Western Gateway
Sub-national Transport Body

Board Meeting
Agenda

Wednesday 16th December 2020, 1400 to 1600.

Location: MS Teams Meeting

1	**Welcome and apologies**	14:00-14.05
2	**Minutes and actions from the previous meeting** (See below, p4.)	14.05-14.10
3	**Public Participation** o Questions or Representations from Members of the public in line with the Board's Public Participation Scheme.	14.10-14.25
4	**Updates from Associate Members** (verbal unless otherwise stated) o Peninsula o Transport & Business Forum Chair o Swindon Borough Council o DfT o Highways England o Network Rail	14.25-14.50
5	**Programme Overview: Update & Forward Plan** o Delivery, Forward Plan, Resources & Finance Paper Update Paper A (p.9) - Nuala Waters – WECA	14.50-15.00
6	**Strategic Transport Plan (2020-25) for adoption** o Paper B (p.15) & Appendix A – Ben Watts – Gloucestershire County Council	15.00-15.20
7	**Strategic Modelling Review - Update and delegation of authority to progress** o Paper C (p.19) – Ewan Wilson - BCP Council	15.20-15.30
8	**Taking the Western Gateway Rail Strategy Forward** o Paper D (p.25) – James White – WECA	15.30-15.40
9	**Confirm Secretariat for 2021-22**	15.40-15.45

	○ N.B. The West of England Combined Authority is the current Secretariat.	
10	**Any other business**	15.45-16.00

Date of next meeting – Wednesday 17th March 2021 – 1400-1600, Virtual Meeting.

Summary of Previous Meeting - Actions & Decisions	Allocated to	Target Date:	Update
ACTION: share a link to decarbonisation strategy to the Secretariat to share with STB members.	**DR (Network Rail)**	18/09/20	**TBC**
ACTION – Amend wording on paperwork from "Electric Vehicle" to "Alternative Fuel" Strategy.	**NW**	30/09/20	**Closed**
ACTION: AS to email a link to the new website for the Board to review, comments be returned by 23rd Sept.	**AS / SB**	18/09/20	**Closed**
ACTION Cllr Wayman proposed that the WG STB write a letter of support for the A303 and wishing to progress the Sparkford section to the Secretary of State from the STB.	**Cllr Wayman / WG PMT**	02/09/20	**Closed**

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Minutes and actions of the previous meeting:

MINUTES

Meeting	*Date*	*Time*	*Location*
Shadow Partnership Board	Wednesday 16th Sept 2020	14:00-16:00	MS Teams virtual meeting

Attendance:	
Present:	Cllr Bridget Wayman, Wiltshire Council (chair) Cllr Kye Dudd, Bristol City Council Cllr Ray Bryan, Dorset Council Cllr Stephen Reade, South Gloucestershire Council Cllr Nigel Moore, Gloucestershire County Council Cllr Andy Hadley, Bournemouth, Christchurch & Poole Council Cllr Joanna Wright, Bath and North East Somerset Council Cllr Neil Butters, Bath and North East Somerset Council Cllr James Tonkin, 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) Nick Evans, West of England Combined Authority Nuala Waters, West of England Combined Authority Parvis Khansari, Wiltshire Council Allan Creedy, Wiltshire Council Kingsley Hampton, Wiltshire Council Andrew Morrison, Wiltshire Council Alice Darley, Highways England David Glinos, Department for Transport Geoff Brown, Cornwall Council / SW Peninsula STB Jim Stewart, Chair of the Transport and Business Forum Mike O'Dowd-Jones, Somerset Council / Peninsula Transport STB Alexis Edwards, Bournemouth, Christchurch & Poole Council Julian Phatarfod, WSP Daniel Round, Network Rail Andrew Alcorn, Highways England (Item 6 only) David Bullock, Highways England, (Item 6 only)
Apologies:	Cllr Toby Savage, South Gloucestershire Council (representing WECA) Nuala Gallagher, Bristol City Council Peter Mann, West of England Combined Authority Claire Mahoney, Network Rail Colin Chick, Gloucestershire County Council Mandy Bishop, Bath & North East Somerset Council

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Item No	Notes / Actions
1.	**Welcome and apologies** - noted above
2.	**Minutes and actions from the previous meeting** – the Board approved the minutes and actions of the previous meeting.
3.	**Public Participation** ○ Questions or Representations from Members of the public in line with the Board's Public Participation Scheme ○ Questions and responses were read out by the Chair and is appended to these minutes (Appendix A)
4.	**CV-19 – STB update on response and recovery** ○ Verbal update provided by David Carter of SOG Fri 4th Sept – Discussion with HE on route management strategies and recognition that STB's will be a central part of this process. Discussion with DfT about ambitions and aligning work strategies.
5.	**Update from Associate Members** **DfT** DG - CV19 remains a dominate topic for the DfT and Local Authorities. , DG is in regular discussion with Local Authority transport colleagues to ensure the DfT provide support as needed. Policy levers have been put in place including for bus and rail, active travel modes and support for school transport. Emergency Active Travel Tranche 2 funding is with ministers for decision and an announcement is expected shortly. Grant offer letters confirming funding has been sent to STB's for 20-21. This is subject to agreement on finalised work plan (item 7). Future funding in subsequent years will be subject to the outcome of the CSR, STB to make any representations on this. To note; There is an STB Chairs meeting with Baroness DeVere on the 30th of September. A new DfT acceleration unit is being set up with the aim of faster delivery of schemes, to be directly accountable to the Sec. of State. **Highways England**

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	AD – main item to be a presentation on the A303 improvement works (Item 6). Noted the publication of HE's strategic business plan and & delivery plan on 21st August, setting out how HE will deliver the Government's road investment strategy over the next 5 years. Cllr Wright requested clarification on the HE definition on customer; it was clarified in the meeting that "customer" means everybody who uses the SRN. **Network Rail** DR – Patronage now at around 35-40% patronage. New timetable introduced sees approx. 95% of pre pandemic service. NR confirm that usage has changed with an increase in leisure travel/decrease in commuter market. Operators are working on emergency management agreements directly with the DfT. Cllr Butters asked about changes to travel patterns - can you see any quantifying measure/benefits in terms of engineering/repairs? DR replied that it is too early to tell, noting that Friday to Sunday is becoming busier times of week at present. DR noted that the Rail Strategy was an excellent example of collaborative working between the two organisations. The Rail Strategy will be used to inform Network Rails long term planning, though a series of focussed strategic studies, for example in Wessex, as part of the Salisbury to Exeter study NR's National Traction Decarbonisation Network Strategy was recently published, looking at different modes of decarbonisation that can be put into place by 2050. **ACTION** – to share a link to decarbonisation strategy to the Secretariat to share with STB members. Cllr Bryan asked a question about freight and its role in decarbonisation DR agreed that freight is a key part of the rail network and. Electric haulage is under discussion. Cllr Butters asked about Euro 6 emission standards equivalent information. DR was unable to respond but noted the question. **Peninsula** GB – Noted planning approval for next stage of Dawlish line. The Peninsula STB has written a letter of support for the DCO's on the A303, Sparkford to Ilchester. A30 Blackdown hills also requires some attention. The Peninsula are working with Cross Country regarding the very short notice removal of the stopping service to Penzance, which is impacting upon customers' return to the use of Rail public transport. Peninsula have also received the Grant Offer letter from the DfT for 20/21, however they are concerned that there was no allowance for rural connectivity, which is a key element for the Peninsula. The Peninsula has sent strong message of concern to Government about returning to public transport use. The STB is still seeing only about 20% usage. Cllr Hadley – queried if there was any dividend for the public, in terms of fares reductions? DR confirmed that that is a matter for Governmental and not Network Rail. . **Transport & Business Forum Chair** JS – Next Forum meeting date is still TBC. Ports industry – less than 50% ferries running, no foot passenger services, bulk cargo volumes reduced but there are signs that patronage is returning. No cruise ships planned for this year; it could take 3-4 years to return to pre-CV19 levels. Leisure ports have benefitted from tourist use, however. EU exit is on the horizon and border control posts are under discussion. Awaiting clarification regarding what is required. Ferry companies are expecting to see an increase in freight traffic moving down to the SW of England; to be taken into account when looking at the strategic

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	road network.
6.	**Highways England Spotlight on A303** – a slide presentation Andrew Alcorn and David Bullock from Highways England. o ACTION Cllr Wayman proposed that the WG STB write a letter of support for the A303 and wishing to progress the Sparkford section to the Secretary of State from the STB. (Note: Cllr Wright & Cllr Hadley abstained)
7.	**Programme Update & Forward Plan** Forward Plan, DfT Funding & Finance Paper Update – **Paper A** – Allan Creedy / Nuala Waters – Wiltshire / WECA AC – Confirmed the DfT have sent the STB a grant offer letter for 20/21 funding of £425k. The Grant offer is conditional. There is to be a meeting on Sept 30th of STB Chairs. The offer contains projects submitted in Nov 2019 as part of the STB's business plan, however there have been significant changes since then and spending priorities have changed. A mapping exercise is being undertaken across whole of country's STBs to ensure/avoid gaps/duplication, this is a condition of the grant offer NW - Conditions AC mentioned above are outlined on p15 of Board papers, in addition the DfT have requested that the WG does not seek statuary status. **Recommendations** NW outlined the project list for 20/21 including which items will form part of our request for funding to the DfT. This is an ambitious list and is subject to conversations at a National STB level on what should be undertaken at a national level and a local level. It is also subject to conversations with the DfT, particularly on Decarbonisation. The funding amounts on this list are also placeholders and may changes once detailed scoping is undertaken. If there are any changes to the projects listed or finances, the Programme Team will bring these back to the Board and to SOG. • Rail Strategy is done. • The list was updated to reflect feedback from STP and previous board meetings. • Items 1&2 are in progress. • Strategic Modelling Review – commission work – underway. • DfT priority outlined work on decarbonisation – to conduct in 2phase process. Needs to be discussed at national level and understand DfT's requirements. • 4 corridors – will need to seek funding to support review of these. • Electric V Strategy – to be included in funding bid. • Also to look at strategic bus & coach strategy – based on feedback from B&C providers. Cllr Hadley – we should be looking at hydrogen. AC – adapt to incorporate "alternative fuels"? **ACTION** – NW to amend wording on paperwork from Electric Vehicle to Alternative Fuel Strategy. Cllr Wright – how we think about large vehicles needs considering. LCM 120 (gear change?) cycling, rural transport connectivity – 15m areas? DG - When you submit work proposal – policy colleagues will be brought in to assist, details can be fleshed out. Cllr Wayman asked if the timing would work, did DG see any reason for delay? DG confirmed that he expected the WG proposal to be approved rapidly. NW asked for assurance on flexibility of rolling fund over into the following year.

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	Are you happy with what we're asking the DfT for £ for and are you happy with the forward plan? Cllr Moor – proposed that the board do adopt the recommendations. Important to accept the terms set out by the DfT. The Board: I. Accepted the grant conditions, with the exception of condition 3 – the work plan items. II. Approved the recommended work plan list of 2020/21 III. Approved the request to the Department of Transport to change the work plan listed in the Grant Offer letter IV. Approved the forward work plan for future years V. Approved the subscription fees of £20,000 per year for the 2021/22 VI. Noted and supported the recommendation to negotiate a 3-year certainty of funding with the Department of Transport.
8	**Strategic Transport Plan & Strategic Partnership Groups** ○ **Paper B** – Ben Watts – Gloucestershire County Council BW noted that it was always intended for the final draft of the STP be provided for approval at the September board meeting. He outlined new recommendations and apologised for the delay – the content of the representations received on the STP need to be fully considered and given due time for this. The Board: I. Delayed approval of Strategic Transport Plan (2020-2025) until December 2020 to enable additional time for the content of the draft document to be revised in line with the actions outlined within the report II. Delayed the inception meeting of the Strategic Corridor Partnership Groups from October until the new calendar year, to allow for their base strategy the STP to be adopted at Decembers Board. III. Approved the Terms of Reference for the Strategy Partnership Corridor Groups, to ensure stakeholders have a clearly defined governance and remit.
9	**Strategic Rail Phase 2** ○ **Paper C** – Alexis Edwards - BCP Council AE – noted that recommendation III. would need to be amended from 4 to 6 route maps. AE presented the Rail Strategy noting that the strategy has moved on from the version circulated with the papers. 130 comments have been incorporated into a revised version, which was expected to be circulated very shortly. The Board: I. Endorsed the Western Gateway Rail Strategy and publish it on the Western Gateway website. II. Agreed that any necessary minor amendments, including spelling or other changes where they do not alter the intent of the Rail Strategy are delegated to officers. III. Pursued the **SIX** route maps identified in the Rail Strategy and supported the development of any business cases or feasibility studies arising.
10	**Communications Update** ○ Verbal update – Arina Salhotra – Sphere Marketing AS – The Highways UK annual event has been amended to a virtual event. STBs have been given sessions on the 5th Nov – officers are currently working to put forward an interactive

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	session, with a debate/discussion format TBC at this time. The Business & Transport Forum, in line with the proposed publication of the short term STP, this has been delayed to early 2021. ○ New STB Website – Arina Salhotra – Sphere Marketing **ACTION**: AS to email a link to the new website for the Board to review, comments be returned by 23rd Sept.
12.	**Any Other Business** ○ A request from Swindon to become an Associate Member of the WG STB was approved.
Date of Next Meeting: Wednesday 16th December - 14:00 to 16:00 MS Team virtual meeting or Kennet Room, Wiltshire Council, Trowbridge (TBC).	

Western Gateway Shadow Sub-National Transport Body

Board Meeting

Paper A

Date	**16th December 2020**
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:

VII. Note the update on delivery progress and overall programme.
VIII. Approve Option C of the resource plan and delegate the arrangements to the Programme team under the supervision of the Senior Officers Group.
IX. Note the financial update.

Introduction

1.1 This report contains an update on project progress, including requests for decisions, which are reflected in Papers B on STP, C on Modelling Review and D on Strategic Rail.
1.2 This report also updates the Board on resource request
1.3 This report contains an update on the Western Gateway STB's financial position.

2019/20 Work Programme Financial year 2020/21

1.6 As agreed at the Septembers Board the 2020/21 work programme is focused on:

- Strategic Transport
    - Strategic Transport Short Term plan 2020-2025
    - Strategic Transport Longer Term Horizon plan 2025-2050
        - Phased into 3 stages to delivery 4 x Strategic Corridor Studies
- Decarbonisation
    - Phase 1 Carbon Audit
        - Phase 2 Decarbonisation scenario planning – now included in Longer term plan
- Modelling
    - review
    - strategic modelling support for Longer term plan
- Alternative Fuels strategy
- Freight strategy
- Rural future mobility
- Strategic Bus & Coach strategy
- Strategic Cycling strategy
- SRN Scheme update
- MRN Scheme update

1.7 **Schemes in delivery - progress update:**

- **Modelling review** has completed, recommendations are listed in Paper C. The Programme team are seeking delegated approval of the Modelling Review study to the Senior Officers Group. This is to allow for feedback from the Senior Officers and Technical Officers group to be discussed by DfT on data and model requirements.
- **Strategic Transport**
    - **Short-Term Strategic Transport 2020-2025** - as noted in Paper B the Short-Term Strategic Transport Plan is being presented today for approvals, with a request to this Board to delegate approval of the final designed document to be signed off by Senior Officers Group.
    - **Strategic Transport Longer Term Horizon plan 2025-2050** - inaugural meetings have been arranged for 18th and 19th of January.
        - 18/01 – South East to South Wales 10-12pm
        - 18/01 – Midlands to South West 2-4pm
        - 19/01 – Midlands to South Coast 10-12pm
        - 19/01 - South East to South West 2-4pm
        - Delivery of the Strategic Transport longer term horizon plan will be broken up into three stages for each of the four corridors:
            - Stage 1 baseline and scenario planning – including decarbonisation scenario planning
            - Stage 2 – technical assessment of scenarios – this is linked to the strategic modelling capability project
            - Stage 3 – production of the strategies for each corridor – this stage will include public consultation.

- **Phase 1 Decarbonisation - Carbon Audit** – preparations are underway to inform brief. Analysis of what is currently in place to ensure any economies of scale with existing or proposed work can be capitalised on. Issuing of brief to tender is subject to DfT publication of their decarbonisation strategy.

- **Rail Strategy Phase 2 Implementation** – work is underway to phase the Rail Programme. A Rail task and finish group has been established and is currently building as is position – to understand what Member Authorities work programmes and rail aspirations are to ensure that the WGSTB rail programme maximises its programme to support

1.8 **Schemes pending commissioning:**

Project	Output	Delivery Timetable
Alternative Fuels	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	March 21 – July 20
Strategic Cycle Routes	An audit of strategic cycle routes of STB significance. Identify opportunities for longer distance of strategic cycling journeys and connectivity with alternative modes. Co-ordination of strategic cycle routes between UA's to establish gaps and recommend options for improvements.	Jan 21 – Jan 22
Strategic Bus & Coach Strategy	Building on the publication of the National Bus Strategy (expected Dec 2020), will identify the regional strategy for bus as a key mode in the regional WG context.	April 21 – Jan 22 *pending DfT National Bus & Coach Network Recovery Strategy*
Phase 2 Decarbonisation	Included as part of the Strategic Transport Corridor projects	*Pending DfT Decarbonisation strategy*
SRN Scheme priorities	Using emerging evidence produced during the production of the strategic corridor studies to identify priorities for Highways England and RIS3.	April 21 – June 21
MRN Scheme priorities	Using emerging evidence produced during the production of the strategic corridor studies to identify priorities for MRN	April 21 – June 21
Freight	Informed by previous studies including the WG STB Port Access Study, WG STB Rail Strategy and informed by the Carbon Audit of Strategic Transport (3.1) Decarbonisation Audit, develop freight specific strategy for STB area. Freight Strategy Document 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.	March 21 – Dec 22
Rural Transport	An understanding of the challenges faced by rural areas and opportunities for measures that facilitate decarbonisation without disadvantaging rural communities. Relevant policies and strategy for rural areas within the long term STP. Must make good use of national best practice to understand if applicable to WGSTB area and identify opportunities for economies of scale.	April 21 – Jan 22

1.9 **Resource Plan:**

- The current resourcing model for Technical Officers was set up to support the existing delivery programme. The current level of technical resource is effectively 0.5 of an FTE, supported by Programme Management.
- Following award of DfT funding and more detailed critical path analysis and additional pressures placed on resourcing due to the impact of Covid, the programme team are recommending the Technical Officer resource model is updated, to assure delivery of the programme.
- This recommendation is supported by the Senior Officers Group.
- Based on the level of funding that this STB receives this model may need to be scaled up. However, looking at the current work programme and funding we are recommending Option C – formally second 2 FTE from the existing constituent authorities to the Western Gateway.
- Option C will be funded from the Projects, as the resources are tied directly into delivery those outputs.
- This resource plan does not seek any changes to the administration or secretariat support.
- This also will still require Senior and Technical Officers to support/attend/review/input into the projects and to brief/communicate with their members.

