail task force

2.1 The key areas of work identified for 2021/22 to 2022/23 for this task force are:

- Extend the West of England Combined Authority (WECA) station audit approach to all stations in the Western Gateway area and set out a prioritised programme of improvements. Rail Officer Group to provide local knowledge and adapt the audit approach accordingly and identify which stations could be audited locally.
- Review appropriateness of car parking provision and targets for stations across the Western Gateway area. Rail Officer Group to lead on this.
- Establish a new approach to station travel plans and set out a rolling programme for implementation.
- Set up a modal integration working group within the Task Force to identify priority stations/opportunities for bus/rail/cycle/walking integration.
- Produce a guidance framework to provide a consistent approach and assist local authorities in ensuring their Local Plans promote rail access.
- Extend the WECA Future Transport Zone mobility hub approach to all stations in the WG area and set out a prioritised programme for investment.

2.2 To maximise the benefits of existing work on station enhancements and mobility hubs, providing economies of scale and avoiding unnecessary duplication it is proposed to use the WECA approach, adapted as required, as the template for the rest of the Western Gateway area.

2.3 A full summary of the actions, resources and programme timescales can be found in Appendix One.

### **Digital Solutions task force**

3.1 The key areas of work identified for this task force are:

- Review all existing bus and rail ticket schemes including GWR's PAYG and interfaces across the Western Gateway area
- Rail interfaces engagement linked to Future Transport Zones and GWR PAYG delivery
- Extend the WECA proposals for integrated ticketing and governance to the WG area alongside GWR PAYG.
- Review all existing wayfinding and journey planning apps
- Extend the WECA Future Transport Zone proposals for Mobility as a Service (MaaS) to WG area
- Develop Integrated Fares and Ticketing and Journey Planning and Wayfinding strategy and delivery plans across all modes
- Implement trial schemes
- Identify opportunities for simpler and more flexible fare structures including season tickets and carnets building on GWR's Pay As You Go (PAYG)
- Produce new standards for seating, tables and wifi to improve on board productivity to maximise the use of available time

- 3.2 As with the Stations & Access to Rail task force to maximise the benefits of existing work on integrated ticketing, providing economies of scale and avoiding unnecessary duplication it is proposed to use the WECA approach, adapted as required, as the template for the rest of the Western Gateway area. It should be noted that the rail industry will be expected to lead on actions around fares and on board productivity.
- 3.3 A full summary of the actions, resources and programme can be found in Appendix Two.

### Strategic Planning

- 4.1 With the various Network Rail Continuous Modular Strategic Planning/Strategic Rail studies still under preparation or about to start it is proposed to pause setting up this task force until later in 2021/22.

### Programme, priorities and resources

- 5.1 Funding is provisionally allocated for 2021/22 and 2022/23 for developing the Rail Strategy. This is Department for Transport (DfT) funding and is subject to confirmation and agreement by the Partnership Board. As indicated in Appendix One and Two sections resource is required for the task forces for the development of business cases, officer time and management, consultant technical support and administrative support.
- 5.2 Given that DfT funding is still to be confirmed and is unlikely to provide sufficient resource to support all the activities listed in Appendix One and Two it is proposed to prioritise actions for 2021/22 as set out below in Table One.

**Table One: Priorities for 2021/22**

Priority Action for 2021/22	Resource required for 2021/22
<b>Stations &amp; Access to Rail</b>	
Extend the WECA station audit approach to all stations in the Western Gateway area and set out a prioritised programme of improvements.	£60,000 for consultant technical support Rail Officer Group to provide local input
Review appropriateness of car parking provision and targets for stations across the Western Gateway area.	Rail Officer Group to undertake in house
Set up modal integration working group	Rail Officer Group to undertake in house
<b>Digital solutions</b>	
Review all existing bus and rail ticket schemes including GWR's PAYG and interfaces across the Western Gateway area	WECA and LA officers and Rail Officer Group to undertake in house

Rail interfaces engagement linked to Future Transport Zones and GWR PAYG delivery	WECA to lead with input from LA officers
No other actions for 2021/22 proposed pending funding becoming available.	

5.3 The full programme 2021/22 to 2023/24 and the resources required is shown below in Table Two.

**Table Two: Rail Strategy Task Force programme 2021/22 to 2023/24**

Date	Action	Budget*
2021/22		
April 2021	First meeting of Stations & Access to Rail task force and every two months from then on	
May 2021	Consultants appointed to undertake station audit, advise on prioritised programme, produce the business case and draw up new approach to station travel plans with a programme for implementation.	£60,000
May 2021	First meeting of Digital solutions task force and every two months from then on	
Oct 2021	Review of the appropriateness of car parking provision and targets completed	In house
Oct 2021	Review all existing bus and rail ticket schemes including GWR's PAYG and interfaces across the WG area	In house
Dec 2021	Rail interfaces engagement linked to Future Transport Zones and GWR PAYG delivery	In house
Jan 2022	Consultants station audit report produced	
Jan 2022	Set up a working group within the Task Force to identify priority stations/opportunities for bus/rail/cycle/ walking integration.	
	Sub total	£60,000
2022/23		
April 2022	Consultant appointed to undertake regional catchment gap analysis to identify a priority programme for stations to focus on.	£20,000
April 2022	Appoint consultants to produce a business case for promoting/ supporting better modal integration. Sept 2022 consultants business case	£20,000
June 2022	Consultants business case and prioritised programme for station improvements produced	£20,000
Sept 2022	New approach to travel plans and prioritised programme produced	
Sept 2022	Gap analysis report completed	
Sept 2022	Consultants business case for promoting/ supporting better modal integration completed	
April 2022	Consultants appointed for:	£150,000