	Option A	**Option B**	**Option C**	**Option D**
	Average per MTh worked to date April-Oct	Min based on current forward plan	Preferred Option Optimum based on funding allocation of £425k from DfT 21/22	Optimum based on increased DfT funding £750k 21/22
Technical Officer	0.5 FTE	1 FTE	2 FTE	3 FTE
Risk	Current work programme will need to be revised	Risk programme will need to be revised & bolstered by consultancy and member authority officers' resource	Dependent on DfT funding in future years	Dependent on DfT funding in future years
Requirements	Update Board with revised programme	Second staff and backfill This can be built up by a number of part time officers	Second staff and backfill This can be built up by a number of part time officers. However the preference is to secure at least 1 whole FTE.	Second staff and backfill This can be built up by a number of part time officers

Recommendations:

The members of the Board are recommended to:

I. Approve Option C of the resource plan and delegate the arrangements to the Programme team under the supervision of the Senior Officers Group.

2020/21 Financial Year

I.12 Spend forecasts for projects are based on estimates and are forecast estimates for projects are based on best 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.13 Risk provision is being held pending procurement of services for projects.

Table A – YTD position

INCOME	**Budget**	**Actual**	**Remaining Forecast**	**Total outturn**	**Variance Budget - outturn**
Local Authority income	£180,000	£160,000	£20,000	£180,000	
2020/21 underspend		£42,763		£42,763	£42,763
DfT Grant	£425,000		£425,000	£425,000	
Total	**£605,000**	**£202,763**	**£445,000**	**£647,763**	**£42,763**
EXPENDITURE	**Budget**	**Actual**	**Remaining Forecast**	**Total outturn**	
WGSTB funded Projects	**£110,673**	**£63,089**	**£47,584**	**£110,673**	**£0**
Rail Strategy Phase 2	£57,205	£57,205		£57,205	£0
Strategic Modelling Review*	£17,584		£17,584	£17,584	£0
Short Term Strategic Transport*	£20,884	£5,884	£15,000	£20,884	£0
Strategic Model - 2 funding sources	£15,000		£15,000	£15,000	£0
Bus & Coach Strategy - start 20/21 - Funding is 21/22			Officer Time	£0	£0
Strategic Cycle - start 20/21 - Funding is 21/22			Officer Time	£0	£0
DfT Funded Projects	**£425,000**	**£0**	**£425,000**	**£425,000**	**£0**
Carbon Audit	£20,000		£20,000	£20,000	£0
STP Phase 1 - Strategic Corridor Studies x 4	£120,000		£120,000	£120,000	£0
Strategic Model - 2 funding sources	£145,000		£145,000	£145,000	£0
Alternative Fuels	£80,000		£80,000	£80,000	£0
Freight	£60,000		£60,000	£60,000	£0
Sub-total projects	***£535,673***	***£63,089***	***£472,584***	***£535,673***	***£0***
					£0
STB General Costs	**£117,709**	**£38,642**	**£54,361**	**£93,003**	**-£24,706**
Programme Management Team costs	£80,000	£22,038	£39,832	£61,870	-£18,130
Communication Support	£25,000	£7,654	£10,770	£18,424	-£6,576
Website	£8,950	£8,950		£8,950	£0
Misc. - Expenses/Licences/IT/Legal	£2,000		£2,000	£2,000	£0
Transport & Business Forum – Inc.'s Est for staff time	£1,759		£1,759	£1,759	£0
Risk Contingency	**£0**	**£0**	**£0**	**£0**	**£0**
Unallocated				£24,707	£0
Total Expenditure	**£653,382**	**£101,731**	**£526,945**	**£653,382**	**£0**

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 2020/21.

Contact Officer

Peter Mann, Secretariat Lead (Western Gateway Sub-National Transport Body)

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Western Gateway Sub-national Transport Body

Board Meeting

Paper B

Date	**16th December 2020**
Title of report:	**Strategic Transport Plan (2020-25) – Approval**
Purpose of report:	**To seek approval for publication of the Western Gateway's Strategic Transport Plan (2020-25)**

Recommendations:

The Board is recommended:

i. Approve the Strategic Transport Plan (2020-2025) included in Appendix A
ii. Delegate authority to Senior Officers in consultation with the Chair to action any non-material changes requested by the Board
iii. Delegate authority to the Programme Management Team to undertake the final design work required before publishing the plan
iv. Approve publication on the Western Gateway's website

Introduction

1.1 On the 16th September 2020 the Board agreed to delay approval of the draft Strategic Transport Plan (STP) (2020-2025). This decision was made to provide officers with additional time to review and amend the draft STP in response to the diversity and quality of the representations received during the public engagement undertaken earlier in the year.

1.2 Within the report presented at the last Board meeting a number of actions were identified. These actions have now been completed and the final draft of the STP (2020-25) is included in Appendix A has been updated.

Strategic Transport Plan (2020-2025)

1.3 The draft STP approved in June 2020 covers a five year time frame and reflects existing scheme priorities and funding commitments. The STP sets out the role and function of the Western Gateway STB. It also identifies a set of objectives focussed around long-term Economic, Social and Environmental outcomes.

Public Engagement Process

1.4 The engagement process lasted 6 weeks and closed on the 31st of July 2020. A total of 63 representations were received. There was a considerable variety of issues raised by stakeholders. This varied from positive feedback on how the strategy could be enhanced to specific concerns regarding some of the schemes being promoted.

Summary of changes made

1.5 The STP has changed significantly from the previous version published during the engagement process. The scale of changes made was necessary to demonstrate the ability of the STB to listen and respond to its stakeholders. Additional consultancy resource was commissioned to support officers during the redrafting process. This has brought a more robust independent perspective to the process by challenging officers to review the strategy document inline with the representations received. The outcome of the redrafting is a more robust transport strategy document which provides greater certainty to stakeholders regarding the role and priorities of the STB.

Policy Review

1.6 A consistent point made by stakeholders was in relation to the document not keeping pace with carbon reduction pledges made by its members, the Government and the impacts of COVID-19.

1.7 In response the updated draft STP includes an expanded section on Strategic Transport Challenges including: COVID-19, the need for transport decarbonisation, improving connectivity and rural accessibility. The other sections of the document make references to these key challenges to ensure there is a greater recognition within the STP priorities. The juxtaposition of supporting carbon reduction while improving international connectivity is identified and reflective of national policy acknowledging the need to find a balance between decarbonisation while supporting the economy post Brexit.

Scheme Review

1.8 Concerns were raised by stakeholders regarding the logic between some of the schemes identified and their role supporting the wider policy outcomes of the STP.

1.9 In response the strategy outcomes and the short-term delivery priorities have been fully revised. Reviewing the strategy outcomes was a necessary to capture the revised transport challenges and remove specific references to transport modes (road and rail). An updated section in the STP now outlines

the actions required to inform the long-term plan, acknowledges that there are gaps within the existing evidence base and makes the links between the vision and objectives more logical.

1.10 All scheme identified within the plan have been reappraised to assess how they will support the STP's long-term delivery priorities. In addition only those schemes expected to commence delivery between 2020 and 2025 have been included and more information is provided through the inclusion of a short summary, the schemes current status and the expected delivery date.

Document Review

1.11 There were noticeable strategy gaps reported by stakeholders. The previous STP was spatially focussed on the key urban hubs and strategic travel corridors. This approach resulted in the unintended dominance of highways within strategy resulting in unbalanced transport strategy.

1.12 In response the significant changes have been made to the document structure.

1.13 The dedicated sections covering the urban hubs have been removed. Their inclusion was considered as the document stated that it was the role of local authorities to develop appropriate transport strategies for their key urban areas. The role of the STB was to be supportive where it benefited strategic travel. Their inclusion within the STP resulted in more confusion rather than clarity.

1.16 The strategic corridors are essential to the development of the long-term STP (2025+), but at this stage without having a robust evidence base using them as the primary conduit for the short-term strategy was considered premature. A summary of each corridor is now provided within an appendix. There remains multiple references to the importance of the corridors within the main body of the document to not diminish the corridors importance.

1.17 The most fundamental change to the final draft STP is the inclusion of six mode summaries to outline the priorities of the Western Gateway STB. This approach ensures a more rounded approach is taken to describe the transport strategy and address many of the issues raised by stakeholders. It also fully acknowledges where there are gaps within the existing evidence base and identifies which emerging strategy priorities are in the STB work programme. Finally a new section is included which outlines how the STP and the Western Gateway work programme will be monitored.

Consultation, communication and engagement

2.1 The Board and Senior Officer Group have been consulted following the conclusion of the public engagement process and during the redrafting

process. This was to ensure they were fully aware of all representations received and the proposed changes made to address the issues raised by stakeholders.

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 During 2019/20 a budget of £10,000 for consultancy support was allocated to assist with the production of the corridor and hub narratives included within the plan.

5.2 A further budget of £10,000 for consultancy support plus £5,000 for design work was allocated from the 2020/21 budget to enable the successful review and update of the STP. This is in addition to additional officer costs linked to the plan production. These will be covered under costs linked to the Programme Management team.

Conclusion

6.1 Officers consider the draft STP included within Appendix A of this report to be a significant improvement on the early version published during the public engagement process. The changes made clearly demonstrate how the STB is maturing and responsive to stakeholder engagement.

6.2 Approval of the draft STP is sought from the Board along with its publication on the Western Gateway website. In light of any non-material changes that may be requested by the Board it is requested that delegated authority be provided to Senior Officers to make any final amends requested in consultation with the Chair.

6.3 Approval is also requested to commence the necessary final design work ahead of the STP publication.

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Western Gateway Sub-national Transport Body

Board Meeting

Paper C

Date	**16th December 2020**
Title of report:	**Strategic Modelling Study – Developing the STB's evidence base.**
Purpose of report:	**To seek delegated authority for the Programme Management Team and Senior Officers Group to proceed with preferred modelling approach.**

Recommendations:

The Board is recommended:

v. Approve the Strategic Modelling Study included in Appendix A
vi. Delegate 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
vii. Delegate authority to the Programme Management Team to undertake any procurement of technical tools to inform the long term Strategic Transport Plan.
viii. Approve publication of the study on the Western Gateway's website

Introduction

1.1 On the 18th June 2020, the Board agreed to note a review of current evidence base and transport modelling capabilities identifying gaps and issues and future requirements carried out by the Western Gateway's Transport Officers Group. It also agreed to allocate up to £25,000 to commission a study during 2020/21 to identify the most suitable transport modelling tools for the Western Gateway Sub-national Transport Body to extend its existing evidence base and inform the Long-Term Strategic Transport Plan (STP).

1.2 This study has now been completed by consultants WSP.

Background

1.3 To inform the development of the Long-Term STP 2023-2050 it is essential to enhance the existing transport evidence base. The Short-Term STP for the

Western Gateway was reliant on existing evidence produced by its constituent local authorities to inform their Local Plans and Local Transport Plans.

1.4 As the Western Gateway STB develops its approach to future spatial and transport planning it is important that any potential schemes promoted through the long term STP are supported by a robust and up to date regional evidence base. Strategic transport modelling of potential future scenarios and potentially schemes will be required to progress schemes to strategic outline business case (SOBC) stage. The outputs of transport modelling will be used to understand the cumulative impacts of planned growth across the Western Gateway area and changes made to policy in response to the climate change emergencies declared.

Modelling Study

1.5 WSP was commissioned to undertake the study which has now been received. The study assessed issues and opportunities relating to future modelling options and developing the evidence base. The purpose of the study was to provide an independent, expert recommendation on the most cost efficient, appropriate and proportionate approach to developing the regional evidence base to be delivered by March 2022 that will inform the long term STP.

1.6 The study methodology comprised a review of: different modelling software, the availability of existing travel data, model construction costs and the timeframe required to validate a suitable model or modelling suite. The model(s) will need to simulate different transport modes undertaking inter & intra-urban movements between different regional centres. It must also have the capability to forecast future year scenarios simulating future travel demand and different transport mitigation scenarios including both policies and schemes.

1.7 A high-level review of the STB member authorities' current strategic multi-modal modelling capabilities was already been carried out by the STB's Transport Officers Group. To supplement this early review, WSP carried out one to one meetings with each STB member authority to fully understand:

- current context and conditions in each of the members respective study areas
- future context and conditions in each of the members respective study area
- existing modelling capabilities and their respective capability to provide part of the evidence base to allow assessment of future scheme priorities.

Modelling Review

1.8 There are a number of strategic models owned by member authorities that cover part of the Western Gateway geography but there was no appetite for extending any of these to include the rest of the Western Gateway area.

1.9 The South West Regional Transport Model (SWRTM) 2015 is owned by Highways England and covers the full extent of the area. Included within the SWRTM coverage is the Western Gateway STB area from Bournemouth, Christchurch & Poole (BCP) Council in the south of the STB to Gloucestershire in the north of the STB.

1.10 Using the 2015 model would mean using data that is over seven years old to appraise schemes for the long term STP expected in 2023 and this is inconsistent with government guidance on modelling and appraisal. The SWRTM is being updated to reflect 2019 traffic conditions with delivery of the RTM by October 2021 for use with permission from Highways England.

1.11 The updated 2019 model will incorporate the following improvements:

- greater segmentation in the model matrices and demand model to reflect potential changes in working behaviour as well as changes in distribution patterns
- representation of freight and logistics will be improved through the inclusion of diversionary routes within the RTM along with a more up to date and richer dataset to be able to target and refine interventions to support freight movements
- Use of 2019 Mobile Network Data to inform the Origin and Destination matrices.

WSP Recommendation

1.12 In order to inform the long term STP which is programmed for delivery in 2023, it is not proposed that a new transport model is produced for the Western Gateway STB area due to:

- timescale
- cost
- limited scope for a model to cover the whole area due to its size and range of characteristics
- COVID-19 impacts and the ability to collect new data at the current time.

1.13 WSP's recommendation is to use existing tools such as the Highways England South West Regional Transport Model (SWRTM). Ideally the forthcoming update to the SWRTM to represent 2019 traffic conditions would be the recommendation however it is not due to be delivered until

September/October 2021. If delivery of the updated SWRTM is on time then it would be recommended that this model is used to inform the development of the long-term strategy. However this poses some risk.

1.13 There is a risk to delivery by March 2022 at the latest to enable the model to be used to inform the development of the long-term strategy. To reduce the risk element, WSP therefore recommend that the existing SWRTM is utilised to inform the evidence base for the long-term strategy.

1.16 There are however, risks to this approach as it is based on 2015 traffic conditions and by March 2022 would be outside the recommended six years for the validity of the origin and destination information. Confirmation of acceptability of this would be required by the Department for Transport. The Programme Management Team are seeking views from the Department currently and the outcomes of these discussions will inform the STB's approach to using transport modelling for its Strategic Transport Plan.

1.17 WSP has recommended that additional forecast years should be developed for use within the SWRTM. An alternative to using the SWRTM forecast year models is the development of External Forecast Systems (EFS) which are commonly used in strategic models to deliver reference case scenarios.

1.18 To add value to the evidence base and to assist with de-risking due to lower levels of assurance inherent with the use of the 2015 base year SWRTM, WSP has proposed that the WSP bespoke web based interactive GIS tool Project View/Lattice platform is used to summarise the key characteristics across the Western Gateway STB area and by corridor in a greater level of detail.

1.19 This tool allows strategic planning areas of interest across the whole Western Gateway area to be visualised spatially in a clear and intuitive way. The platform allows digitalisation of a wide range of social and transport data and therefore dynamic visualisation of the development of interventions within the STP.

1.20 Should the Western Gateway STB choose to follow WSP's recommendation, the financial implications are provided in section 5.1

1.21 In the long term, WSP recommend that the STB develop a Land Use and Transport Integration (LUTI) model as a means of better understanding the interaction of spatial strategies on transport and vice versa. LUTI models are used for testing core strategies (Local Plans) and the spatial impacts of proposed policies. As the roles of STBs become clearer following a steer from government, a LUTI model could be a useful way for the STB to provide additional value for its members by guiding regional development strategies and the transport interventions required to unlock development.

1.22 WSP has also highlighted that it could be argued that due to traffic patterns and growth being disrupted and influenced by the COVID-19 pandemic that 2020/21/22 will be untypical in terms of traffic movements. This could mean that the six-year guidance could be relaxed and that the assurance level placed on the outputs/outcomes may be less than ideal.

1.23 Other STBs have also highlighted that there are doubts over the validity of traditional transport modelling approaches in the current context of a pandemic that has disrupted 'normal' travel patterns to an unprecedented extent. Western Gateway's Technical Leads are attending STB Liaison Analytical Groups where these issues and potential innovative solutions are being discussed.

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 It is estimated that if the STB proceeds with WSP's recommendation the modelling strategy would incur the following costs :

- 2015 SWRTM updates: approximately £20,000 to £30,000
- Development of Lattice / ProjectView:
    - £5,000 for standard information including accident date, location of air quality management areas
    - £25,000: additional data layers such as TrafficMaster journey time data
- Development of the External Forecast System (EFS): approximately: £60,000
- Assessment of the Strategic Transport Plan: £20,000 to £30,000.

5.2 All the above represent costs in the region of £130,000 to £150,000. This is an estimate and further work would be required to produce a detailed fee estimate.

5.2 While this may appear expensive, this approach would represent significantly lower costs than construction, calibration, validation of a new, bespoke transport model for the whole Western Gateway area that may have limited usefulness anyway given uncertainty over the long term impacts of Covid-19 on travel patterns.

Conclusion

6.1 The modelling study has highlighted a number of technical complications and emerging issues related to evidence gathering within the wider industry. There are a number of challenges related to timing of the STB's long term strategy and overlap with the update of the South West Regional Transport Model, cost constraints as well as considerable uncertainty nationally on how best to proceed with developing a robust transport evidence base to inform strategic planning.

6.2 The Programme Management Team and Senior Officers are progressing discussion with government on the best way forward for the STB in the context of transport modelling. Funding is a key issue and the modelling and evidence approach is likely to be affected by levels of future funding made available by central government.

6.2 The Board is requested to note the recommendations outlined in the modelling study and issues raised in this report. Given that transport modelling is a technical and ever changing area, the Board is requested that delegated authority be provided to Senior Officers to progress discussions with government and proceed with the most pragmatic approach to ensuring the STB's future Strategic Transport Plan is sufficiently evidenced in accordance with government requirements; in order to secure the maximum funding possible to improve conditions across the Western Gateway area.

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Western Gateway Sub-national Transport Body

Board Meeting

Paper D

Date	**16th December 2020**
Title of report:	**Taking the Western Gateway Rail Strategy forward**
Purpose of report:	**To set out proposals for taking forward the Western Gateway Rail Strategy and provide an update on Network Rail's Continuous Modular Strategic Planning studies**

Recommendations:

The Board is recommended to:

i. Approve the setting up and prioritising of task forces for taking the Western Gateway Rail Strategy forward.
ii. Delegate 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.
iii. Approve the Rail Officer Group continuing to represent the Western Gateway at the CMSP study working groups.

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 Strategy sets out four 'route maps' to focus and align actions, priorities and interventions. They are:

- Strategy, Governance and Collaboration
- Infrastructure
- Access to the Rail Network
- Operational Solutions

1.3 It also recommended establishing five cross rail industry task forces to support the four route maps. They are:

- Strategic planning
- Digital Solutions
- Station & Access to Rail
- Freight
- Future Ready & Resilience

1.4 Ultimately the aim is to work towards developing the Western Gateway's Programme Level Strategic Outline Business Case (SOBC)/Devolution Deal for Summer 2022.

Five Task Forces

2.1 The Rail Officers Group, drawing officers from the Western Gateway authorities, has been re-established. Led by WECA its first task has been to review the proposals for the five task forces. Table One below which stems from this work sets out the conditional outputs to deliver, proposals for who should lead, members and existing work to build on. This is initial thinking and work is required to flesh out the proposal for each task force. Proposed leads are tentative and subject to confirmation.

Priorities and Resources

3.1 Funding is provisionally allocated for 2021/22 and 2022/23 for developing the Rail Strategy. This is DfT funding and is subject to confirmation and agreement by the Partnership Board. Resource is required for each of the five task forces for the development of business cases, officer time and management, consultant technical support and administrative support.

3.2 Given the uncertainties around funding and the scale of work required for the five task forces it is proposed to prioritise them as shown in Table One. Work will initially focus on setting up and taking forward the Stations & Access to Rail, Strategic Planning and Digital Solutions task forces as these are all areas where there is existing local work to build on with the Western Gateway able to provide the lead. It is recommended that the Senior Officers Group is delegated authority to set up the prioritised task forces.

3.3 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. It is still anticipated that the Western Gateway will be involved in all the task forces.

3.4 Should more funding become available the work of the prioritised task forces can be scaled up and a more active role taken on establishing the remaining task forces.

Table One: Five Task Forces

Priority	Task Force	Conditional outputs to deliver	Proposed lead	Proposed members	Existing work	Comment
1	Stations & Access to Rail	M1 Station access M2 Modal integration M3 Regional catchment M6 Accessibility P3 International gateways G1 Transit orientated growth G2 Mobility hubs	Western Gateway	Western Gateway Neighbouring STBs TOCs Bus operators Network Rail Transport Focus	WECA Step free access study	With local authority schemes already being progressed it is proposed that this is a priority task force for the Western Gateway.
2	Digital Solution	M4 Fares influence M5 Ticketing solutions P2 On-board productivity M1 Station access M2 Modal integration	Independent lead or Western Gateway	Western Gateway TOCs Bus operators Network Rail Transport Focus Universities DfT	Integrated ticketing Wayfinding/journey apps Future Transport Zones	With much already happening in this field it makes sense to prioritise this task force with either a Western Gateway or independent lead.
3	Strategic planning	C1 Frequency C2 Interchange C4 Extended timetable C5 Direct services P1 Journey speed P3 International gateways M3 Regional catchment D2 Carbon footprint	Independent lead	Western Gateway Neighbouring STBs TOCs FOCs Bus operators Network Rail Transport Focus DfT	Western Gateway Rail Strategy Network Rail CMSPs WECA 10 Year Rail Delivery Plan Wiltshire Council Restoring Your Railway bids	The current and planned CMSP studies provide the evidence base for this task force. The task force's role would be to bring these together and provide an overall lead.
4	Freight	C6 Freight capacity D2 Carbon footprint D3 Freight growth, D4 Freight capture P4 Freight capability	FOC	Western Gateway FOCs Network Rail DfT Neighbouring STBs	Wiltshire and Dorset Freight Quality Partnerships Bristol consolidation centre Bristol e-cargo bikes Network Rail revised freight forecasts	It is proposed to wait for the DfT's freight strategy and work emerging from the national STBs before starting this task force.
5	Future Ready & Resilience	C3 Performance C4 Extended Timetable D1 Carbon emissions P2 On-Board productivity G3 Network resilience	Network Rail	Network Rail TOCs FOCs DfT Western Gateway Neighbouring STBs	Western Gateway carbon audit	As this is long term and will need to be industry lead e.g. Network Rail's Traction Decarbonisation Plan it is proposed that this is less of a priority for Western Gateway.

Network Rail's Continuous Modular Strategic Planning studies

4.1 The Western Gateway Rail Strategy area is covered by a series of Network Rail Continuous Modular Strategic Planning (CMSP) studies. None of them look at the Western Gateway area as a whole and all are cross boundary with neighbouring STBs. The Western Gateway is represented on the working groups for all the current CMSP studies. This ensures the aspirations of the Western Gateway Rail Strategy aspirations are taken into account and incorporated at every stage. Below is a summary of where the various CMSP studies are at provided by the Rail Officer Group.

Bristol to Birmingham

4.2 There is a good fit between the Western Gateway Rail Strategy and this CMSP. Network Rail have taken the Rail Strategy's aspirations for service frequencies and used these for drafting the train service specification for the route over and above the baseline and committed enhancements. This includes additional services for Bristol to Birmingham, Cheltenham to Swindon and Gloucester to Cardiff. Following suggestions made by Midlands Connect three additional specifications, with the Western Gateway aspirations at the core, are being tested. This is more about local services in the West Midlands although a fast Bristol to Gloucester service is being proposed. Stopping patterns are yet to be determined and there are implications here for stations such as Ashchurch, Gloucester, Cam & Dursley and Yate and the role rail can play in facilitating new development and taking pressure off the M5.

Bristol to Exeter

4.3 As with Bristol to Birmingham there is a good fit between the Rail Strategy and this CMSP. Again, the Rail Strategy's aspirations for service frequencies is being used for drafting the train service specification. The Peninsula STB suggested the proposals were too much focused on the northern (Bristol) end of the route. Revised train service specifications are being worked on including the Gravity business park near Bridgwater. Network Rail's view is the Rail Strategy was not ambitious enough for this corridor. The final CMSP is due to be published in April 2021.

Dorset

4.4 The Dorset CMSP is a good fit with the Western Gateway Rail Strategy. An update is expected December 2020. The CMSP will examine potential improvements to:

- North to South connectivity from the Dorset Coast via the Heart of Wessex line to Bristol, South Wales, Swindon and the South West either by more frequent direct services or improved interchange at Yeovil. Castle Cary or

Westbury with services on the West of England line and Great Western Main Line
- East to West connectivity between rural Dorset and the Bournemouth, Christchurch and Poole conurbation
- East to West connectivity between the Bournemouth, Christchurch and Poole conurbation and the Solent area.
- Aspirations for improved diversionary capability for Great Western services via the Heart of England and West of England lines during perturbation and engineering work, taking into account the findings of the recent West of England line CMSP and Solent CMSP.
- Understand performance and resilience issues in the study area and consider how this might be addressed.

South West Main Line

4.5 This CMSP study is looking at how can future demand for Main Line services be accommodated robustly and resiliently from long distance locations including Bournemouth into London Waterloo. The study is due to report in April 2021.

West of England Line

4.6 This was the first CMSP to be started and was completed in 2020. It sets out proposals for a concept train plan made up of hourly and limited stop services between London Waterloo and Exeter St Davids including Salisbury and Yeovil Junction. This will enable more reliable, punctual and frequent services as well as increased seating capacity. Whilst these are mainly in line with the Western Gateway Rail Strategy there are concerns about the implications of reducing services at stations within the Western Gateway area.

Future CMSPs

4.7 A rolling programme of CMSPs are in the pipeline. As with the current ones it is expected that the Western Gateway will be part of each study's working group. The planned CMSP studies include:

- Bristol travel to work – to consider how rail can best support sustainable economic and housing growth in the Bristol travel to work area including services to Wiltshire, Somerset and Gloucestershire. Due to start April 2021.
- Swindon corridors – to consider how rail can best support growth in Swindon and improve connectivity between Gloucestershire, Wiltshire and the Thames Valley. Due to start 2022.

- Bristol to South Coast Ports – to look at how rail can best support connectivity and reduced journey times between Bristol, Weymouth, South East Dorset and the Solent. Due to start 2023.
- Taunton to Reading – to look at how rail can best support connectivity and reduced journey times between Taunton and Reading. Due to start 2022.
- Decarbonisation of the Western Route CMSP.

Consultation, communication and engagement

5.1 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 have been consulted on this report.

Equalities Implications

6.1 No adverse impact on any protected groups.

Legal considerations

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

Financial considerations

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

Conclusion

9.1 Approval for setting up and prioritising the task forces for taking the Western Gateway Rail Strategy forward is sought from the Board.

9.2 Delegated authority is sought for 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.

9.3 Approval for the Rail Officer Group to continue to represent the Western Gateway at the CMSP study working groups is sought.

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Western Gateway
Sub-national Transport Body

Draft

Strategic Transport Plan (2020/25)

Version 0.5

December 2020

Contents

Section to be produced after final sign off from members:

- **Foreword**

Executive Summary

The Western Gateway Sub-national Transport Body's (STB) Strategic Transport Plan (2020-25) identifies short-term strategic transport priorities, while providing the foundation for the development of a long-term plan that will consider transport connections in the context of travel corridors rather than in local authority administrative boundaries.

This approach enables a long-term vision to be developed that identifies a sequenced list of investment priorities based on regional rather than local need. Understanding this will provide clarity on transport investment priorities enabling more effective and meaningful engagement with Government.

The Western Gateway area supports over 1.6 million jobs and covers some of the country's most prosperous fast-growing conurbations. A function of transport is to support clean and sustainable economic growth by enabling key employment sectors to thrive. The Western Gateway STB will seek to improve strategic connectivity, to close productivity gaps and support sustainable growth.

The rate of population growth forecast to 2041 is higher within the Western Gateway area when compared to England as a whole. The Western Gateway STB will seek to improve strategic connectivity to reduce dependency upon the car and to create a more sustainable and low carbon transport network.

The Western Gateway STB will lead the transport decarbonisation agenda on behalf of its members and will actively engage with the Department for Transport and other STBs to support production of a national Transport Decarbonisation Plan.

The aim of the Strategic Transport Plan (2020-25) is *to deliver sustainable growth by ensuring the Western Gateway area is sustainably connected and provides high quality and value for money travel opportunities for all businesses, residents and visitors.*

To help achieve this aim a set of Economic, Environmental and Social Objectives have been identified and several overarching challenges are considered including:

- The legacy of COVID-19 which is likely to have a significant impact on traditional journey patterns;
- The need to decarbonise the transport network with partner authorities declaring a climate emergencies;
- The importance of improving connectivity to support the delivery of sustainable growth;
- Tackling rural accessibility gaps by working with partners to develop sustainable solutions to maintaining rural transport networks; and
- Reducing the regions productivity gap by removing travel constraints.

Bus and Coach

It is essential to provide a robust multi-modal transport offer for people living within and travelling to the Western Gateway. The STB is aware of both the short- and long-term issues facing bus and coach travel across the region. Post COVID-19 we need to work collectively to develop a financially sustainable, socially inclusive and efficient bus and coach network

During this plan period the STB will establish a Task and Finish group to consider the implications of the National Bus Strategy, view bus and coach travel networks on a strategic basis and understand the decarbonisation transfer process, work with bus operators to identify solutions and facilitate longer distance bus and coach routes to support areas not served by rail, support the development of smart ticketing solutions, monitor the frequency of trips and how these may be impacted through greater adoption of agile working practices, support the digital aspirations of the Western Gateway Powerhouse and support delivery of the following Sub-national priorities:

In preparing for the Long-term Strategic Transport Plan the STB will identify digital connectivity gaps across the Western Gateway areas and understand the potential role of the STB to develop a regional Mobility as a Service (MaaS) platform.

Cycling

There is a clear need to provide for greater modal choice to enable individuals to choose how they travel and cycling provides a real opportunity to improve the physical and mental health of residents, improve air quality and ease congestion across the region.

During this plan period the STB will establish a Task and Finish group to identify gaps in strategic cycle routes, work with stakeholders to identify solutions and facilitate longer distance cycle routes and support delivery of the following Sub-national priorities:

In preparing for the long-term Strategic Transport Plan the STB will commission a Strategic Cycle Strategy to feed into the long-term travel corridor plans of our four strategic travel corridors and understand how the STB can facilitate the delivery of strategic routes in partnership with stakeholders

Digital

Improvements in digital connectivity open opportunities for changing traditional journey patterns and the management of transport networks and there is a need to consider where investment in faster and rural broadband could reduce the need to travel, reduce isolation and improve the local economy.

During this plan period the STB will promote examples of digital transport innovation, seek to establish a Rail Digital Solutions Taskforce, support the development of smart ticketing solutions, monitor the frequency of trips and how these may be impacted through greater adoption of agile working practices, support the digital aspirations of the Western Gateway Powerhouse and support existing schemes in the region which are already progressing the digital narrative.

Freight and Logistics

It is essential for the strategic transport network to provide commercial freight operators with the most efficient way of transporting goods alongside reducing carbon emissions and improving air quality which is now imperative for the freight and logistics sector .The STB will work in partnership with freight and logistics providers to support the long-term use of alternative fuels

During this plan period the STB will continue to support the Transport and Business Forum, consider the need for a separate Freight operator working group and Rail Freight Task Force, work with Network Rail to promote the recommendations of our Rail Strategy through their planned Continuous Modular Strategic Planning process and additional studies such as Reintroduction of Rail Freight to Port of Poole currently in progress. Also work with Highways England in preparing their evidence base supporting the third round of the Road Investment Strategy process (RIS3) and provide key inputs into Highways England's M4 to Dorset Coast Strategic Study.

In preparing for the Long-term Strategic Transport Plan the STB will seek collaboration with neighbouring STBs on the commissioning of the Freight and Alternative Fuels Vehicle Strategies. Ensure the outcomes of the studies inform the production of the four long-term travel corridor plans and work with stakeholders and Highways England to ensure that the recommendations of their M4 to Dorset Coast Strategic study are reflected in RIS3

Highways

During this plan period the STB will maintain regular liaison with Highways England and support their RIS3 Route Strategy work, encourage Local Planning Authorities to identify sites where the demand for travel between homes and jobs can be minimised or served by a range of travel options to avoid reliance on the car as the main mode of transport. Continue to monitor the impact of COVID-19 on strategic vehicle movements and support delivery of the following Sub-national priorities.

In preparing for the Long-term Strategic Transport Plan the STB will seek collaboration with neighbouring STBs on the commissioning of an Alternative Fuels Vehicle Strategy and establish our four strategic multi-modal travel corridor stakeholder groups to oversee the production of long-term travel corridor plans.

National and International

The Western Gateway STB has several of England's busiest ports within or close to its area. In preparing for the Long-term Strategic Transport Plan the STB will seek collaboration with neighbouring STBs on the commissioning of a Freight Strategy. Investigate the economic contribution of ports and airports to the Western Gateway region and 'lock-in' these benefits through our four strategic travel corridor plans, develop a greater understanding of the potential for maximising access to the leisure market (e.g. cruise, tourism, water sports) in the Western Gateway area.

Rail

There is a clear need to increase the market share of rail through better regional connectivity and the legacy of the pandemic is likely to change travel behaviours as greater agile working policies are introduced which in the long-term could reduce traditional peak journey demands.

During this plan period the STB will continue to support the Transport and Business Forum establish a regional rail officer group to oversee the delivery of the Rail Strategy and appoint a Lead Rail Officer to own the process. Review the existing governance structure to establish the case for creating a number of rail taskforces, fully engage in any consultations

relevant to improving rail service standards within the Western Gateway area, work with other STBs and stakeholders to improve rail ticketing and support delivery of the following Sub-national priorities.

In preparing for the Long-term Strategic Transport Plan the STB will set out a clear case for change by working with Network Rail through their Continuous Modular Strategic Planning process and ensure the outputs of these studies inform the four strategic travel corridor plans and establish a clear set of rail priorities and the role of the STB to support the Business Cases development process

Sub Regional Priorities

The studies outlined in the STP have been identified as priorities to improve the regional evidence base as we move towards producing our long-term Strategic Transport Plan. The commissioning of STB studies identified is dependent on funding being awarded by the Department for Transport:

- Bus and Coach 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

Monitoring and Evaluation

Success of the Western Gateway STP will be measured through the continual monitoring and evaluation of schemes and programmes, to ensure the schemes are delivering against the overall strategic objectives. In order to do this, we are measuring performance through a series of performance indicators.

The overall approach to Monitoring is underpinned by the following key principles:

- Reporting requirements will follow DfT reporting requirements as well as being locally influenced and support delivery of local strategies
- Schemes and programmes will follow DfT and Western Gateway STB reporting guidance from inception into closure
- Monitoring and evaluation post-delivery will be the accountability of the individual members
- Data is collected once and used many times
- Baseline information is consistent across key initiatives
- Monitoring and evaluation is a core part of all activities
- Lessons learned are used to inform future policy development

1.0 Introduction

At the time of writing this Strategic Transport Plan our nation and local communities remain in the middle of the coronavirus pandemic (COVID-19). This pandemic has had and will continue to have a significant impact on society during the lifetime of this plan. The impact of COVID-19 are still unclear and the implications in relation to transport need to be fully understood, considered and incorporated as we continue to monitor and plan for the future.

With this in mind the Strategic Transport Plan will only cover the period 2020-25 and will require on-going monitoring.

Local authorities across England have responded to the Government's request for greater strategic thinking about transport investment by forming Sub-national Transport Bodies (STBs). STBs were identified, with accompanying legislation, within the Cities and Local Government Devolution Act 2016 which introduced changes to Part 5 of the Local Transport Act 2008. The Act enables existing individual authorities to join formally in a partnership to produce a Strategic Transport Plan and represent its members in discussions and the delivery of strategic transport infrastructure.

This Strategic Transport Plan considers all modes of transport within the context of strategic travel. Strategic travel is defined within this plan as both intra-regional travel between two local authority areas within the Western Gateway area and inter-regional travel between different STB areas. Figure 1 illustrates the communities covered by the Western Gateway Sub-national Transport Body and Figure 2 illustrates the geographic extent of the Western Gateway STB area within the national context.

By considering strategic connections at a Sub-national level, it enables local authorities to consider the role and function of the complete travel corridor instead of focusing on local issues. This approach enables a long-term plan to be produced that identifies a sequenced list of investment priorities based on assessing the whole travel corridor. It also recognises the collective impact of schemes and their mutual benefit across a wider area regardless of where the improvement is physically located.

The Western Gateway STB is formed by a collective of local authorities and key stakeholders that have made a commitment to work together to improve strategic travel connectivity across South West England. Members of the Western Gateway STB are committed to working together and providing a single voice to Government on strategic transport investment and prioritisation. This makes working with the Department for Transport (DfT), Highways England and Network Rail much more streamlined and results in fewer, but much more coordinated conversations and removes the risk of competing local priorities.

In addition to the elected members which represent the constituent local authority members the Western Gateway STB board also includes members from the DfT, Highways England, Network Rail, Peninsula Transport STB and representation from the Western Gateway Transport and Business Forum. The STB is not about taking decisions and responsibilities away from local communities; instead it focuses on strengthening delivery by demonstrating strategic leadership and working collaboratively to benefit the Western Gateway area.