	<ul style="list-style-type: none"> <li>• Extending the WECA proposals for integrated ticketing and governance to the WG area alongside GWR PAYG.</li> <li>• Review all existing wayfinding and journey planning apps</li> <li>• Extending the WECA Future Transport Zone proposals for Mobility as a Service (MaaS) to WG area</li> <li>• Developing Integrated Fares and Ticketing and Journey Planning and Wayfinding strategy and delivery plans across all modes</li> </ul>	
April 2022	Consultants appointed to produce a guidance framework to provide a consistent approach and assist local authorities in ensuring their Local Plans promote rail access	£20,000
Oct 2022	Consultants guidance framework completed	
Jan 2023	Consultants report on integrated ticketing, wayfinding and MaaS proposals completed	
	Sub total	£230,000
2023/24		
	Trials of integrated ticketing and wayfinding/journey planning schemes	Tbc
June 2023	Consultants appointed for extending the WECA Future Transport Zone mobility hub approach to all stations in the WG area and produce a business case for investment.	£60,000
January 2024	Consultants report on mobility hubs completed	
	Sub total	£60,000
To be determined		
	Fares influence - identify opportunities for simpler and more flexible fare structures including season tickets and carnets building on GWR's PAYG	
	On board productivity - Produce new standards for seating, tables and wifi to improve on board productivity to maximise the use of available time	
	Total	£350,000

\* Budget to be confirmed

5.4 Should more DfT or other sources of funding become available actions can be brought forward from 2022/23 into 2021/22 and from 2023/24 into 2022/23.

### Freight and Future Ready & Resilience update

6.1 For the Freight and Future Ready and Resilient task forces wider industry and government work, for example Network Rail's Traction Decarbonisation Plan and the Department for Transport's Decarbonisation and Freight Strategies, mean it will be more appropriate for other organisations to lead. Freight, however, is a key part of the long term Strategic Transport Plan and the Strategic Partnership Groups for each of the four corridors. As a multi modal approach is being taken it is proposed that rail freight is picked up here. A brief for developing work on freight across all modes is under preparation.

Additionally, proposed WECA development work on rail freight terminals could form the template for the wider Western Gateway area. Opportunities to link in with the Peninsula freight strategy work will be explored. In the light of all the above the need for a separate rail freight task force will be kept under review.

## Risks

7.1 Key risks are identified in Table Three below.

Table Three: Key Rail Strategy task force risks

Risk	RAG rating	Mitigation	Mitigated RAG rating
Unable to reach agreement on task force priorities	Red	Partnership Board and Senior Officer to resolve issues	Yellow
Uncertainty over the future structure of the rail industry.	Yellow	Task forces will need to take a flexible approach. Extend timescale and revise priorities if required.	Green
Coronavirus will impact on all timescales and recovery plans mean there are other rail industry priorities	Red	Extend timescales for task force actions and revise priorities.	Yellow
Funding is unavailable for all the task force actions.	Red	Revised prioritised programme is produced.	Yellow

## Consultation, communication and engagement

- 8.1 The Rail Officer Group has been re-established with officers drawn from the all the Western Gateway local authorities. It now meets monthly. The Senior Officer Group has been consulted on this report.
- 8.2 Public participation in the work of the task forces will provide useful local insights and promote awareness of proposals and the wider Rail Strategy. An engagement plan will be drawn up.

## Equalities Implications

- 9.1 No adverse impact on any protected groups.

## Legal considerations

- 10.1 The Western Gateway STB remains an informal non-statutory partnership.

## Financial considerations

- 11.1 For 2021/22 a budget of £60,000 is proposed subject to Board agreement and the DfT providing funding.



## **Conclusion**

12.1 The Partnership Board is asked to agree the 2021/22 prioritised programme for the Stations & Access to Rail and Digital Solutions rail task forces.

## **Appendices**

Appendix One: Stations & Access to Rail task force summary sheet

Appendix Two: Digital Solutions task force summary sheet

## **Contact Officer**

James White, Principal Transport Officer (West of England Combined Authority)

[james.white@westofengland-ca.gov.uk](mailto:james.white@westofengland-ca.gov.uk)