Figure 1 – The communities covered by the Western Gateway Sub-national Transport Body

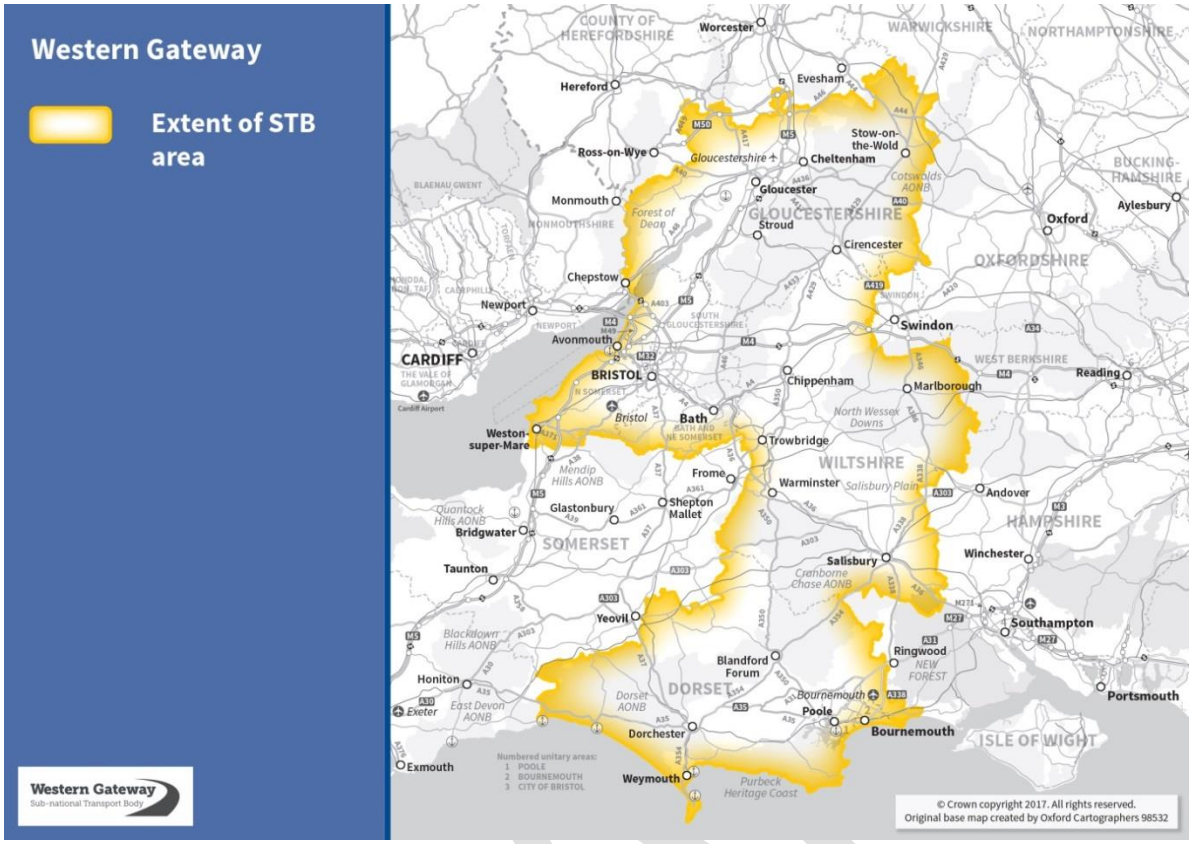
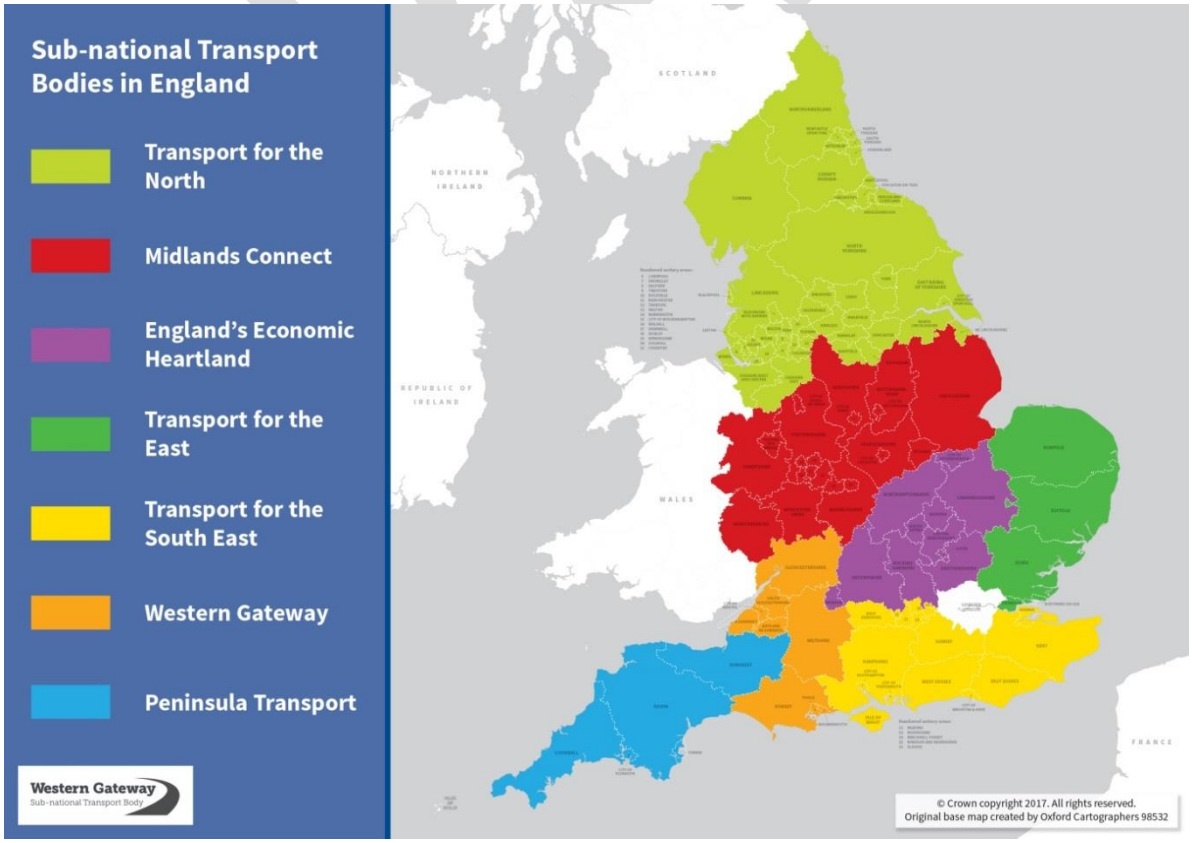


Figure 2 - Sub-national Transport Bodies in England



The Western Gateway STB does not hold the relevant powers to deliver the services or schemes. It is therefore essential for the STB to engage and work with those stakeholders that can implement the priorities outlined within the plan. Figure 3 summarises those stakeholders which are essential to this process.

Figure 3 – The role of stakeholders in the delivery of strategic transport priorities

Connectivity Theme	**Stakeholder**
Bus and Coach	• Bus / Coach operators • Local Authorities – Local Highway / Transport Authority
Cycling	• Canal & River Trust • Local Authorities – Local Highway / Transport Authority • National cycling organisations and campaign groups
Digital	• Local Authorities • Private sector – digital providers and Tele-communications companies • Western Gateway (Powerhouse)
Freight and Logistics	• Commercial Freight Operators (Road, Rail & Water) • Highways England – Strategic Highway Authority • Local Authorities – Local Highway / Transport Authority • Neighbouring STBs • Port Operators
Highways	• Highways England – Strategic Highway Authority • Local Authorities – Local Highway / Transport Authority • Local Enterprise Partnerships • Neighbouring STBs
National and International	• Airport Operators • Commercial Freight Operators • Port Operators • Department for Transport • Neighbouring STBs • Western Gateway (Powerhouse)
Rail	• Neighbouring STBs • Network Rail • Train Operating Companies • Transport Authority

2.0 Our Strategic Transport Challenges

2.1 COVID-19

The COVID-19 crisis has had a terrible impact on the lives and health of many people in the UK, as well as severe economic consequences. At the time of writing this plan the legacy of the crisis is not clear, but it is likely to have a profound impact on how, why and when people travel.

The Government's response to the pandemic continues to have a dramatic impact on how businesses and their employees use transport networks. To keep essential commuter routes open the Government has provided additional revenue support for passenger transport. The risk is that this revenue support may be withdrawn before passenger fare revenues return to their pre-pandemic levels.

When fully understood a legacy of the COVID-19 crisis may be a more receptive approach by employers to promoting agile working practices. The impact of this change and social distancing restrictions could have a significant impact on traditional journey patterns. For example, a reduced number of people travelling in the morning peak may negate the need for providing additional capacity on buses and trains as was required prior to COVID-19. New demands may unlock changes in the way people travel and the reduction in the need to travel in the first place will result in a positive impact on carbon emissions

Regardless of the frequency of the journeys, a balance will inevitably need to be met as physical access to a place of work will always remain for part of the week, but by removing the need for daily access, locations previously not considered accessible may now become more desirable if a commuter journey is only required once or twice a week or less. For example, a resident in North Somerset may consider a job based in London and be prepared to catch the train to attend the office one day a week.

It is essential as we emerge from the COVID-19 crisis to initially protect and then rebalance or level-up strategic commuter routes to close the national productivity gap. Within the Western Gateway area this will be facilitated through the development of our strategic travel corridor plans to inform our long-term Strategic Transport Plan 2025- 2050.

There will need to be a change from the traditional view of managing journey times to managing journey options for people. Finding a suitable work life balance is essential to everyone and the opportunity of increased leisure time created by reduced daily commuting needs to be considered in the design of places. Reducing reliance on the car (and other carbon intensive forms of transport) for daily travel offers the potential for more road space to be afforded to cyclists and pedestrians. This brings significant benefits in terms of air quality and improves an individual's health and wellbeing, and potentially reducing future health costs.

2.2 The need to decarbonise the transport network

Transport is now the largest sector for UK greenhouse gas emissions (28%), of which road transport accounts for over 90%. It is essential that the Western Gateway area delivers on the legal requirement for net-zero greenhouse emissions by 2050. The Paris Agreement

enshrines a commitment on the signatories to restrict the increase in global average temperature and the UK Government passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050.

The Western Gateway STB is committed to delivering decarbonisation. Most Western Gateway Local and Combined Authority partners have passed resolutions declaring a 'climate emergency'. The differing characteristics of the local authority areas within the Western Gateway region means that the current levels of carbon emissions, their available carbon budgets and trajectories to net zero carbon emissions will differ, and some authorities have the ability and the ambition to move forward at a faster pace.

In view of this, the Western Gateway's strategic environmental priority in relation to the climate emergency and relating to decarbonisation set out in this transport plan is to reduce carbon emissions to net zero by 2050 at the latest.

In March 2020 the Government published 'Decarbonising transport: setting the challenge' and is due to publish its Transport Decarbonisation Plan in the spring of 2021. This strategic environmental priority will be kept under review and will be updated as other plans develop.

We are committed to working with our members and partners, including the DfT, Highways England and Network Rail to implement the required actions as they develop proposals that are consistent with the Governments legally binding commitment to reach net zero emissions by 2050. We are also committed to supporting partners as they respond to any future changes in legislation relating to new infrastructure proposals. Together with our members and partners we will monitor and review policies, programmes and infrastructure proposals for compliance with the need to deliver carbon reduction in the necessary timeframe. We will also make a commitment to promote the opportunities created by changes in the scale and nature of travel demand to repurpose our existing infrastructure assets (with their embedded carbon) so they give priority to active travel and public transport.

2.3 Improving Connectivity

The Western Gateway area is a crossroads for national connectivity and an area of significant areas of tourism and strategic transport interventions play a fundamental role in driving economic growth. Strategic transport inventions facilitate the development of housing and employment space, improve connectivity between business and skilled people, and improve connectivity between businesses and tourism.

The ability to provide a robust multi-modal transport offer for people living within and travelling to the Western Gateway's three strategic urban hubs is a key challenge. We define hubs as having a combined population of over 250,000 and forming one functional economic area. The three hubs identified in the Western Gateway area include:

- Bournemouth, Christchurch and Poole
- Cheltenham, Gloucester and Tewkesbury
- West of England including Bristol, Bath and Weston-super-Mare.

Car ownership and dependency is generally high, in these hubs. The area's Local Enterprise Partnership's (LEPs) all fed back that congestion is a major concern for businesses and is

affecting competitiveness, both operationally and reputationally. This reflects factors such as the diversity of travel patterns, employment locations on urban fringes, and poor rail connectivity.

Traffic congestion at pinch points is a major barrier to increased productivity and increased tourism. We have hosted a series of Business and Transport Forums to seek stakeholder feedback. Many businesses reported significant time lost in congestion and the additional risks associated with damaging the reputation of the area. There is widespread agreement by stakeholders for the need to manage existing road space more effectively, with a balance required between better management of existing road space, supporting future growth and providing better facilities for walking/cycling/passenger transport. The provision of better facilities for sustainable transport would remove unnecessary local car trips from the strategic routes enabling a more efficient and reliable transport network.

There was recognition by stakeholders of the importance of transport hubs and the role of interchanges in urban areas, especially with improving the first and last mile walking and cycling links. Concerns were raised by stakeholders regarding land-use planning and the need to ensure development takes place in locations that can provide a range of transport options to reduce reliance on the car. Enabling access to jobs especially for the young, lower paid and apprentices (flow of labour and skills) was a key issue for the Chamber of Commerce. The need for greater modal choice to enable individuals to travel is inextricably linked to the wider performance of the economy.

2.4 Rural Accessibility

The Rural-Urban classification is used to distinguish rural and urban areas. The classification defines areas as rural if they fall outside of settlements with more than a resident population of 10,000. When this classification is applied to the Western Gateway area the majority is classed as mainly or largely rural. This makes it important that the issues and challenges faced by rural areas are considered within the Strategic Transport Plan.

Rural communities face ongoing reduction in passenger transport services due to the ongoing need to find savings and a decline in funding support such as the rural bus subsidy grant leading to service viability issues. As services are reduced or removed this inevitably results in a greater dependency on the private car and this situation needs to be addressed. There is a very clear need to develop robust transport options including improved public and, increasingly importantly, community transport schemes.

Transport in rural areas is inextricably linked with most of the other issues affecting rural communities. The availability of services including health care and jobs in neighbouring towns is reduced without access to appropriate passenger transport facilitating access to the right place at the right time. In addition, a lack of safe footways, cycle provision and crossing points connecting people and local services act as a barrier. As a result, people in rural areas often have little choice but to use their private cars.

Anecdotally younger people in rural areas can have more difficulties accessing further education, training, employment, advice and other services. As a result, they can find themselves isolated. Limited opportunities, combined with a lack of affordable housing, are contributing to some young people moving away from rural communities. The cost and low

availability of public transport in rural areas is a significant challenge for people and can act as a barrier to their progress into employment.

For many of these young people, having a driving licence and being able to afford a car is essential. Insurance costs can be prohibitive, and there is a real risk that other basic household budgets are cut to own and run a motor vehicle. The consequences are reflected in the social and economic structure of rural areas, with some job seeking younger people needing to move away, and local jobs largely being taken by people with access to private transport.

Local bus services need to be able to provide a service which is attractive to different sections of the population in different locations. Crucially, this must include services connecting villages and rural areas with at least one of our towns, cities or major transport interchanges.

Rural areas have a big part to play in supporting our wider economy and it is essential for people to live and work there. Creating an enabling environment that will do that is therefore important along with building in travel convenience to facilitate access work and services. Whilst alternative modes of transport to car use must be encouraged, we also need to accept that car ownership is not a luxury but a necessity for many people living and working in rural areas. For this reason, this plan has to take a realistic and staged approach to the use of vehicles in rural areas that recognises the practical realities of travel.

The Wheels to Work scheme in the West of England is an example of an initiative that is already operating in the region to try to address the rural transport issue. The challenge, however, is that hard to reach places are often served by a patchwork of different forms and types of public transport with no sense of network. Services are run by different operators with little or no coordination between them, and a lack of integrated ticketing.

It is important for the long-term sustainability of the rural transport network to take a more comprehensive, consistent and concerted approach based on a planned network wide concept, as found in other European countries including the Netherlands, Germany and Sweden.

This can be built on some of the principles that we know can work, for example:

- Framework of inter-urban bus and local rail services;
- Demand responsive provision in areas of where the need for passenger travel cannot cover the costs of a traditional frequent bus service;
- Involvement of communities in the planning and development of transport services;
- Harnessing community-based transport, taxis and private hire vehicles as part of the public transport network;
- Using integrated (Total Transport) approaches to achieve efficient provision; and
- Using technology to support information provision, ticketing and on-demand service.

2.5 Productivity Gap

Many of the conurbations and strategic travel corridors that traverse the Western Gateway area are subject to a variety of constraints, such as regular delays imposed by a lack of

capacity. This can negatively impact business productivity and the willingness of individuals to travel when accessing employment or the continual reliance on the car.

Connectivity improvements reduce or remove these constraints. The quantifiable impacts of these benefits include: Greater productivity from the existing workforce due to much improved journey times on the corridors, and additional Gross Value Added (GVA) from those employed at new employment sites across the Western Gateway area.

In addition non-quantifiable benefits include: enhanced connectivity to the international gateways, e.g. the major ports as well as the airports in the area; reducing levels of relative deprivation in certain parts of the STB area, e.g. by opening up access to more employment and other activities will benefit communities currently experiencing poor links to these opportunities; and generating tourism benefits as improved connectivity will help enhance the Western Gateway's important visitor economy.

Connectivity improvements will also generate a series of positive impacts that align with the UK Government's ambition to rebalance the economy including:

- **Supporting the national recovery from the Coronavirus pandemic**: providing strategic leadership to its local authority members in terms of long-term strategy development in response to the UK Government's post pandemic recovery plan and providing additional capacity for local authority officers to focus on front-line transport operations;
- **Boosting productivity levels**: as the UK is experiencing a widespread 'productivity gap' in relation to other countries, enhancements across the Western Gateway can help to redress this;
- **Boosting employment in developing, high-tech sectors:** The Government's Industrial Strategy White Paper sets out several sectors that need to be developed and several of these are in the Western Gateway (e.g. in the Bristol & BCP conurbations); and
- **Boosting housing delivery:** the UK faces a national shortage of housing units, especially in the affordable sector. By helping to unlock housing sites across the STB area, improvements to the strategic corridors will enable the region to meet its housing targets as well as providing those who work across the STB to find good, affordable homes, and also remain in the region.

An economic connectivity study undertaken to inform this plan has identified the benefits of improved connectivity within the Western Gateway area including:

- **Agglomeration-based productivity improvements:** £5.5 billion p.a. across strategic corridors (with labour supply benefits as well);
- **GVA impacts from employment at the new sites:** £12.3 billion; and
- **Total land value gains from unlocked housing:** £1.3 billion.

3.0 Our Long-Term Objectives for Strategic Transport

The purpose of the Strategic Transport Plan is to provide clarity on Sub-national transport priorities for investment discussions enabling more effective and meaningful engagement.

When fully understood the impacts of the COVID-19 pandemic for individuals, society, the economy and the environment may be significant. The legacy of the pandemic may alter how people choose to travel in terms of their mode of transport, for example avoiding peak periods of travel demand and the frequency of weekday trips with a likely increase in homeworking and video conferencing. These individual decisions will collectively have a profound impact on the operation of the strategic transport network during this plan period and into the longer-term. The reallocation of existing highway capacity for walking and cycling will impact how urban environments function and increase demand for more strategic cycle schemes providing inter-urban connectivity.

The Strategic Transport Plan, once approved by its members, will provide the Department for Transport (DfT) with:

- greater assurance regarding future decision making as part of a wider devolution agenda;
- greater understanding of the nature of travel demands through and to are region;
- help the member authorities align their priorities in a more efficient way to maximise economies of scale; and
- support Sub-national supply chains.