**Appendix One**  
**Western Gateway Rail Strategy**  
**Task Force: Stations and Access to Rail summary sheet**

**Action Plan table**

<b>Conditional output</b>	<b>Action required</b>	<b>Project manager and resources</b>	<b>Consultant technical support</b>	<b>Programme</b>
M1 Station access M6 Accessibility	1) Extend the WECA station audit approach to all stations in the WG area. Build on other existing work with Rail Officer Group input. 2) Review appropriateness of car parking provision and targets. 3) Produce a prioritised programme based on the audit and a business case for investment 4) Establish a new approach to station travel plans and set out a rolling programme for implementation.	LA lead required  Rail Officer Group to lead on 2) parking review  Rail Officer Group to provide local knowledge  £60k 2021/22 and £20k 2022/23 for consultant support for 1), 3) and 4).	<ul style="list-style-type: none"> <li>• Consultant to undertake station audit.</li> <li>• Consultant to advise on prioritised programme.</li> <li>• Consultant to produce the business case.</li> <li>• Consultant to draw up new approach to station travel plans.</li> </ul>	May 2021 Appoint consultants  Oct 21 parking review completed  Jan 2022 Consultants station audit report  June 2022 consultants business case and prioritised programme  Sept 2022 new approach to travel plans and programme produced
M2 Modal integration	5) Set up a working group within the Task Force to identify priority stations/opportunities for bus/rail/cycle/walking integration. 6) Produce a business case for promoting/supporting better modal integration.	Rail Officer Group to lead  £20k 2022/23 for consultant support for 6)	<ul style="list-style-type: none"> <li>• Consultant to produce a business case for priority stations</li> </ul>	Jan 2022 set up working group  April 2022 appoint consultants  Sept 2022 consultants business case
M3 Regional catchment	7) Use the Rail Strategy gap analysis work to identify a priority programme for stations to focus on.	LA lead required  £20k 2022/23 for consultant support	<ul style="list-style-type: none"> <li>• Consultant to use existing work to identify a priority programme.</li> </ul>	April 2022 appoint consultants  Sept 2022 consultants report
P3 International Gateways	8) No work proposed at this stage pending the outcome of Freeport bids.			
G1 Transit orientated growth	9) Each UA to provide an update on their Local Plan's approach to land use planning and rail access. 10) Produce a guidance framework to provide a consistent approach and assist local	LA lead required  £20k 2022/23 for consultant support	<ul style="list-style-type: none"> <li>• Consultant to draft guidance.</li> </ul>	April 2022 appoint consultants  October 2022 guidance framework produced

	authorities in ensuring their Local Plans promote rail access.			
G2 Mobility hubs	11) Extend the WECA Future Transport Zone mobility hub approach to all stations in the WG area 12) Prioritise hubs and produce a business case for investment.	LA lead required  £60k 2023/24 for consultant support	<ul style="list-style-type: none"> <li>• Consultant to extend WECA approach.</li> <li>• Consultant to produce business case and prioritised programme.</li> </ul>	June 2023 appoint consultants  January 2024 consultants report
Engagement	13) Public participation to provide local insights and promote awareness of proposals and the wider Rail Strategy	Rail Officer Group to lead on	<ul style="list-style-type: none"> <li>• Western Gateway comms support</li> </ul>	Ongoing

## Resources

- Western Gateway to provide overall project manager/SRO
- LAs to provide lead for individual projects
- Total consultant technical support required = £200k over 2021/22 (£60k) and 2022/23 (£80k) and 2023/24 (£60k)
- Admin and communications support from Western Gateway

## Membership of Task Force

- Western Gateway - lead and chair the Task Force
- LAs – provide officer support and lead on individual projects
- Neighbouring STBs – Peninsula. Opportunity for common approach and shared costs.
- Train Operating Companies – GWR, South Western Railway, CrossCountry
- Bus operators – First Bus and others
- Network Rail
- Transport Focus – to provide independent view and advice
- Community Rail Partnerships – to provide local knowledge

## Role of Task Force

- Agree programme of actions
- Take ownership of actions and lead as required
- Input into and support actions as required
- Review progress
- Agree final outcomes from actions and prepare funding for implementation

## Reporting

- Task Force to meet every two months to review progress. Update template to be used.
- Update template to be used for every Western Gateway Board meeting.

**Appendix Two**  
**Western Gateway Rail Strategy**  
**Task Force: Digital Solutions summary sheet**

**Action Plan table**

<b>Conditional output</b>	<b>Action required</b>	<b>Project manager and resources</b>	<b>Consultant technical support</b>	<b>Programme</b>
M5 Ticketing solutions	<ol style="list-style-type: none"> <li>1) Review all existing bus and rail ticket schemes including GWR's PAYG and interfaces across the WG area</li> <li>2) Rail interfaces engagement linked to Future Transport Zones and GWR PAYG delivery</li> <li>3) Extend the WECA proposals for integrated ticketing and governance to the WG area alongside GWR PAYG.</li> <li>4) Review all existing wayfinding and journey planning apps</li> <li>5) Extend the WECA Future Transport Zone proposals for Mobility as a Service (MaaS) to WG area</li> <li>6) Develop Integrated Fares and Ticketing and Journey Planning and Wayfinding strategy and delivery plans across all modes</li> <li>7) Implement trial schemes</li> </ol>	<p>LA lead required</p> <p>Rail Officer Group to support review and interface work</p> <p>£150k for consultant support for 2022/23 to 2023/24</p>	<ul style="list-style-type: none"> <li>• WECA and LAs officers review existing schemes.</li> <li>• Consultant to extend the WECA integrated ticketing work and GWR PAYG to the WG area</li> <li>• Consultant to produce a business case for integrated ticketing</li> <li>• Consultant to review all existing wayfinding and journey planning apps</li> <li>• Consultant to extend the WECA MaaS work to WG area.</li> <li>• Consultant to produce Integrated Fares and Ticketing and Journey Planning and Wayfinding strategy and delivery plans</li> </ul>	<p>Oct 21 review existing schemes completed</p> <p>Dec 21 interface engagement completed</p> <p>April 22 consultants appointed for 3), 4), 5) and 6)</p> <p>Jan 23 consultants report</p> <p>2023/24 implementation of trials</p>
M1 Station access and M2 Modal Integration	<ol style="list-style-type: none"> <li>8) M1 and M2 will be picked up under the Stations and Access to Rail task force with cross working to the Digital Solutions task force</li> </ol>	LA lead required	<ul style="list-style-type: none"> <li>• Consultant to undertake supporting work (see Stations &amp; Access to Rail task force).</li> </ul>	See Stations & Access to Rail task force
P2 On board productivity	<ol style="list-style-type: none"> <li>9) Produce new standards for seating, tables and wifi to improve on board productivity to maximise the use of available time</li> <li>10) Produce a prioritised programme for</li> </ol>	Industry lead required	<ul style="list-style-type: none"> <li>• Industry lead</li> </ul>	Industry lead

	implementing the new standards			
M4 Fares influence	11) Identify opportunities for simpler and more flexible fare structures including season tickets and carnets building on GWR's PAYG	Industry lead required	• Industry lead	Industry lead

Note: LA is taken to mean any of the Western Gateway local authorities including WECA.

## Resources

- Western Gateway to provide overall project manager/SRO
- LAs to provide lead for individual projects
- Total consultant technical support required = £100k for 2022/23 to 2023/24
- Admin support from Western Gateway

## Membership of Task Force

- Western Gateway - lead and chair the Task Force
- LAs – provide officer support and lead on individual projects
- Neighbouring STBs – Peninsula. Opportunity for common approach and shared costs.
- Train Operating Companies – GWR, South Western Railway, CrossCountry
- Bus operators – First Bus and others
- Network Rail
- Transport Focus – to provide independent view and advice
- Universities – for latest technology and research
- Department for Transport – for national approach

## Role of Task Force

- Agree programme of actions
- Take ownership of actions and lead as required
- Input into and support actions as required
- Review progress
- Agree final outcomes from actions and prepare funding for implementation

## Reporting

- Task Force to meet every two months to review progress. Update template to be used.
- Update template to be used for every Western Gateway Board meeting.

## Note

This summary sheet to be used as the basis for producing a full Project Plan and Programme using the WECA template.

Western Gateway February 2021

## PAPER C

### Western Gateway Sub-national Transport Body

#### Board Meeting

#### Paper C

Date **17<sup>th</sup> March 2021**

Title of report: **Western Gateway STB media process, protocol and contact details**

Purpose of report: **To seek approval for the implementation of the Western Gateway STB media process and protocol**

#### **Recommendations:**

The Board is recommended to:

- i. Approve the Western Gateway STB media process and protocol document and its implementation

## **Introduction**

1.1 This report shows how the Western Gateway STB intends to keep all communication leads at each council and the communications team at the West of England Combined Authority (WECA) informed of all communications relating to its future activities. In addition, the document clarifies the process for the management of media enquiries.

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

The Western Gateway Sub-national Transport Body (STB) is formed by an alliance of eight Local Authorities and one Combined Authority that have committed to work together to drive innovation, facilitate the transition to a decarbonised transport system, maximise economic growth and improve industrial productivity by strengthening travel connections to local, national and international markets.

The Western Gateway STB includes:

- Bath and North East Somerset Council
- BCP Council (Bournemouth, Christchurch & Poole)
- Bristol City Council
- Dorset Council

- Gloucestershire County Council
- North Somerset Council
- South Gloucestershire Council
- Wiltshire Council
- West of England Combined Authority

The role of the Western Gateway Sub-national Transport Body (STB) is to set out the transport strategy for the region, provide leadership on strategic transport matters and present our collective priorities for greater investment in transport in the Gateway area to Government, by providing a single, unified voice for the region. This will be underpinned by the production of a regional evidence base that informs our long-term Strategic Transport Plan.

The Gateway area is home to over 3 million people and is set for a step-change in prosperity and productivity through an ambitious growth agenda over the next 20 years delivering 300,000 new homes and over 190,000 new jobs as well as home to world class environment. It is both a highly desirable destination as well as a facilitator of movement through nationally significant travel corridors.

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

### **Western Gateway STB activities**

The Western Gateway STB will undertake the following activities:

- Develop and publish a Strategic Transport Plan for the Western Gateway area.
- Develop a regional transport evidence base for the Western Gateway shadow STB to identify and prioritise scheme delivery for consideration by the Department for Transport.
- Enable effective and meaningful engagement with the Department for Transport, infrastructure agencies (including Highways England and Network Rail), service providers (such as bus and rail operating companies), Local Enterprise Partnerships and Homes England.
- Provide the focal point for discussions with the Government on strategic transport and infrastructure investment decisions within the Western Gateway area.
- Agree the sequencing of priorities/schemes with Highways England and Network Rail to ensure there is a joint approach to the development and delivery of strategic infrastructure.
- Provide the opportunity to share technical expertise and resources across the constituent authorities to assist with the development and assessment of proposals.