Work on the long-term Strategic Transport Plan has already begun with the aim of having a new document agreed by March 2023 which will be used to inform future Government investment decisions post 2025. The plan will have an extended timeframe to 2050 and is intended to complement local transport strategies to enable the delivery of shared objectives. Part of the updated evidence base required to inform the plan will be overseen by four new strategic partnership groups each formed to consider one of the strategic travel corridors identified in the Western Gateway area. As the corridors span wider than the Western Gateway area it is intended that neighbouring STBs and strategic transport providers will be invited to join so that the corridor will be considered as a whole.

The four strategic travel corridors identified are:

- South East to South Wales;
- South East to South West;
- Midlands to the South West; and
- Midlands to the South Coast.

A high-level summary of each corridor is provided in Appendix A.

Figure 4 outlines the aim of the Strategic Transport Plan and how this will be achieved.

Figure 4 – The aim of the Strategic Transport Plan

To deliver sustainable growth by ensuring the Western Gateway area is sustainably connected and provides high quality and value for money travel opportunities for all businesses, residents and visitors.

The Western Gateway STB will do this by:

- With input from its members, will provide clarity, accountability and a focus on strategic travel issues by supporting national policy;
- Through the National STB Liaison group, look to help steer the development of policy at a national level;
- Speaking with the authority of its members in discussions with Government, Transport Infrastructure Providers, and Transport Operators regarding the prioritisation of transportation funding programmes;
- Providing certainty to stakeholders by producing a long-term programme of strategic investment priorities;
- Supporting members to ensure a carbon free transport network is deliverable by 2050;
- Supporting digital innovations and best practices through collaborative working and piloting rural and urban connectivity schemes;
- Working in partnership with the region's Local Enterprise Partnerships and Economic Powerhouse to facilitate and support growth; and
- Working in partnership with stakeholders outside the Western Gateway area to ensure cross boundary issues are considered and shared priorities for strategic transport improvements are identified.

Economic Objectives

The Western Gateway area supports over 1.6 million jobs and covers some of the country's most prosperous fast-growing conurbations. A function of transport is to support clean and sustainable economic growth by enabling key employment sectors to thrive. The role for transport in this context is two-fold: ensure the transport network enables employees to get to work in a timely fashion, and in a post COVID-19 world acknowledge that employment sites may be in different locations than previously expected; and that goods can be transported to facilitate supply chains using good quality reliable strategic networks.

The Western Gateway STB's role is to improve strategic connectivity to close the productivity gap and support sustainable growth. Figure 5 outlines how this will be achieved.

Figure 5 – Western Gateway STB's Economic Objectives

Economic Objectives	Long-term Economic Outcomes	Long-term Economic delivery priorities
• Ensure effective access of labour markets • Enable greater integration between employment clusters • Enhance business connectivity to international markets • Improve North-South connectivity • Provide a robust regional evidence base in support of the local plan making process which understands different travel markets and use of strategic travel corridors	• Managed delivery of planned growth • Improved journey reliability • Quality travel connections • Highly resilient strategic transport network • Recovery and rebalancing of the national economy • A clear role in supporting strategic transport considerations involved with land-use planning	• Increased productivity by managing the impact of peak loads on strategic transport networks • High quality strategic transport network • Improved inter and & intra-regional connectivity • Safe and resilient strategic transport network during extreme weather events • Improved surface access connectivity to international gateways • Reduced unsustainable patterns of strategic transport movements and interactions that are inherently energy-intensive and carbon intensive resulting from unsustainable local plan making

Environmental Objectives

Reducing carbon emissions associated with infrastructure and transport pollution is fundamental to reducing the impacts of transport on climate change and air quality.

Outdoor air quality across the Western Gateway area is generally good. However, there are a number of Clean Air Zones (CAZ) and Air Quality Management Areas (AQMA) declared by local authorities due to exceedances in the allowed annual mean NO2 level (at 40µg/m3).

Our transport network is vulnerable to the impacts of storms and flooding events. Climate change is likely to exacerbate the number of flooding incidences including surface water flooding, sea level rises, and tidal flooding that will impact strategic transport connectivity.

The longer-term impacts of the COVID-19 Pandemic on travel demand are not at this stage understood, but the decision taken to support the reallocation of highway space to support walking and cycling within urban centres does present a once in a generation opportunity to deliver a lasting transformative change. The Western Gateway STB's role is to lead the transport decarbonisation agenda on behalf of its members and it is actively engaged with the DfT and other STBs in the production of the national Transport Decarbonisation Plan. Figure 6 outlines how this will be achieved.

Figure 6 – Western Gateway STB's Environmental Objectives

Environmental Objectives	Long-term Environmental Outcomes	Long-term Environmental delivery priorities
• Decarbonisation of the strategic transport network • Adoption of electrification and/or use alternative fuels to enable fossil-fuel-free transport • Improve air quality • High quality digital connectivity to reduce the need for travel	• Net-zero transport carbon emissions by 2050 • Integrated passenger transport network • Coherent network of electric vehicle and alternative fuel infrastructure • Strategic cycling network • Agree shared approaches to good infrastructure management to ensure longevity, low carbon construction materials, improved drainage and management of surface water	• Carbon free strategic transport network • Increased strategic travel options • Improved digital connectivity • Reduced demand for longer-distance commuter travel • Improved air quality in urban centres • Maximised use of strategic corridors for wider societal co-benefits including Biodiversity net gain • Maximised opportunity for the development of renewable energy opportunities

Social Objectives

The rate of population growth forecast to 2041 is higher within the Western Gateway area when compared to England as a whole. The Western Gateway's resident population is over 3 million. The Office National Statistics (ONS) population forecasts indicate the population of the Western Gateway area is set to increase by an additional 448,000 people by 2041. The projected rate of population growth within the Western Gateway is greater (15%) when compared to England (12%). The higher rate of growth recorded within the Gateway area demonstrates the desirability of the area as a location to live.

Population growth is a significant external driver of traffic growth and the rate of expected travel growth within the south west is between 0.3% and 1.2% annually. If growth is not sustainably distributed this could negatively impact a number of strategic travel corridors. To mitigate this it is essential for transport, land use and infrastructure planning to be fully integrated both at the local and Sub-national level to ensure sustainable patterns of growth.

Key to this is the STB's role in improving multi-modal strategic connectivity and reducing dependency upon the car. This will create a more sustainable and low carbon transport network and support widespread improvements in passenger transport networks. Figure 7 outlines how this will be achieved.

Figure 7 – Western Gateway STB's Social Objectives

Social Objectives	Long-term Social Outcomes	Long-term Social delivery priorities
• Influence the sustainable delivery of new homes and employment opportunities • Support multi-modal travel options within travel to work areas • Improve transport & digital connectivity to reduce poverty and deprivation • Embrace the role of technology in supporting strategic travel	• Ensure transport is not a barrier to growth and opportunity • Positive place making decisions • Improved access for employment, education and other essential services • Improved user experience of strategic transport networks • Increased collaboration & support for the delivery of innovative ideas	• Housing growth is appropriately placed, coordinated and mitigated to ensure strategic transport routes remain safe, resilient and fit for purpose • Safe strategic travel networks that fulfil customer expectations • Quality places that maintain social cohesion through opportunities they provide • Digitally connected region enabling future mobility options

4.0 Bus and Coach

The ability to provide a robust multi-modal transport offer for people living within and travelling to the Western Gateway is a key challenge. Interurban and local bus travel is an essential part of our transport system, providing many with their primary means of access. Unlike rail, and unless segregated, the reliability of bus and coach services is interdependent on other modes of transport and a well-performing road network, which for many urban areas is a significant challenge.

The Western Gateway STB acknowledges the need to create a coherent overarching narrative for larger-scale investments in passenger transport connectivity, and that the opportunities are not overlooked for the bus and coach services offer to achieve step changes in the quality and relevance of non-car alternatives for longer journeys. Providing reliable alternatives to car use within and between travel to work areas would help to mitigate the impacts of growth and help improve the quality of place for our communities. In addition to ensure that new communities have access to a full range of travel choices, we will look to improve urban and inter urban cycle provision when enhancing both new passenger transport routes and increased service frequencies.

The combination of the climate emergency and the acute pressure on strategic and local highways infrastructure makes it essential that bus and coach travel is empowered by a coordinated strategy. However, there is no question that the decarbonisation of all public transport will require substantial infrastructure investment, not least in local grid reinforcement, both for power and (bio) gas. The scale of electrification required to support decarbonisation is significant. Multi-agency collaboration needs to be prioritised to address energy production, planning policy and national security issues that may arise from the increase in energy demand.

The STB acknowledges the huge potential benefits for electrification or the use of alternative fuels for bus and coaches and the significant contribution this could make towards the long-term aim of decarbonising the transport sector and transforming transport options for all social groups. It is supportive of the views held by many stakeholders that recognise the need to manage road spaces better to provide more advantage to bus and coach services. It also acknowledges the role STBs have in driving forward innovations in transport and mobility through their close partnership working with local transport authorities, LEPs, and bus operators and other strategic stakeholders.

There was further recognition by stakeholders of the importance and role of interchanges in urban areas, especially with improving the first and last mile walking and cycling links. Concerns were raised by stakeholders regarding land-use planning and the need to ensure development takes place in locations that can provide a range of transport options to reduce reliance on the car.

Flexible bus services could also provide a sustainable way to support access when coupled with high frequency fixed services. In rural areas the dispersed nature of demand means that flexible services generally have to cover large areas. There is a trade-off to be made between service coverage and service frequency, and as such the ability to accept ad hoc journeys is diminished due to longer journey times.

There are many time-critical journeys such as for work, health care appointments and connections with other transport services, where delays have significant adverse consequences for bus and coach customers. Flexible bus customers will want the security of pre-booking and having a guaranteed arrival time for such journeys, therefore, systems used need to take these constraints into account and only accept ad hoc bookings that will not introduce a delay.

Flexible services should remain accessible to all user groups. The elderly are likely to be a big potential user group, particularly in rural areas with above average proportions of over 65s. Some groups of users may be less likely to use the full functionality of smartphone apps and will therefore want the reassurance of traditional timetabled service. There also remain significant mobile coverage issues in rural areas that make connecting to smartphone apps difficult for some users.

Community transport caters for a wide range of transport needs, especially those who find using public transport difficult. Flexible bus services clearly have a role in rural areas. However, it should be recognised that there are higher costs associated with operating in rural areas and lower revenue returns so it is highly unlikely that flexible services will be delivered commercially and will require ongoing subsidy. Integration with the wider public transport network is essential to ensure that the different types of service complement one another rather than compete against each other. This requires coordination at a local level and strong partnerships between local authorities and local operators.

The current COVID-19 crisis has had a disproportionate impact on bus use. The longer-term impacts of the crisis on levels of demand for public transport remain difficult to forecast. It must be acknowledged that the current crisis is likely to lead to notable shifts in patterns of demand and will affect the ability to sustain the whole pre-existing service offer as it existed prior to March on a fully commercial basis.

COVID-19 has highlighted how important buses are to the public services and economy of cities. The fall in passenger numbers has however, meant that bus operators needed additional Government support to keep services running.

The Western Gateway STB is aware of both the short- and long-term issues facing bus and coach travel across the region. One of the biggest weaknesses of existing bus and coach networks in many parts of the STB area arises from their historic development within county and municipal boundaries, whereas cross-boundary links have been very weakly developed.

All parties need to use this time as an opportunity to reset plans and agree to support the delivery of a National Bus Recovery Strategy which is due early 2021. The challenge for the STB is to coordinate work between its members and bus operators to ensure post COVID-19 we develop: a financially sustainable; socially inclusive and efficient bus and coach network that supports longer-distance bus and coach provision; which links with flexible local feeder services. This will ensure the bus and coach network become more attractive and effective than they are able to be today.

The STB wants to ensure that alternative technology can be delivered in a sustainable manner as well as maximising opportunity for the development of renewable energy opportunities. It is essential to also acknowledge the difficulties for full decarbonisation of the

bus and coach network, so we are aiming to provide valuable leadership to raise awareness of deficiencies within existing energy networks to facilitate electric transport development.

Bus and Coach Summary:

- It is essential to provide a robust multi-modal transport offer for people living within and travelling to the Western Gateway area
- The STB is aware of both the short- and long-term issues facing bus and coach travel across the region. Post COVID-19 we need to work collectively to develop a financially sustainable, socially inclusive and efficient bus and coach network
- There is a need to create a coherent overarching narrative for larger-scale investments in passenger transport connectivity. One that supports longer-distance bus and coach services which link with flexible local feeder services
- Integrated ticketing for end to end journey planning across operators and modes of transport – bus doesn't always bring you door to door
- There are huge potential benefits for electrification or the use of alternative fuels for buses and coaches which would support the decarbonisation of the transport sector

During this plan period the STB will:

- Establish a Task and Finish group to consider the implications of the National Bus Strategy, view bus and coach travel networks on a strategic basis and understand the decarbonisation transfer process
- Work with bus operators to identify solutions and facilitate longer distance bus and coach routes to support areas not served by rail
- Support the development of smart ticketing solutions
- Monitor the frequency of trips and how these may be impacted through greater adoption of agile working practices
- Support the digital aspirations of the Western Gateway Powerhouse
- Support delivery of the following Sub-national priorities:
    - Metrobus - Cribbs Patchway
    - Bristol to Bath Strategic Travel Corridor
    - Bus Improvement packages across Bath, Bristol, North Somerset and South Gloucestershire
    - Mass Transit – West of England

In preparing for the Long-term Strategic Transport Plan the STB will:

- Commission the following studies and ensure outcomes of the studies inform the production of the four long-term strategic travel corridor plans
    - Bus and Coach Strategy
    - Alternative Fuels Vehicle Strategy
- Identify digital connectivity gaps across the Western Gateway areas
- Understand the potential role of the STB to develop a regional Mobility as a Service (MaaS) platform as described in Section 6.0

5.0 Cycling

The benefits of cycling are well documented, it is essential to provide safe and attractive routes for the ever-increasing demand from both commuting and leisure trips. Enabling access to jobs especially for the young, lower paid and apprentices (flow of labour and skills) was a key issue for the Chamber of Commerce. The need for greater modal choice to enable individuals to travel is inescapably linked to the wider performance of the economy and delivery of the STB's environmental and social objectives.

There is widespread agreement by stakeholders for the need to manage existing road space more effectively, with a balance required between better management of existing road space, supporting future growth and providing better facilities for walking/cycling/passenger transport. There was recognition by stakeholders of the importance of transport hubs and the role of interchanges in urban areas, especially with improving the first and last mile walking and cycling links.

Providing reliable alternatives to car use within and between the travel to work areas would mitigate the unsustainable impacts of growth, help improve the quality of place as well as air quality for our communities and improve the health of residents. In addition, we will look to facilitate inter urban cycle routes to ensure that new communities have access to a full range of travel choices.

We consider that our waterways have an important role to play in delivering aspirations for regional and local accessibility. These can provide safe and convenient walking and cycling routes that connect people to jobs, key services and recreational opportunities. Enhancing the capacity, safety and attractiveness of towpath and connecting pedestrian routes, particularly to and within a city centre may support increases in walking for local trips. Improvements made at a local level will also impact on more strategic routes and outcomes by removing traffic from local roads and by helping promote a modal shift in usage.

The COVID-19 crisis has had an impact on the lives and health of many people living in the UK, as well as severe economic consequences. But it has also resulted in cleaner air and quieter streets, transforming the environment in many of our towns and cities. The Government has placed an expectation on local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians to lock in many of these benefits. In response, local authorities are making or proposing radical changes to their roads to accommodate active travel.

During the national lockdown period many people have taken advantage of quieter roads to walk or cycle more regularly. As more people begin to return to regularly accessing school, college and work, we have a real opportunity to capture the positive changes we have seen to improve the physical and mental health of residents, improve air quality and ease congestion across the region. With current concerns over the use of public transport, as restrictions are lifted many of the roads in our key urban hubs may not be able to cope without providing safe and accessible cycle routes.

Residents across the region are being encouraged to find "joy in the journey" by swapping a short car journey for walking or cycling whether commuting to work, taking the kids to school or popping to the shops. The new campaign from the West of England Combined Authority

promotes the benefits of cycling and walking to boost health and wellbeing as well as helping to build a cleaner, greener future for the West of England.

The Government has announced the largest ever funding boost to create a 'new era' for cycling and walking. The first stage of the £2bn investment was a £250m emergency active travel fund to help councils reallocate road space for cyclists and pedestrians. Temporary measures to widen pavements, remove traffic from roads and improve cycling have been introduced by the Western Gateway members. Using this funding, across the region in response to the Government directive to place an emphasis on active travel, which is also at the core of the STB's vision to address the Climate Emergency and create connectivity across the region.

When identifying the short term and long-term issues the Western Gateway has identified the need to engage with motorists with the aim of instigating a mind set change to accept where and when it is appropriate to drive and where and when other modes of transport should take priority. A key prerequisite in this is the reallocation of road space and altering the perceived hierarchy of the road taking away the emphasis from the car and private vehicles and towards active travel modes and public transport.

We note the work being carried out by all the Western Gateway members on the delivery of the Local Cycling and Walking Infrastructure Plan (LCWIP) schemes across the regions and we intend to support any lobbying required for these schemes. With this in mind, the Western Gateway will be aiming to make the Strategic Cycle Network its focus so it can bring the region together looking at longer distance routes between local authority areas and identifying those schemes that might be too big for individual local authorities to tackle.

We also intend to strengthen our relationship with the Canal & River Trust, we recognise all of the canals represent valuable assets which not only represent our industrial and cultural heritage, but help shape the landscape, add ecological value, and have a great ability to act as a catalyst for regeneration and inward investment. They also provide opportunities for sport and recreation, both on and off the water, thus enhancing the wellbeing of local residents. Our waterway infrastructure provides a free public resource for walking and cycling, Green infrastructure corridor and links communities.

In order to inform the long--term Walking and Cycling aim of the Western Gateway, an STB Officer Task and Finish group will be established to oversee the production of the Strategic Cycle Strategy. Outputs from the Strategy will feed into the relevant corridor plans and move forward into the Long-term Strategic Transport Plan.

Cycling Summary

- There is a clear need to provide for greater modal choice to enable individuals to choose how they travel
- Cycling provides a real opportunity to improve the physical and mental health of residents, improve air quality and ease congestion across the region
- It is essential to work with stakeholders to facilitate longer distance routes
- A key driver in this is the reallocation of road space and rebalancing highway capacity towards active travel modes and public transport.

During this plan period the STB will:

- Establish an officer Task and Finish group to identify gaps in strategic cycle routes
- Work with stakeholders to identify solutions and facilitate longer distance cycle routes
- Support delivery of the following Sub-national priorities:
  - Cheltenham to Gloucester strategic cycle route
  - Improvement packages across Bath, Bristol, North Somerset and South Gloucestershire
  - Support the delivery of both BCP's and WECA's Transforming City Fund programme

In preparing for the long-term Strategic Transport Plan the STB will:

- Commission a Strategic Cycle Strategy to feed into the long-term travel corridor plans of our four strategic travel corridors
- Understand how the STB can facilitate the delivery of strategic routes in partnership with stakeholders (including National cycling organisations and campaign groups and the Canal and River Trust)

6.0 Digital

Transportation is on the edge of a period of great change with new technologies and services offering improved access to a range of mobility options including some new types of service not seen before. Digital connectivity could have a major role to play as 'digital as a mode' opens opportunities for changing traditional journey patterns and the management of transport networks.

For the Western Gateway area to benefit from new technologies it will be essential to adopt a collective approach to the development and delivery of transformational technology. Technology has a major role to play in helping to address transport issues. The Gateway area wants to be at the forefront of global digital technology and innovation to ensure transport networks are digitally enabled and ready to meet the needs of private travel, as well as facilitating the transition from petrol- and diesel-powered vehicles.

Digital connectivity is enabling many of the things we do including how we access work, how we shop, how we stay in touch with friends and how we pay for things and this, in turn, underpins much of what many of us do on a daily basis. This digital revolution is impacting the transportation sector with connectivity of vehicles enabling access to services on the move, monitoring the status of assets, the sharing of real time information and real time journey planning. It may be possible for digital connectivity to help make our highway network safer and more efficient and provide customers and users with more accurate travel information, travel choices and methods of payment. However, we recognise that 'digital exclusion' should not be allowed to disadvantage those who either can't access such services or choose not to use them. Investment in digital connectivity is essential for the Western Gateway area.

Remote or agile working can provide a means of mitigating the demand for travel and its adverse impacts. Good digital connectivity is key to this. Home working may not reduce overall trip numbers, but it is likely to impact journey purposes, destinations and mode uses as people find other activities to do with their leisure time. As a consequence, over time this could impact network pinch-points and traditional peak demand.

In addition, digital connectivity can offer the potential for innovative solutions to be developed where there remains a need to travel. This need will be met by prioritising opportunities which encourage the use of low-carbon travel choices.

The advances in digital infrastructure will also bring benefits to the Service-Based Mobility Models, such as:

- Mobility as a Service (MaaS), which integrates multi-modal public and private sector mobility services through digital platforms by incorporating travel information, payments, and reservation systems into a single application;
- Parking Platforms, which provide consumers with information and app-based payment functions to reduce the traditional problems associated with finding and paying for parking; and

- "Digital as a Mode", which uses digital connectivity to reduce/remove the need to travel (e.g. by enabling remote working and remote access to services including health and education).

The potential to shift people's travel behaviour using MaaS could help to encourage a greater use of public transport options as well as active and sustainable travel choices. Evidence from some of the MaaS pilots demonstrates that these behaviours increase with the use of MaaS. This could help to improve public health, social inclusion and air quality while reducing carbon emissions and congestion. The move away from private car ownership and increased use of public transport, active travel and taxi and Private Hire Vehicles (PHVs) will have positive impacts for air quality and carbon emissions.

There is a role for the STB to provide a co-ordination – umbrella structure giving local identity and resource. Legislation does need to be reviewed as currently if strictly applied, co-ordination of activity between transport providers is against competition law. The STB could offer a registration service for operators that use the MaaS platform, but central Government must provide the regulatory framework that MaaS Platforms and operators must adhere to.

The Western Gateway is aware that the way in which MaaS is to be implemented is also a barrier. Travel cards are becoming less prevalent due to the rise in smartphone and app technology combined with the ability to use contactless payments direct from the phone. However, this limits these products to those who have a smartphone, internet access and an ability to pay contactless via their phones. Other members of society may not have access to such services and therefore may be excluded from travelling with the same ease. This would be contrary to local and central Government ambitions for accessibility for all and there is a danger of widening the equality gap.

The COVID-19 pandemic has demonstrated the potential for remote working to enable business activity to be maintained in different ways. It is already clear that improved digital infrastructure will be critical moving forward, becoming integral to the way companies operate and services accessed. Planning for our future transport needs must be taken forward alongside that for digital infrastructure. The experience of the COVID-19 pandemic has highlighted the extent to which rapid and widespread use of digital connectivity can act as an effective and efficient means of maintaining business activity. It also illustrates the extent to which change can be affected at pace when the circumstances require it; providing the imperative for change is compelling.

There is an opportunity now to shape the future in ways that might otherwise have taken considerable time to achieve. Increased acceptance for home working has been embraced by businesses and employees. The Western Gateway needs to consider where investment in faster and rural broadband could reduce the need to travel, reduce isolation and improve the local economy.

Post COVID-19 may have significant impacts on wider travel patterns and the transport network. Affordability in review of economic impact is likely to change travel models, particularly against a backdrop of aiming for carbon neutrality in the transport sector.

Work to improve Digital connectivity is a key ambition of the Western Gateway Powerhouse and its ambition to deliver world class physical and digital connectivity, boosting productivity, and unlocking housing growth and leading our transition to a net zero future is supported by the STB and will feed into our long term strategy.

Digital Summary:

- Improvements in digital connectivity open opportunities for changing traditional journey patterns and the management of transport networks
- There is a need to consider where investment in faster and rural broadband could reduce the need to travel, reduce isolation and improve the local economy
- The Western Gateway powerhouse ambition for improvements in digital connectivity are fully supported

During this plan period the STB will:

- Promote examples of digital transport innovation
- Seek to establish a Rail Digital Solutions Taskforce
- Support the development of smart ticketing solutions
- Monitor the frequency of trips and how these may be impacted through greater adoption of agile working practices
- Support the digital aspirations of the Western Gateway Powerhouse
- Support existing schemes in the region which are already progressing the digital narrative including:
    - Delivery of a combined package of urban realm improvements for Lansdowne Business District, Bournemouth – including enhanced 5G digital connectivity, public transport and sustainable transport investment to support growth opportunity.
    - BCP' Council's Smart Place initiative
    - WECA's Future Transport Zone

In preparing for the Long-term Strategic Transport Plan the STB will:

- Identify digital connectivity gaps across the Western Gateway areas
- Understand the potential role of the STB to develop a regional MaaS platform
- Understand the application of the Western Gateway Powerhouse's aspirations for enhanced digital connectivity on the strategic transport network

7.0 Freight and Logistics

The Western Gateway STB needs to ensure the strategic transport network provides commercial freight operators with the most efficient way of transporting goods. However, it is essential that this network also supports the STB's wider social and environmental objectives and is future proofed to accommodate growth and digital transformation.

As a hub in logistics, advanced manufacturing and energy research, it is vital that the Western Gateway pays due regard to freight issues in the long-term planning of investment of the strategic transport network. One of the main aims of the plan is increased productivity and a keyway in which this can be achieved is via supporting businesses to move freight and goods efficiently and across modes.

The move towards e-commerce is clear, with a huge increase in the percentage of UK retail sales being recorded online. Demand has increased further during the Coronavirus pandemic including use of home deliveries (same day and same hour deliveries) and click and collect services. Other consumer deviations include changes in the way we use cities, with less shopping, more at-home eating and entertainment, and a shift of purchasing power from material things to virtual things or experiences.

Freight transport both contributes to congestion and is a victim of it. Congestion tends to occur at pinch points on road and rail networks, particularly where strategic and local traffic conflict.

Until now, where modal shift from road to rail has occurred, it has often been driven by the need to move bulk goods or avoid unreliable journey times on key congested road routes, with a shift to a reliable timetabled rail freight service from origin to destination that more closely meets customer needs. Actively supporting modal shift to rail will reduce road congestion, free up capacity, enable businesses to make sustainable choices and reduce emissions, but the constraining factors affecting rail as the mode of choice for freight must be acknowledged as currently having a relatively minor role compared to road.

In addition to the markets traditionally served by rail there is the opportunity to expand rail freight into new markets. Some specific examples where rail has the potential to play a greater role is in long distance movement of bulk retail goods between freight distribution centres, and also better penetration into large urban centres for high value, low density goods (e.g. parcel deliveries) that can then take advantage of a more sustainable First Mile / Last Mile choice.

Reducing carbon emissions and improving air quality is now imperative for the freight and logistics sector. The Government's Clean Growth Strategy includes the desire to work with the industry to reduce the impact of freight emissions and improve air quality across all modes including road, rail and shipping. There is a need to understand the different options for the region to move towards delivery of alternative fuelling and associated operations.

At present, diesel is the predominant fuel of choice for road freight vehicles, both HGVs and LGVs, due to its higher energy properties. However, recent years have seen growing interest in the use of alternative fuels nationally and internationally, particularly in response to environmental concerns (such as the DfT's 2017 Freight Carbon Review). According to DfT

figures, HGVs account for 17% of greenhouse gas emissions and 17% of nitrous oxides emissions from road transport (despite accounting for only 5% of vehicle kilometres). Related policy issues such as Clean Air Zones including the zone to be introduced in Bath City Centre, and proximity of communities to major roads has further raised the profile of the issue.

There are many benefits to the business community from switching to alternative fuels (such as biodiesel, electricity and hydrogen). In particular, the increasing cost of diesel, and the volatility of oil prices, means that alternatives are becoming increasingly attractive financially. Additionally, as clean air policies such as vehicle bans continue to increase on the political and public agenda, fleet operators may be forced into adopting less polluting vehicles to enable them to access markets, particularly in city centres.

Currently however, there are some challenges relating to the adoption of alternative fuel vehicles. These include the early stage of development of some solutions; the risks associated with being an early adopter of new technologies; the wide variety of vehicle types used; and fleet replacement cycles. These challenges pose a significant risk to competitive margins for UK freight and logistics companies, especially Small Medium Enterprises (SMEs).

Road freight in isolation will not be able to meet the needs of heavy bulk markets, even with the emerging technological change, hence the need to consider how best to support moving more freight onto the rail network where this is feasible. Rail movements can offer an alternative way to move aggregates and bulk products for infrastructure projects, which are necessary to support population increase.

Coastal shipping or short-sea shipping is also an important form of logistics in the region and encompasses the movement of cargo and passengers mainly by sea along a coast, without crossing an ocean. This is a method currently being used to move quarried stone from the Mendips to Bristol Port by train and then taken by vessel to the Hinkley C construction site avoiding any road transport. The Western Gateway region also contains the Gloucester & Sharpness canal which is a commercial waterway, capable of carrying freight from Sharpness to Gloucester.

The COVID-19 pandemic has been a challenging time for the logistics sector. In the UK, land transport has been a vital factor in keeping the country going despite the lockdown, which has meant that many logistics firms have had to tackle one of their most intensely demanding periods alongside all the complexities of a national and global health emergency.

The start of lockdown in March 2020 came with an increased level of supermarket purchasing, and logistic companies increased deliveries to ensure food, medicine and essential supply chains continued to flow. Recognising this, the UK Government assigned many within the logistics sector as ‘key workers’, enabling them to carry on working through the lockdown.

The Government took further steps to ease the strain on logistics firms working through the lockdown, including keeping roadside facilities open, exemptions for freight workers in border quarantine arrangements and extending MOTs and annual HGV tests. These and

other support measures have proven vital to an industry tasked with ensuring the nation still has what it needs during the pandemic.

The Western Gateway fully supports Highways England's Strategic Business Plan where this emphasises the importance of collaboration and consultation with freight and logistics sectors to better understand their needs. An example of where Highways England has identified freight congestion issues is in the provision of efficient routes to global markets through international gateways: e.g. improving access to ports (Highways England, 2017). The Western Gateway will work closely with its partner Highways England to support it in its aims and objectives.

The long-term strategy for the region will be developed by building upon the recommendations outlined in the Western Gateway Port access study & Rail Strategy as well as the work being undertaken by other STBs including Midlands Connect.

The Freight Strategy will need to capture the extent of freight movements within the Western Gateway to understand the potential for modal shift including:

- Urban/local movements (First Mile / Last Mile) servicing towns and cities within the area, for both commercial (B2B) customers and for consumers (B2C).
- Regional movements within the area and also into South Wales for Newport/Cardiff and beyond serviced from distribution centres in Western Gateway.
- Strategic national/international movements, including trips generated within the area as origin/destination and those which travel through the area on longer distance movements to/from other regions, including further South West into the Peninsula area, as well as those heading to the Midlands, North and beyond.
- Flows to/from London and to/from South Wales and onwards via ferry into the Republic of Ireland (RoI) as the M4 corridor acts as a land bridge for RoI traffic to/from continental Europe).

The STB Business Forum will continue to be the main process for discussions with the identified stakeholders. The STB is considering the establishment of a separate working group to help oversee production of the Freight Strategy. Outputs will feed into the relevant corridor plans and move forward into the Long-term Strategic Transport Plan.

In addition to the Freight Strategy, we also want to build on the work undertaken by Midlands Connect STB regarding the application of an Alternative Fuels Vehicle Strategy. This will develop a vision of the future for alternative fuels in the freight and logistics sector in the Western Gateway area; and assess how the Gateway area can facilitate and benefit from a shift to alternative fuels for freight, and identify the factors or challenges which might constrain this transition.

Freight and Logistics Summary:

- It is essential for the strategic transport network to provide commercial freight operators with the most efficient way of transporting goods
- Reducing carbon emissions and improving air quality is now imperative for the freight and logistics sector
- The STB will work in partnership with freight and logistics providers to support the long-term use of alternative fuels

Existing Evidence Base:

- Port Access Study
- Rail Strategy

During this plan period the STB will:

- Continue to support the Transport and Business Forum
- Consider the need for a separate Freight operator working group and Rail Freight Task Force
- Work with Network Rail to promote the recommendations of our Rail Strategy through their planned Continuous Modular Strategic Planning process and additional studies such as Reintroduction of Rail Freight to Port of Poole currently in progress.
- Work with Highways England in preparing their evidence base supporting the third round of the Road Investment Strategy process (RIS3)
- Provide key inputs into Highways England's M4 to Dorset Coast Strategic Study.

In preparing for the Long-term Strategic Transport Plan the STB will:

- Seek collaboration with neighbouring STBs on the commissioning of the following joint studies:
  - Freight Strategy[1]
  - Alternative Fuels Vehicle Strategy
- Ensure the outcomes of the studies inform the production of the four long-term travel corridor plans.
- Work with stakeholders and Highways England to ensure that the recommendations of their M4 to Dorset Coast Strategic study are reflected in RIS3

[1] Having particular regard to Peninsula STB and quarrying activity

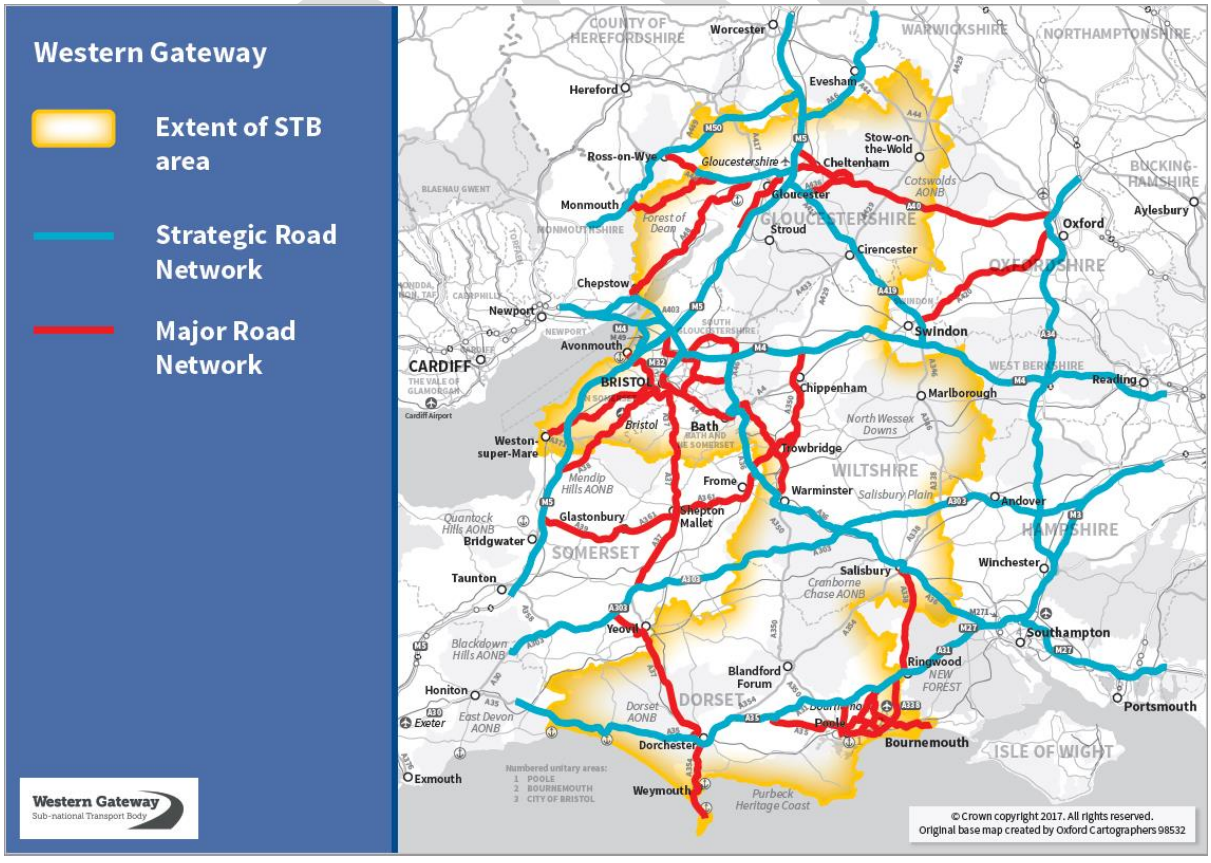
8.0 Roads

Highways play a fundamental role in supporting multi-modal transport options. They facilitate the development of housing and employment space, improve connectivity between business and skilled people and improve connectivity between businesses. In rural areas connectivity is equally important for unskilled workers by providing access to training for unemployed members of society. Without the broad functionality of the highway you would not have any multi-modal travel options.

The Western Gateway area is a crossroads for national connectivity. The impact of peak loads on the resilience of the Strategic Road Network, especially during the summer peak season on the Bristol Motorway Box, perfectly demonstrates the interlinked nature of many of the most serious transport operational issues the STB area faces. A lack of resilience within a transport network results in its failure with poor journey times and commensurate harmful impacts on productivity, economic growth and local business activity.

Figure 8 illustrates the extent of the Strategic Road Network (SRN) managed by Highways England and the Major Road Network (MRN) managed by local highway authorities. The Local Road Network (LRN) is not illustrated, but this vast network forms the majority of trips and is managed by local highway authorities.

Figure 8 - Extent of the Strategic Road Network & Major Road Network in the Western Gateway area



Highways England is the strategic road authority and as such manages the SRN in line with the priorities set by the Secretary of State. It receives a rolling five-year funding settlement from Government to implement the existing Road Investment Strategy (RIS) while preparing for the next. It is during the preparation stage of the RIS process that the STB alongside its local authority members have the opportunity to identify and promote regional priorities.

The timeframe of the Strategic Transport Plan is 2020 to 2025 to match the existing RIS2 timeframe. It is intended that the next interaction of this strategic plan will identify regional priorities for the next RIS, and these will be considered by Highways England when determining the priorities for investment post 2025.