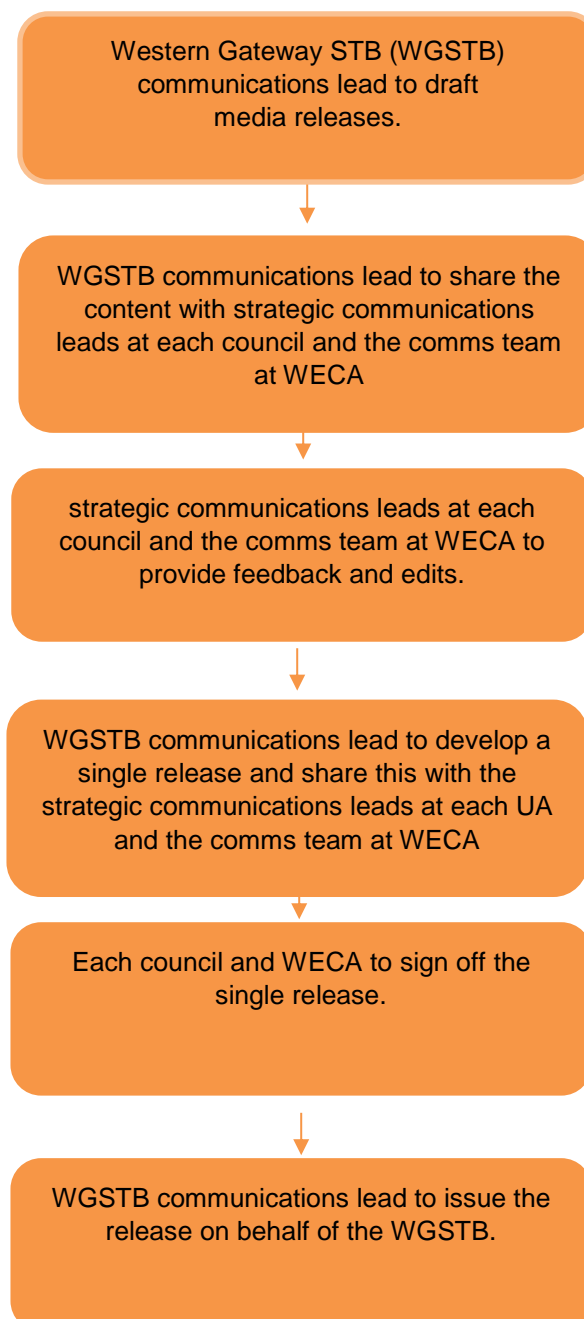
### **Western Gateway STB – proactive press and media process**

The Western Gateway STB Programme team via the communications lead will draft and compile all proactive communications and media release content for the Western Gateway STB. Proactive releases will be developed in advance to ensure messaging is planned and will contain factual information and not political opinion.

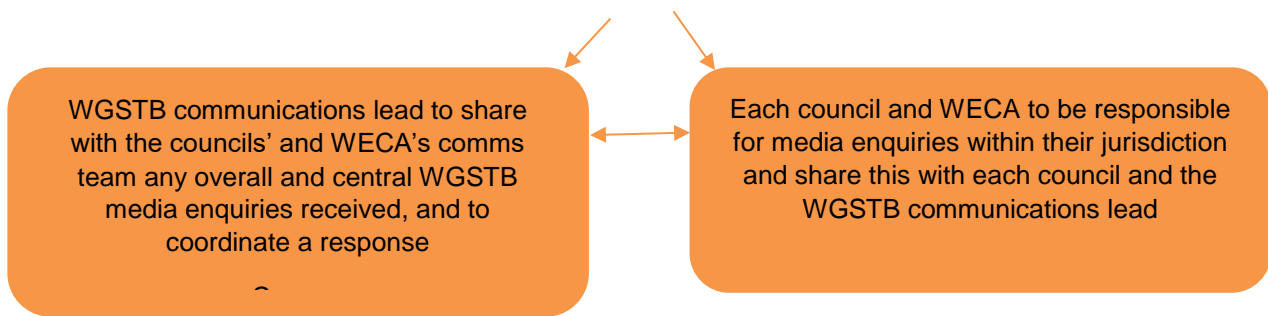
The content will be shared with the strategic communications leads at each council and with the comms team at the West of England Combined Authority (WECA) to provide their feedback, edits and sign off through the Western Gateway communications lead, who will coordinate comments and issues received to then develop and issue a single release on behalf of the Western Gateway STB.

For media enquiries relating overall to the Western Gateway STB, the communications lead will compile a reply on behalf of Western Gateway. Should strategic communications leads at each council or the comms team at WECA receive a media enquiry regarding their jurisdiction then they will be responsible for the media enquiries in their jurisdiction.

The below diagram explains the process:







## **Western Gateway STB – social, press and media protocol**

Strategic communications leads at the eight local authorities and the West of England Combined Authority have an established protocol to manage media queries, social media and other communications activities in relation to the Western Gateway STB.

This approach means that any communication activities, including managing reactive media queries, will be undertaken on a co-operative basis. Lines will be agreed and shared between the eight authorities and the West of England Combined Authority, with each authority being responsible for securing any required political sign-off for lines and approaches.

Additionally, the eight authorities and the West of England Combined Authority have agreed to share information of any related media and other communications activities that take place within their own jurisdiction but relate to the wider Western Gateway STB agenda, so each authority can proceed on the basis of 'no surprises'.

Each authority will be responsible for briefing their own stakeholders/politicians.

### **Contact details**

Western Gateway STB communications lead – [Priscilla@Spheremarketing.co.uk](mailto:Priscilla@Spheremarketing.co.uk)

Western Gateway STB general email address - [WesternGatewaySTB@westofengland-ca.gov.uk](mailto:WesternGatewaySTB@westofengland-ca.gov.uk)

### **Media officers at each Unitary Authority**

- Bath and North East Somerset Council  
Jane Williams - [Jane\\_Williams2@BATHNES.GOV.UK](mailto:Jane_Williams2@BATHNES.GOV.UK)  
Press office - [Communications\\_Marketing@BATHNES.GOV.UK](mailto:Communications_Marketing@BATHNES.GOV.UK)
- BCP Council (Bournemouth, Christchurch & Poole)

Carly Hoyle - [carly.hoyle@bcpcouncil.gov.uk](mailto:carly.hoyle@bcpcouncil.gov.uk)  
Press office - [press.office@bcpcouncil.gov.uk](mailto:press.office@bcpcouncil.gov.uk)

- Bristol City Council  
Sophie Nixon - [Sophie.Nixon@bristol.gov.uk](mailto:Sophie.Nixon@bristol.gov.uk) (primary transport lead)
- Alison Butts – [alison.butts@bristol.gov.uk](mailto:alison.butts@bristol.gov.uk)  
Press office - [public.relations@bristol.gov.uk](mailto:public.relations@bristol.gov.uk)
- Dorset Council  
James Potten - [j.potten@dorsetwastepartnership.gov.uk](mailto:j.potten@dorsetwastepartnership.gov.uk)
- Gloucestershire County Council  
David Hughes - [David.hughes@gloucestershire.gov.uk](mailto:David.hughes@gloucestershire.gov.uk)  
Press office - [communications@gloucestershire.gov.uk](mailto:communications@gloucestershire.gov.uk)
- North Somerset Council  
Astra Brayton - [Astra.Brayton@n-somerset.gov.uk](mailto:Astra.Brayton@n-somerset.gov.uk)  
Press office - [press.office@n-somerset.gov.uk](mailto:press.office@n-somerset.gov.uk)
- South Gloucestershire Council  
Darren Jones – [Darren.jones@southglos.gov.uk](mailto:Darren.jones@southglos.gov.uk)  
Press office - [strategiccommunications@southglos.gov.uk](mailto:strategiccommunications@southglos.gov.uk)
- Wiltshire Council  
David Perrett - [david.perrett@wiltshire.gov.uk](mailto:david.perrett@wiltshire.gov.uk)  
Press office - [Communications@wiltshire.gov.uk](mailto:Communications@wiltshire.gov.uk)
- West of England Combined Authority  
Daniel Cattanach - [Daniel.Cattanach@westofengland-ca.gov.uk](mailto:Daniel.Cattanach@westofengland-ca.gov.uk)  
[Ruth Wilmshurst - ruth.wilmshurst@westofengland-ca.gov.uk](mailto:Ruth.Wilmshurst@westofengland-ca.gov.uk)  
Press office - [comms@westofengland-ca.gov.uk](mailto:comms@westofengland-ca.gov.uk)

## **Communications contact**

Priscilla Dibble, Communications Lead (Western Gateway Sub-national Transport Body)

[Priscilla@Spheremarketing.co.uk](mailto:Priscilla@Spheremarketing.co.uk)

## APPENDIX 2 – Public Questions

### Western Gateway Sub-National Transport Body - March 2021 Board Meeting

#### Agenda Item 3 - Public Participation

- Statements from members of the public in line with the Board’s Public Participation Scheme, statements/questions and responses are provided below.
- A question was received from:
  - **Cllr Simon Bull – BCP Council**

#### Question –

**With micro-mobility extending the range that can be undertaken on 2 wheels, and given the climate crisis commitments that so many councils have made, it would be a very important step if the Western Gateway STB matched the plan for a Strategic Cycling strategy slated for 2021/2 with an early commitment to provide quality cycle provision as part of all major schemes in the WG area. Not, as with the Phase 1 Wessex Fields scheme in Bournemouth, to have it in the business case, but quietly dropped from the scheme before implementation.**

**Will the board make this commitment? (See Appendix A)**

#### Answer –

The STB’s primary role is to convey regional priorities to government with a single, united voice. The STB does not fund, design or deliver transport schemes and the specific design details of any potential scheme are a matter for the respective promoting highway authority.

In light of this, the STB Board is unable to make a formal - “early commitment to provide quality cycle provision as part of all major schemes in the WG area.” as requested by Councillor Bull of BCP Council.

However, the STB Board notes that in July 2020, the Department for Transport issued Local Transport Note 1/20 providing guidance to local authorities on delivering high quality cycle infrastructure.

Guidance is clear regarding the incorporation of cycle facilities within major highways schemes, specifically:

*“...to receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards in this Local Transport Note, unless it can be shown that there is little or no need for cycling in the particular highway scheme”*

It is the STB Board’s view that it is unnecessary to duplicate national guidance with the STB’s strategy as it would expect bids for grant funding for any major highways scheme to be consistent with this guidance.

- Statements were received from:
  - **Angela Pooley - East Dorset Friends of the Earth**
  - **Conor Niall O’Luby - Coordinator - Friends of Riverside**
  - **Cllr Andy Hadley - BCP Council**

- **Christine O’Luby, Friends of Riverside**

**Wessex Fields – The STB Board received statements (see Appendix A, below) requesting a response. No specific question was asked. In light of this, the STB wishes to make the following statement:**

Many thanks for your interest in the Western Gateway STB’s Strategic Transport Plan.

The original scheme at Wessex Fields previously promoted by BCP Council was judged to be consistent with objectives under ‘Improving Urban Travel’ in the 2019 Major Roads Network (MRN) submission to the DfT based on its outcomes towards reducing congestion and facilitating employment growth. An application for central government funding was later deferred at the request of the promoting authority (BCP Council) and as such was not included in the STB’s submission to the Department for Transport for MRN funding.

Local circumstances at that time were such that BCP Council was not in a position to promote the scheme for that particular MRN funding stream as developed by the legacy Bournemouth Borough Council in the Wessex Fields - Outline Business Case.

The wording in the STB’s STP 2020-25 describes the potential for unlocking up to 2000 new jobs at the Wessex Fields site in Bournemouth and reads:

“Package of improvements to unlock key development site located close to Bournemouth Royal Hospital, reduce congestion on A3060 Castle Lane, A338, provide for sustainable transport improvements and improved access for cluster of key employment sites.”

This wording is not prescriptive and does not prejudice a particular scheme solution but recognises that a potential scheme could help unlock employment development within the STP’s window of 2020-2025.