The Western Gateway STB is committed to ensuring that there is regular liaison with Highways England as associate member of the STB and key partner in our four strategic travel corridor stakeholder groups. The multi-modal travel corridor plans produced to inform our Long-Term Strategic Plan will be shared with Highways England to inform the evidence base of their RIS3 route strategies and reduce any potential duplication of work.

The Western Gateway area is home to some of the UK's most dynamic businesses and economies. We have strong and growing expertise in world-leading industries including advanced engineering, high-value manufacturing, aerospace, military, financial and professional services, digital information and communications technology, cyber security and defence. These sectors will benefit greatly from Multi-modal investment that both provides better links between economic hubs, and results in improvement of the SRN and MRN.

Our MRN and Large Local Major (LLM) investment priorities support our broader multi-modal investment approach. Better management of the MRN can benefit all road users, including those using public transport, pedestrians and cyclists by improving journey times and journey time reliability, improving safety and reducing vehicle emissions.

Achieving more reliable journey times to and from international gateways within the area will support the competitiveness and productivity of businesses with international supply chains and/or markets. The same applies for links to international gateways, where connectivity to the SRN becomes the key factor.

During this plan period the Western Gateway has prioritised 6 MRN schemes and 2 LLM schemes. The schemes prioritised focus on three key policy themes identified through the regional Evidence Base:

1. **Improve urban travel within urban hubs to enable future housing and employment growth**

   Improving metro connectivity was one of the challenges identified from the outset of producing the Regional Evidence Base. The two city regions of the West of England and Bournemouth, Christchurch and Poole (BCP) provide 53% of the Western Gateway Area's existing jobs and both have plans for further economic growth, which if unmitigated is likely to impact travel times and have a negative impact on Sub-national connectivity.

   As the economy grows, journey time reliability and choice will be critical in travel decisions. If the Western Gateway is to achieve its full potential with respect to

delivering housing and employment sites, connectivity enhancements will help to unlock sites by removing transport constraints.

Attracting and retaining businesses within the Western Gateway area is essential to ensure sustainable economic growth. Feedback provided through our Transport and Business Forum outlined the need to manage existing road space more effectively. The efficient use of the highway network is essential. Providing the necessary infrastructure for Walk/Cycle/Passenger Transport trips can give a capacity benefit for the longer motorised trips as it removes many of the short local car trips that take up valuable capacity.

The two MRN schemes being prioritised under this theme are both located in the West of England. They provide a phased set of junction improvements on the A4174 Bristol Ring Road and are designed to improve multimodal transport capacity to enable the delivery of housing and employment growth. An additional scheme in BCP was also recognised as a priority although this was subsequently withdrawn from the initial round of MRN funding. The Wessex Fields scheme in Bournemouth will provide a second phase of improvements required to unlock a key strategic employment site adjacent to Royal Bournemouth Hospital and reduce congestion on the surrounding highway network.

2. Improve north/south connectivity within the Western Gateway area

The need to improve north / south links between the Midlands and South Coast is a fundamental challenge that the Western Gateway needs to address. The importance of strategic connectivity and network resilience was highlighted by the Transport and Business Forum especially in relation to the freight challenge and accessing international ports.

On 12th March 2020, the government confirmed its Road Investment Strategy (2020-25) for the Strategic Road Network (RIS2). Within this there was recognition for the case for improving north/south connectivity within the Western Gateway area and Highways England will commission a strategic study examining strategic access between the M4 and Dorset Coast.

Good connectivity is an essential component of the Western Gateway economy. Improving business to business or business to skilled people connectivity will help close current 'productivity gaps' by reducing non-productive travel time. Improving north / south connectivity is considered vital to improving productivity and increasing access to markets located in the Midlands and the North of the UK.

Five schemes in total have been identified under this theme including three MRN schemes and two LLMs. Three of the schemes (2 MRN and 1 LLM) are located on the A350 in Wiltshire. This route is a centre of growth and the three schemes are located in the northern part of the route. A phased approach to improving this corridor has been identified and it is intended that improvements to the central and southern sections will be prioritised within our Long-term Strategic Plan. The other LLM scheme includes improvements to M5 Junction 9 and the A46; this transformational scheme will enable significant growth to be delivered at Ashchurch in Gloucestershire. The A46 has also been recognised by Midlands Connect STB as a priority corridor and is referred to as

the Trans-Midland Highway. The final scheme under this policy theme is an MRN scheme in Salisbury which enables delivery of the Salisbury Transport package. Salisbury acts as a crossroads for three of the Western Gateway's strategic routes. The scheme includes a number of junction improvements to aid strategic vehicle movements around the city centre.

3. Improve connectivity to international gateways

Bristol Airport is the largest airport in the South West. It has no direct access onto the motorway network and is served by the single-carriageway A38. This together with no direct rail access impacts the airport. A need for improved connectivity to Bristol Airport was highlighted by the Business and Transport Forum.

One MRN scheme has been identified under this policy theme. The scheme includes a number of junction improvements along the A38 between Bristol and M5 J23. These enhancements could improve access to the airport as well as enabling a number of strategic development sites to be delivered.

The outbreak of COVID-19 has had a marked impact on everyday life, including the prevalence of congestion on the highway network. From mid March 2020, the volume of traffic fell significantly and only started to return to pre-lockdown levels following a relaxing of national lock-down restrictions. Data published in October 2020 by the DfT, reported that motor vehicles travelled 305.4 billion vehicle miles in Great Britain for the year ending June 2020 – down by 16%. These statistics cover the period following the Government's announcement of measures to limit the impact and transmission of the COVID-19 pandemic in March 2020. Analysis, based on provisional road traffic statistics, suggests that without the impact of COVID-19, the figure for the year ending June 2020 would have increased by 1% to 357.1 billion vehicle miles.

The analysis also suggests that the impact of the pandemic affected road traffic differently by vehicle type and road type. The decline in road traffic levels at the end of March 2020 was more pronounced for cars, than for vans and lorries, with the biggest fall in traffic volumes on motorways as drivers tended to stay local during the lockdown periods.

With the introduction of further local and national lockdowns, we expect to see traffic volumes fluctuate in line with restrictions. During the pandemic, public transport use reduced significantly, but as lockdown restrictions ease, concern remains over the use of public transport. There is a risk that personal car use will increase significantly resulting in increased congestion and greater environmental cost. It is imperative that the STB encourage alternatives to the car when commuting or, through agile working practises, reduce the need to travel during traditional peak periods.

The Western Gateway recognises that there are a number of highway resilience issues within the region which have been raised through our members and stakeholders, these include;

- The impact on the local highway network following any accidents on the M4/M5/A303;
- The safety issue of mainline queuing on the motorway at several junctions on the M4/M5 during peak travel times;

- Constrained urban networks within the historic centres of Bath, Cheltenham and Salisbury;
- Limited capacity and delays on important strategic routes including A350, A31, A35, A338, A36, A303, A37 and A46; and
- Poor connectivity and delays which are pushing tourists to different destinations and causing considerable issues during seasonal peaks.

Highways Summary:

- Highways play a fundamental role in supporting multi-modal transport options
- Improving metro connectivity is a key challenge.
- The need to improve north / south links between the Midlands and South Coast is a fundamental challenge that the Western Gateway needs to address.
- East-west connectivity on the south coast is constrained and impacts on economic competitiveness.
- Bristol Airport is one of the largest airports in the South West and connectivity is a significant issue.

Existing Evidence Base:

MRN funding submission

During this plan period the STB will:

- Maintain regular liaison with Highways England and support their RIS3 Route Strategy work.
- Encourage Local Planning Authorities to identify sites where the demand for travel between homes and jobs can be minimised or served by a range of travel options to avoid reliance on the car as the main mode of transport.
- Continue to monitor the impact of COVID-19 on strategic vehicle movements.
- Support delivery of the following Sub-national priorities:
  - M5 J10 junction improvements
  - M5 J19 improvements
  - M5 J21 improvements
  - A31 widening (Ringwood)
  - A303 (Amesbury to Berwick Down & Sparkford to Ilchester).
  - A350 Yarnbrook/West Ashton Relief Road
  - A417 Missing Link
  - Wessex Fields – Connectivity Improvements
  - West of England area-wide electric charging network

Support the following Sub-national priorities through the business case process to achieve programme entry:

- A4174 corridor improvements (subject to successful MRN bid)
- A38 corridor improvements (subject to successful MRN bid)
- M4 J17 (subject to successful MRN bid)
- A350 Chippenham Bypass (subject to successful MRN bid)
- A338 Southern Salisbury Improvements (subject to successful MRN bid)
- M5 J9 and A46 (subject to successful LLM bid)
- A350 Melksham Bypass - (subject to successful LLM bid)

In preparing for the Long-term Strategic Transport Plan the STB will:

- Seek collaboration with neighbouring STBs on the commissioning of an Alternative Fuels Vehicle Strategy.
- Establish our four strategic multi-modal travel corridor stakeholder groups to oversee the production of long-term travel corridor plans.

9.0 National/International

Ports and airports need to be considered within an international context driven by the demand for goods and personal travel and the Western Gateway STB supports the aspirations of operators by ensuring that the sites are well-connected to national and international transport networks. This will help to ensure the gateways continue to play a key role in a changing economy by facilitating international trade whilst also acting as focal points for both economic development and technological innovation. Figure 9 identifies the ports and airports within and adjacent to the Western Gateway area and Figure 10 provides the geographic context of these important assets.

The International gateways within the Western Gateway area are subject to a variety of policies at a national and local level. There are gaps which need to be filled in order to ensure policy alignment. One of the main disjoints exists between the need for transport decarbonisation versus the expansion and development aims of the international trade and commerce. Although all development policy must uphold the principles of 'sustainable development' as outlined in the National Planning Policy Framework, a commitment to reducing the impacts of climate change and environmental degradation must be balanced and offset against the sustainable growth aspirations promoted by the private operators of the ports and airports.

Brexit is generally perceived as both an opportunity and a challenge for most businesses due to the lack of certainty about the UK's future trading relationships with the EU; currently the country's most significant trading partner. In contrast, the ports in the Western Gateway area generally do not see Brexit as a threat to business due to the current balance of non-EU and EU trade links resulting in a non-dependence of traffic from the EU.

Gaining planning permission for expansion and change of use is almost universally seen by operators to be a problem and a future cause for concern for ports in the region, despite stakeholders stating that they have productive, positive relationships with their local authorities. Although there is some conflict between the needs of local communities and the economic ambitions of the region and its businesses, it is the planning process that is largely seen as the greatest issue. It is regarded to be slow and cumbersome, taking too long to reach a conclusion.

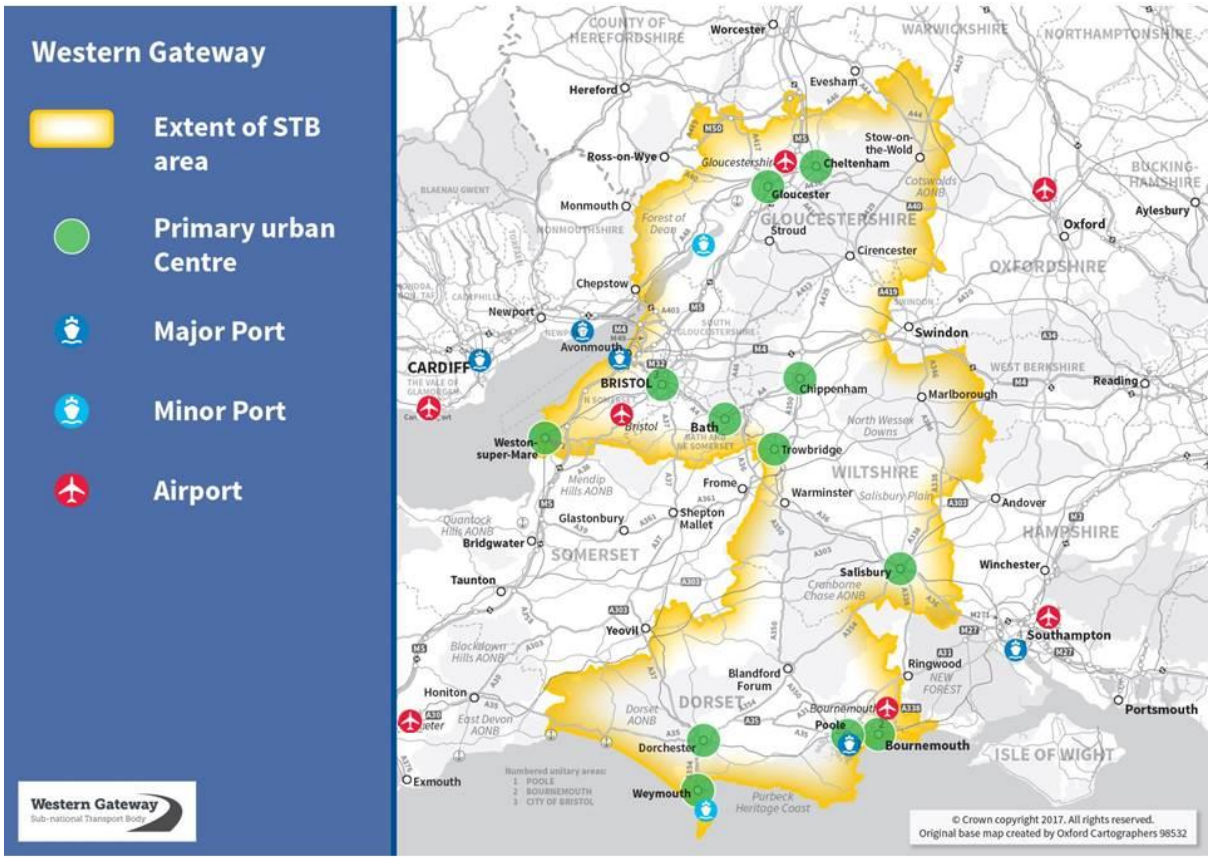
Government policy is also keen to adopt small ports as centres of innovation, and maritime and aviation research. According to the DfT's Maritime 2050 - Navigating the Future report, small ports will be important hubs for joining with local councils and research institutions to lay out the technological and digital capabilities necessary to deliver the Government's commitment to smart ports, for example through the SPEED programme, which aims to improve ports in the UK by using new advances in technology and data science as is being delivered in Poole and Portland. Moving forward, LEPs are keen to target funding for research and development to promote the uptake of new technology (e.g. autonomous vehicles, Artificial Intelligence (AI) and shore to ship charging to reduce idling emissions). National policy through the Government's Marine Innovation Hub strategy also identified smaller ports as potential test beds to help explore the opportunities associated with trialling new technology before scaling up to larger operations.

Figure 9 –Airports and Ports within or adjacent to the Western Gateway area

Port	Size / Passengers	Freight (per annum)
Bristol Port	524.3ha	8.7 million tonnes
Port of Poole	28.2ha	820,000 tonnes
Sharpness Docks	18.3ha	432,000 tonnes
Portland Port	19.1ha	500,000 tonnes
Southampton Port	368.6ha	36 million tonnes
Bristol Airport	8.96m passengers/yr.	10.64 tonnes
Bournemouth Airport	803,000 passengers/yr.	0.24 tonnes
Southampton Airport	1.78m passengers/yr.	203 tonnes
Gloucestershire Airport	-	N/A
Exeter Airport	1m passengers/yr.	N/A
Cardiff Airport	1.65m passengers/yr.	1,803 tonnes
London Oxford Airport	-	N/A

2019 Airport Passenger & Freight values - https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2019/

Figure 10 – Map of Airports and Ports within or adjacent to the Western Gateway area



The Government has made clear its position on the importance of the UK's ports to the economy; the recent £10m Port Infrastructure Resilience and Connectivity Fund, as well as funding for specific projects, speaks to the necessity of preserving their function after Brexit, and the economic opportunities that exist within Britain's maritime and aviation industries. The Western Gateway STB is in a unique position, with several of England's busiest ports within or close to its area. Although the challenges facing these ports vary with size and

location, several conclusions can be drawn from the policies that govern their use and future prospects.

Many of the comments made by the port/airport officials and LEPs during our Port Access Study reference the challenges they face concerning surface access and connectivity.

This includes feedback from several ports that have experienced bottlenecks and issues on the road network in the immediate areas surrounding the port and on wider strategic links across the area. Roads in Dorset, for example, can be unsuitable for HGVs with connectivity hindered by the lack of dual carriageways; this coupled with congestion in the BCP urban area results in delays to onward freight movements. The lack of north-south connectivity is also an issue for ports on the South Coast due to delays in accessing the Strategic Road Network and the constraints of the A350 corridor resulting in longer journey times for vehicles travelling north-south. Constraints and limited capacity on east-west routes in the Dorset and BCP areas put the Portland Port and Port of Poole at a competitive disadvantage compared to Southampton. Bournemouth Airport has no SRN connection or rail ink, again putting it at a disadvantage compared to Southampton Airport.

Connectivity to international gateways is a key driver for the Western Gateway economy, but the full potential of the ports and airports in the region is currently underserved by slow average speeds, high journey times and low journey time reliability. Due to unreliability, many hauliers plan their movements outside the AM peak – for example, in Southampton; the busy time for container terminal HGV movements is 04:00hrs – 06:30hrs followed by a second peak early afternoon. Cruise activity also occurs outside the main AM /PM peak thus weekend traffic movements are also relevant for this sector.

The need for mass transit solutions has also been highlighted as a priority for several LEPs and port operators to support the productivity of the area. Specifically, connecting the major urban hubs and international gateways by public transport would expand the pool of potential employees at the ports and airports, improve access to the ports for people living in the area, and play a part in improving journey times and congestion through decreasing the mode share of private transport.

Stakeholder engagement in the Western Gateway area has highlighted the area's consciousness of environmental issues. The region is well placed to lead the way in driving down carbon emissions and focusing on a sustainable future. Ports have traditionally been perceived to have a negative impact on the environment and are a cause of environmental degradation both directly through the activities on site and indirectly through the transport of goods across the country, often by road. However, working alongside the ports in the Western Gateway area will be a crucial driver for success in climate change action and mitigation, including addressing threats to property from rising sea levels and severe weather events. There is the potential for interplay between climate-focused policy and innovative technological solutions which will allow this to happen e.g. a greater transition to electric propulsion for maritime vessels, and a move towards shore-to-ship power to vessels at berth.

There is a wide variety of approaches to technology within the ports; some such as Southampton and the Ports of Poole and Portland have embraced the advent of new

technologies while others are balancing the risk associated with investment within a competitive marketplace.

The COVID-19 pandemic has had a significant impact on the aviation industry due to travel restrictions. Significant reductions in passenger numbers have resulted in flights being cancelled or planes flying empty between airports, which in turn has massively reduced revenues for airlines and forced many to lay off employees or declare bankruptcy. Some have attempted to avoid refunding cancelled trips in order to diminish their losses.

To promote a sustainable recovery for the aviation industry, it has been suggested that Government policies should prioritise sector-wide measures and competition. In particular they need to:

- Strike a reasonable balance between the need for support and the risk of distorting competition.
- Foster restructuring and avoid backing non-viable firms but support displaced workers.
- Encourage investments in the green transition and thereby increase the long-term resilience of the aviation industry.
- Address sustainability along the whole aviation value chain, including aircraft manufacturers and airports.

The conclusions drawn in the Western Gateway Port Access Study highlighted the issues facing the ports and airports in the Western Gateway area. The outcomes of this report will feed into the Long-term Strategic Transport Plan and help inform future work packages.