The STB does not fund transport schemes and its role is to convey regional priorities to government with a single, united voice. There is currently no defined future central government fund for Major Road Network schemes for STBs to submit priorities to. The Western Gateway STB process for prioritising individual schemes for post 2025 potential funding consideration has not commenced. Should new funding opportunities arise, it will be for promoting local authorities to develop the case for sub-national consideration.

The Western Gateway STB notes objections to the Wessex Fields scheme in its initial form but feels it is inappropriate to comment on any local detail given the non - prescriptive nature of its inclusion in the current short term 2020-25 STP. If Wessex Fields was proposed by BCP Council as a priority scheme to be included in any future STB submission, it would be subject to the same assessment as before and would require to be consistent with the objectives of the Western Gateway’s STP.

- A question was received from:
  - **Cllr Andy Hadley – BCP Council**

**Question –**

**“What steps are the Western Gateway undertaking to support progressing a Mass Transit appraisal and scheme for the BCP area, and for ensuring that investments in the 2020-2025 period**

**are proactively and significantly reducing the carbon footprint and congestion of transportation across the Western Gateway area, especially in urban centres ?” (See Appendix A)**

**Answer –**

Thank you for your question and for your interest in the STB’s Strategic Transport Plan.

- i) The STB is not currently progressing a mass transit appraisal and scheme for the BCP area. Promotion of individual schemes are for relevant local authorities to develop. BCP Council has not conveyed to the STB that it is promoting any mass transit scheme.

If BCP Council chose to promote a mass transit scheme, the STB would consider its inclusion in future iterations of its plans subject to any scheme being consistent with the objectives of the STB’s Strategic Transport Plan.

- ii) The STP (Executive Summary - page 7) clearly states it will undertake a series of studies (subject to government funding) to develop its transport evidence base and inform its next STP 2023-2050.

- Bus and Coach Strategy
- Freight Strategy
- Alternative Fuels Vehicle Strategy
- Understand the potential role of the STB to develop a regional MaaS platform
- Strategic Cycle Strategy
- Strategic corridor plans
- Understand strategic modelling options
- Sustainability Appraisal of long-term Strategic Transport Plan

The STP sets out its challenges and objectives which highlight the need to decarbonise the strategic transport network. Furthermore the STP clearly sets out for each mode of transport; what it will undertake during this plan period and what it will do to prepare for the Long-term Strategic Transport Plan.

The STB trusts that these commitments in the STP clarifies the steps it is taking to “ proactively and significantly reducing the carbon footprint and congestion of transportation across the Western Gateway area.

## APPENDIX A

### Western Gateway Question—Strategic Cycleways

At a recent zoom meeting, the journalist Carlton Reed summarised a project looking at routes from the 1930s, a network of strategic cycleways alongside major roads, with a 9 foot wide cycleway on both sides of the road. Hundreds of miles of these were built but allowed to decay. Some of these are being brought back into being, with support from the Department for Transport.

This is great, but the only historic route so far identified in the Western Gateway area is at Filton, north of Bristol, and I suspect that has succumbed to road widening.

Directly alongside the margin of major roads does not create the best environment for cycling, but the earthworks and ability to overcome geographic and manmade obstacles, and to provide fast level routes between major urban centres, which separate investment is unlikely to be matched for decades, and a suitable gap or screening can render the air breathable.

With micro-mobility extending the range that can be undertaken on 2 wheels, and given the climate crisis commitments that so many councils have made, it would be a very important step if the Western Gateway STB matched the plan for a Strategic Cycling strategy slated for 2021/2 with an early commitment to provide quality cycle provision as part of all major schemes in the WG area. Not, as with the Phase 1 Wessex Fields scheme in Bournemouth, to have it in the business case, but quietly dropped from the scheme before implementation.

Will the board make this commitment?

Simon Bull  
Councillor  
Bournemouth, Poole and Christchurch Council

Carlton Reed's research and map of known routes

<http://www.bikeboom.info/1930s/>

<https://www.google.com/maps/d/u/0/viewer?hl=en&ll=51.24122022572331%2C-0.9003477225298806&z=9&mid=1yoi-eZVATatYQfhMiKh4PpaSQro>

---

### Statement to the Board: The BCP Wessex Fields proposals

Friends of Riverside and partners are strongly opposed to the inclusion of BCP Council's Wessex Fields proposal in your Strategic Transport Plan (2020-2025). This proposal – actually Phase 2 of the former Bournemouth Borough Council's so-called 'A338-Wessex Fields Link' - is for an environmentally and culturally damaging roads flyover which has attracted widespread public opposition. It threatens the town's Green Belt, increased air pollution, wildlife habitats and the Conservation Area of Holdenhurst Village, a Domesday Book settlement known as the 'mother of Bournemouth'. It also runs entirely counter to the vision and objectives you have set out for the WGSTB.

You claim that your vision is to 'enable clean growth and increased use of sustainable transport'. Your first objective is 'to support the development of low-carbon transport solutions'.

It is extremely worrying therefore, that you appear to be unaware or unconcerned that this scheme will actually increase carbon emissions and do nothing meaningful to promote sustainable transport, but will rather discourage cycling and walking.

Following on from stakeholder consultation in the summer, your September 2020 Engagement Report states that “90% of the comments received focussed on three themes”, the first of which is ‘transport decarbonisation’. You go on to say that the following stakeholder feedback headlines “stand out”:

“The plan does not reflect the Governments' decarbonising priorities or the impacts of CV19 –it still reflects a “predict and provide” approach to managing travel demand

There remains too much focus on highway investment (this was the most popular comment received)”

The release of the Strategic Transport Plan was delayed from September to December 2020, supposedly to reflect these concerns, *but this delay actually resulted in the inclusion of a further damaging road intervention in the form of the Wessex Fields scheme*. The Council administration at the time of the stakeholder consultation was the Unity Alliance which had given a public commitment not to seek funding for a roads flyover. They were replaced by the current Conservative administration at the beginning of October 2020, and the fact that this resulted in a complete policy volte face is highly disturbing. It calls your commitment to your vision and objectives into serious question.

2000 people signed a petition and over 300 members of the public and organisations wrote letters of objection to the A338-Wessex Fields Link proposals which were passed in January 2018 (in contrast, only 36 letters of support were received by the time the Case Officer released his recommendations report). The Council’s own Tree, Urban Design (including cycling and walking provision) and Heritage Officers objected.

In recent weeks, both the United Nations and HM Treasury have published major reports – ‘Making Peace with Nature’ and Dasgupta’s ‘The Economics of Biodiversity’, respectively - calling for immediate and far-reaching change in the way we interact with the world around us. In particular, they decry the reliance on archaic Benefit Cost Ratios (BCR) such as the one hailed by Wessex Fields scheme promoters and which fail to give value to nature (in fact, for a scheme promoted on solely ‘economic’ grounds, even its supporters admit it will only have minor employment benefit).

This is a destructive scheme from an earlier age on which time now calls account: it takes no account of BCP’s Climate Change Emergency Action Plan nor of the consequences of the pandemic (for example as regards the need for large-scale office space). You have a responsibility towards future generations and it is no longer acceptable to support such environmentally and culturally damaging car-focused developments as the Wessex Fields proposal.

We will also send our objections to the Department of Transport, asking them not to fund any bid from yourselves for this backward-looking and destructive scheme.

In the words of Albert Einstein:

“Look deep into nature and you will understand everything better”.

Yours

Conor Niall O’Luby, Coordinator Friends of Riverside

This statement is supported in its entirety by:

Holdenhurst Village Parish Meeting – electors’ representation

East Dorset Friends of the Earth

Dorset CPRE (The Countryside Charity)

Christchurch Bicycle Club – major local cycling organisation, representing over 165 cyclists

BH Active Travel Forum – major local active travel organisation

Bournemouth Civic Society – celebrating and conserving heritage

BCP Cllr Mark Howell

BCP Cllr LJ Evans

BCP Cllr Lisa Lewis

BCP Cllr Kieron Wilson

BCP Cllr Lisa Northover

BCP Cllr Mike Brooke

BCP Cllr Felicity Rice

BCP Cllr George Farquhar

BCP Cllr Chris Rigby

BCP Cllr Simon Bull

BCP Cllr Sandra Moore

-----



Dear Cllr Wayman,

East Dorset Friends of the Earth fully endorses the Friends of Riverside's statement regarding the Application from BCP for funding. We request that the Western Gateway Sub-national Transport Body does not apply for funding for the BCP proposal to create a Flyover on the A338 from the Wessex Fields. If this were to go ahead it would go against the BCP's alleged commitment to encourage sustainable travel as part of the Climate Emergency Action Plan and the recent Transforming Travel plans the Council have launched. It is also contrary to the WGSTB's vision to 'enable clean growth and increased use of sustainable transport'. Your first objective is 'to support the development of low-carbon transport solutions'. It is extremely worrying therefore, that you appear to be unaware or unconcerned that this scheme will actually increase carbon emissions and do nothing meaningful to promote sustainable transport but will rather discourage cycling and walking.

Previous Planning Applications for this Proposal have been strongly opposed by a significant number of individuals and Organisations.

We look forward to a positive response from you

With kind regards,

Angela Pooley

Co-ordinator

---

## Western Gateway Strategy Document

### Question to March 2021 Board Meeting – Wessex Fields and Mass transit

Whilst I sat on the Western Gateway partnership we discussed a fairly universal desire amongst constituent Authorities to move beyond congestion generating additional roads, to considering mass transit and rail solutions to achieve modal shift and contribute to climate change mitigation.

It is a great disappointment that the new administration of BCP Council have resurrected the Wessex Fields flyover road-scheme into your schedule for the forthcoming period, and slipped this back into the final version of the Strategy after it had been consulted on.

BCP Council has committed to act on the climate and Ecological Emergency, and in considering the Wessex Fields site, the new Administration adopted the outcome of the consultation that we had undertaken in January 2020 for a sustainable medical sciences campus, care facilities and keyworker housing, and creating an environmentally responsible campus was which basis we declined the previous scheme. We need measures to evaporate rather than encourage more car trips to this already overburdened area, by encouraging modal shift away from motor trips.

As Early as 1999 I was proposing a Light Rail scheme to the prior authorities, and I was disappointed to see that whilst the Mass transit work around the Bristol area is proceeding, that for the BCP conurbation does not appear within this 5 year window.

What steps are the Western Gateway undertaking to support progressing a Mass Transit appraisal and scheme for the BCP area, and for ensuring that investments in the 2020-2025 period are proactively and significantly reducing the carbon footprint and congestion of transportation across the Western Gateway area, especially in urban centres ?

Councillor **Andy Hadley**, Poole Town Ward

[Lead on Transport for the BCP Unity Alliance](#)

[Bournemouth, Christchurch and Poole \(BCP\) Council](#)

-----