International Summary:

- The Western Gateway STB is in a unique position, with several of England's busiest ports within or close to its area
- Connectivity to international gateways is a key driver for the Western Gateway economy
- The need for mass transit solutions is a priority to address surface access and connectivity challenges
- One of the main policy disjoints exists between the need for transport decarbonisation versus the expansion and development aims of international trade and commerce

Existing Evidence Base:

- Port Access Study

During this plan period the STB will:

- Continue to support the Transport and Business Forum
- Support delivery of the following Sub-national priorities:
  - Access improvements to Bristol Airport (A38) Major Road Network funded opportunity for online capacity improvements on A38 from Churchill Gate to Bristol Airport
  - Junctions 19 and 21 to support growth in the region by improving access to Bristol's international gateway at the port and Airport attracting further investment and development at J21 Enterprise Area.
  - Connectivity improvements related to the expansion of Aviation Business Park at Bournemouth Airport

In preparing for the Long-term Strategic Transport Plan the STB will:

- Seek collaboration with neighbouring STBs on the commissioning of a Freight Strategy
- Investigate the economic contribution of ports and airports to the Western Gateway region and 'lock-in' these benefits through our four strategic travel corridor plans

- Develop a greater understanding of the potential for maximising access to the leisure market (e.g. cruise, tourism, water sports) in the Western Gateway area, as well as continuing to increase its attractiveness to potential customers both domestic and international
- Collaboratively identify viable sustainable access improvements to Bristol and Bournemouth airports
- Actively support Highways England RIS 2 M4 to Dorset Coast study

10.0 Rail

The Western Gateway's Rail strategy is the first strategic rail document to consider the area as a whole and is integral to this strategic plan. The Strategy identifies a series of conditional outputs which identify a target or goal for the rail network which, if realised, will help deliver one or more of the objectives and priorities developed by the strategy. The conditional outputs are dependent upon interventions required to deliver them being proven to be deliverable, affordable and economically viable.

There is a clear need for change to increase the market share of rail through better regional connectivity to make a tangible difference to residents, businesses and visitors to the Western Gateway and support future growth in the region. Figure 11 illustrates the existing rail network, the key stations, the division between Network Rail routes and the Train Operating Companies that provide passenger services within the Western Gateway area.

Figure 11 Existing Western Gateway Rail Network

Through discussions with stakeholders five themes emerged as being the most important. Within the separate Rail Strategy each theme and its associated condition outputs are explained in detail. To aid understanding each theme is summarised here:

Theme 1 – Choice – This theme seeks to make rail the mode of choice across the Western Gateway. Although in some parts of the region (e.g. in the Greater Bristol area), rail is competitive with car, for most people, aspects such as infrequency of services, on-train journey times and the need to interchange, push them to choose their cars. Coupled with the association that rail is unreliable and expensive, there is a real need to improve both the reality and the perception of rail travel. A series of standards have been identified including minimum services frequencies for Intercity, Regional, Urban and local routes.

Theme 2 - Decarbonisation – This theme acknowledges that rail will be a positive contributor in responding to the Climate Emergency, Net Zero targets and the national

decarbonisation agenda. This theme is important in the Western Gateway because most transport in the area uses combustion engine road vehicles. Successful delivery of this objective will reduce emissions and improve air quality, while also reducing railway operational costs. A series of aspirations have been identified including the aim that 100% of Western Gateway stations to be electrified and/or zero-emissions routes aligning the delivery timing with the Network Rail Traction Decarbonisation Network Strategy.

Theme 3 - Social Mobility – This theme focusses specifically on addressing the needs of the remote, less connected and/or deprived parts of the Western Gateway, with the priorities set to unlock access to rail in its widest sense – physical, social and financial. The target is to make rail an integral part of connecting those remote and often deprived communities. Successful delivery of this objective will lead to a rebalancing of the regional economy, providing equal opportunities to all Western Gateway residents.

Theme 4 – Productivity – Productivity was found to be a key policy consideration and the core message from the Industrial Strategy. Statistics strongly suggest that the Western Gateway area is much less productive in comparison to most regions outside of London and the South East, which is in part driven by poor transport connectivity. Target service speeds have been identified. This should be used to engage with the rail industry and inform the basis of our expectations.

Theme 5 – Growth – This theme picks up the importance of the link between housing and industrial growth as identified in Local Plans, and transport policy. It is directly linked to all 4 other themes due to its alignment with land use and planning policy and practice, and aims to provide sustainable travel options for population and employment across the Western Gateway, aligning rail investment, including in new stations and lines, with future growth areas – and influence the selection of those growth areas towards locations which can be served by rail, where appropriate. The rail network must also be resilient to climate change so that economic growth is sustainable.

There are three national strategic freight routes that pass through the Western Gateway area. They play a significant role in connecting ports with domestic intermodal hubs, particularly Bristol and Southampton to the Midlands. If rail meets freight clients' expectations, there is high potential to attract transport of goods by rail. By making sufficient capacity on the rail network available, this will increase the attractiveness of rail to freight customers, thereby enabling a transfer of goods from road to rail. The purpose is to increase choice for freight shippers by making rail a viable alternative for more journeys.

The COVID-19 pandemic is substantially affecting passenger rail traffic, its impact in the short-term perspective is a large decrease in demand. As the lockdown restrictions on workplaces, schools, shops and leisure facilities change this has a direct impact on the number of passenger journeys made. To maintain services and the industry, and ensure transport for key workers, the Government stepped in with financial support for transport operators as fare revenues collapsed and train operators on DfT let franchises have been temporarily suspended and transitioned onto Emergency Measures Agreements (EMAs), transferring all revenue and cost risk to the Government. Operators continue to run day-to-day services for a pre-determined management fee, set at a maximum of two per cent of the cost base of the franchise before the pandemic began.

The legacy of the pandemic is likely to change travel behaviours as greater agile working policies are introduced which, in the long-term, could reduce traditional peak journey demands. This change in focus provides the opportunity to transform the rail system and open up new markets as new routines are established which are bolstered by flexibility in response to increased demand from leisure activities. To adjust to these anticipated long-term changes to work patterns, operators will need to collaborate with the STB to offer services which are more clearly customer orientated and fulfil customer expectations. The rail sector will also need to rise to the challenge of delivering simplified ticketing solutions, with greater options for customers to build flexibility into their journeys.

The STB would also like to prioritise working with the Rail Industry on the role of rail in facilitating sustainable growth, meeting legal obligations around carbon emissions and air quality, and tackling social exclusion through more reliable regional connections. It is also essential to improve the quality of station facilities within the Gateway area. Stations need to be accessible for all users and the Western Gateway will support those members with funding applications as part of the Network Rail Access for All Programme which will enable them to provide an obstacle free, accessible route to and between platforms ensuring an improved user experience and quality travel connections.

Rail Summary:

- There is a clear need to increase the market share of rail through better regional connectivity
- The legacy of the pandemic is likely to change travel behaviours as greater agile working policies are introduced which in the long-term could reduce traditional peak journey demands. It is important to define the role of the Rail Industry to better facilitate sustainable growth, it is also essential to improve the quality of station facilities within the Gateway area

Existing Evidence Base:

- Rail Strategy

During this plan period the STB will:

- Continue to support the Transport and Business Forum
- Establish a regional rail officer group to oversee the delivery of the Rail Strategy
- Appoint a Lead Rail Officer to own the process
- Review the existing governance structure to establish the case for creating a number of rail taskforces
- Fully engage in any consultations relevant to improving rail service standards within the Western Gateway area
- Work with other STBs and stakeholders to improve rail ticketing
- Support delivery of the following Sub-national priorities:
    - Bristol East and West rail junction upgrades
    - MetroWest Phases 1 & 2
    - Bristol Temple Meads Eastern Entrance
    - Improvements at Weymouth, Wareham Poole stations

In preparing for the Long-term Strategic Transport Plan the STB will:

- Set out a clear case for change by working with Network Rail through their Continuous Modular Strategic Planning process and ensure the outputs of these studies inform the four strategic travel corridor plans
- Establish a clear set of rail priorities and the role of the STB to support the Business Cases development process

11.0 Sub-National Delivery Priorities (2020-25)

The following studies have been identified as priorities to improve the regional evidence base as we move towards producing our long-term Strategic Transport Plan. The commissioning of STB studies identified is dependent on funding being awarded by the Department for Transport:

- Bus and Coach 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

Figures 12a to 16a provide a high-level summary of the Western Gateway's scheme priorities. Each of the schemes is at a different state of the delivery process and is dependent on a variety of different funding streams.

The need to undertake a Sustainability Appraisal is recognised and this will be undertaken as part of the development process for the long-term Strategic Transport Plan. The aim is for this document to be approved in March 2023. A Sustainability Appraisal would be required during 2022 and its development would conform to best practice in terms of stakeholder engagement. Figures 12b to 16b provide a high-level appraisal of the schemes and studies against the delivery of the long-term delivery priorities. It is fully acknowledged that a more robust appraisal process will be required before the long-term Strategic Transport Plan is adopted. However, the high-level assessment outlined is considered appropriate due to the status of the schemes identified having either funding committed or being in the process of attracting funding through the Business Case development process. As such, each scheme would be subject to a robust sustainability appraisal.

Figure 12a - Summary of Sub-national Scheme Bus Priorities (2020-25)

ID	Scheme Name	Brief Description	Current Status	Timescales
1	Bus - Metrobus Cribbs Patchway	Local funded scheme - The scheme will improve the public transport network by providing an alternative, fast and direct bus route between Parkway Station and The Mall at Cribbs Causeway. It will benefit communities in Stoke Gifford, Patchway and the forthcoming Cribbs Patchway New Neighbourhood on the former Filton Airfield.	Under construction	Delivery 2023/24
2	Bus - Bristol to Bath Strategic Travel Corridor	Local funded scheme - Work has commenced on delivering a bus rapid transit system between Bristol and Bath as the first stage of any longer-term solution, to start in 2023 and be completed by 2028.	Strategic Outline Business Case	Delivery 2023-2028
3	Bus - Improvement packages across Bath, Bristol, North Somerset and South Gloucestershire	Local funded scheme - The West of England Bus Strategy looks at how improvements to bus services can help us to tackle traffic congestion and reduce carbon emissions at a regional level. The Bus Strategy is one of three interlinked programmes which support the delivery of bus services within the region: Bus Strategy; Bus Infrastructure delivery including MetroBus Consolidation and Strategic Park & Ride projects; and Integrated Ticketing. All three projects are progressing in parallel to deliver in Phase 1 corridor improvements on the A37/A4018, A38 (South Gloucestershire Council), A4174/A432, Bristol City Centre, A37/A367, Yate P&R, Portway P&R, M32 P&R and in Phase 2 improvements to A38 (Bristol City Council), M32, A420/A431, A4 (Bath & North East Somerset), Portway.	Options Assessment	Delivery 2023-2030
4	Mass Transit – West of England	Work is currently underway planning a Mass Transit Network for the region that envisages four major routes branching out from central Bristol to the north, south and east of the city and to Bath.	Strategic Outline Business Case	Delivery 2025-2034

Figure 12b - Summary of how the Sub-national Scheme Bus Priorities will support delivery of the delivery priorities

	Scheme ID	1	2	3	4
Long-term Delivery Priorities					
Economic	Increased productivity by managing the impact of peak loads on strategic transport networks	✓	✓	✓	✓
	High quality strategic transport network	✓	✓	✓	✓
	Improved inter & intra regional connectivity	✓	✓	✓	✓
	Safe and resilience strategic transport network during extreme weather events				✓
	Improved surface access connectivity to international gateways				✓
	Reduced unsustainable patterns of strategic transport movements	✓	✓	✓	✓
Environmental	Carbon free strategic transport network				
	Increased strategic travel options	✓	✓	✓	✓
	Improved digital connectivity				
	Reduced demand for longer-distance commuter travel				
	Improved air quality in urban centres	✓	✓	✓	✓
	Maximise the use of strategic corridors for wider co-benefits				
	Maximised opportunity for the development of renewable energy opportunities				
Social	Growth is appropriately paced, coordinated and mitigated	✓	✓	✓	✓
	Safe strategic travel networks that fulfil customer expectations	✓	✓	✓	✓
	Quality places that maintain social cohesion through opportunities they provide	✓	✓	✓	✓
	Digitally connected region enabling future mobility options		✓		✓

A map will be included in the final document to aid further understanding of the schemes

Figure 13a - Summary of Sub-national Scheme Cycle Priorities (2020-25)

ID	Scheme Name	Brief Description	Current Status	Timescales
5	Cycle - Cheltenham to Gloucester strategic cycle route	Highways England and Local funded scheme - The B4063 Gloucester to Cheltenham Cycle Improvements Scheme began as a Highways England-led scheme with the strategic aim to link the major conurbations of Gloucester and Cheltenham. The route follows the B4063 corridor in preference to the A40 corridor managed by Highways England, which is a high-speed route not appropriate for cyclists. Approximately 10km (6 miles), the proposed scheme runs between Arle Court roundabout to the west of Cheltenham to London Road (junction Black Dog way) Gloucester via Staverton, Churchdown and Longlevens.	Final design stage	Delivery 2021/22
6	Cycle - Improvement packages across Bath, Bristol, North Somerset and South Gloucestershire	Local funded scheme - WECA is currently establishing a five-year infrastructure delivery plan which will incorporate Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes. The delivery of bus infrastructure through the West of England Bus Strategy is providing opportunities to fund and co-deliver walking and cycling improvements, improving sustainable transport options to help us meet the ambitious targets set out in the JLTP4. The West of England's two city centres (Bath and Bristol) have received significant investment to upgrade pedestrian infrastructure via the Emergency Active Travel fund, and strategies are being developed to continue this delivery as part of this work.	Scheme development	Delivery 2021- 2023

Figure 13b - Summary of how the Sub-national Scheme Cycle Priorities will support delivery of the delivery priorities

	Scheme ID	5	6
Long-term Delivery Priorities			
Economic	Increased productivity by managing the impact of peak loads on strategic transport networks	✓	✓
	High quality strategic transport network	✓	✓
	Improved inter & intra regional connectivity	✓	✓
	Safe and resilience strategic transport network during extreme weather events	✓	✓
	Improved surface access connectivity to international gateways	✓	✓
	Reduced unsustainable patterns of strategic transport movements		
Environmental	Carbon free strategic transport network	✓	✓
	Increased strategic travel options	✓	✓
	Improved digital connectivity		
	Reduced demand for longer-distance commuter travel		
	Improved air quality in urban centres		
	Maximise the use of strategic corridors for wider co-benefits	✓	✓
	Maximised opportunity for the development of renewable energy opportunities		
Social	Growth is appropriately paced, coordinated and mitigated	✓	✓
	Safe strategic travel networks that fulfil customer expectations	✓	✓
	Quality places that maintain social cohesion through opportunities they provide	✓	✓
	Digitally connected region enabling future mobility options		

A map will be included in the final document to aid further understanding of the schemes

Figure 14a - Summary of Sub-national Scheme Digital Priorities (2020-25)

ID	Scheme Name	Brief Description	Current Status	Timescales
7	Digital -Urban realm improvements for Lansdowne Business District.	Combined package of urban realm, deployment of council operated 5G digital connectivity, public transport and sustainable transport investment to support growth opportunity.	Under construction	Delivery 2020/21
8	Digital - Heart of Poole regeneration scheme	BCP Council's largest town centre housing regeneration opportunity Holes Bay; circa 850 new homes generating £200m GDV and estimated £56m of temporary GVA impact during construction period. This is supported by a £21.8m programme funded by Dorset LEP aimed at improving strategic access to the Port of Poole, this includes the recently delivered £13m Townside Access programme. The regeneration of Poole's historic town centre and regeneration sites are further supported by the Transforming Cities Fund programme, improving strategic connectivity to the town centre, a £25m Future High Streets Fund bid seeking in part to improve connectivity to public transport hubs and a £1.5m Heritage Action Zone project.	Under construction	Delivery 2020 -2027
9	Digital - Future Transport Zones	West of England Combined Authority's Future Transport Zone (FTZ) aims to improve access to public transport by local communities through trialling innovative new transport technologies. A Future Transport Living Lab will work with local communities, stakeholders and innovators to co-design, trial, demonstrate and find solutions to overcome mobility challenges make better use of our transport network and support our air quality and climate change initiatives. We aim to do this by: 1. Building a data hub and mobility stations to improve physical and digital connectivity; 2. Developing a Mobility as a Service Platform and trialling the use of mobility credits for improving access to employment; and 3. Trialling new mobility services, including dynamic demand responsive travel and supporting the use of more sustainable travel solutions.	Scheme development	Delivery 2023/24

Figure 14a - Summary of how the Sub-national Scheme Digital Priorities will support delivery of the delivery priorities

	Scheme ID	7	8	9
Long-term Delivery Priorities				
Economic	Increased productivity by managing the impact of peak loads on strategic transport networks			✓
	High quality strategic transport network			✓
	Improved inter & intra regional connectivity			✓
	Safe and resilience strategic transport network during extreme weather events			
	Improved surface access connectivity to international gateways			
	Reduced unsustainable patterns of strategic transport movements			✓
Environmental	Carbon free strategic transport network			✓
	Increased strategic travel options			✓
	Improved digital connectivity	✓	✓	✓
	Reduced demand for longer-distance commuter travel			✓
	Improved air quality in urban centres		✓	✓
	Maximise the use of strategic corridors for wider co-benefits			
	Maximised opportunity for the development of renewable energy opportunities			
Social	Growth is appropriately paced, coordinated and mitigated	✓	✓	✓
	Safe strategic travel networks that fulfil customer expectations			✓
	Quality places that maintain social cohesion through opportunities they provide	✓	✓	✓
	Digitally connected region enabling future mobility options	✓	✓	✓

A map will be included in the final document to aid further understanding of the schemes

Figure 15a - Summary of Sub-national Scheme Road Priorities (2020-25)

ID	Scheme Name	Brief Description	Current Status	Timescales
10	Road - West of England area-wide electric charging network	Local Authority funded scheme - As part of creating a better environment, all the West of England's local authorities are committed to encouraging the widespread use of electric cars, vans and bikes. Go Ultra Low West is a £7m project that aims to accelerate the purchase of electric vehicles across Bristol, South Gloucestershire, North Somerset and Bath & North East Somerset. The West of England contains approximately 150 public use charge points, and this is growing, thanks to the Go Ultra Low West project which will be installing over 120 new charge point connections by March 2021. This Joint Local Transport Plan 4 (JLTP4) major scheme will deliver a regional electric charging network. Go Ultra Low West is the starting point for this and the JLTP4 will continue to support ongoing work, as appropriate, in the development of zero and low emission vehicles, including the necessary infrastructure. Supporting this West of England Combined Authority's Climate Emergency Action Plan aims to decarbonise the transport system and commits to working with partners to develop an approach to identify and address the infrastructure needs and barriers to the uptake of ULEVs.	Under construction	Delivery 2019- 2030
11	Road - M5 J19 improvements	RIS Scheme - To alleviate congestion at J19 of the M5, Highways England is reconfiguring the lanes within the exit-slip and roundabout to allow traffic to flow more freely.	Under construction	Delivery 2020/21
12	Road - A303 Stonehenge - Amesbury to Berwick Down	RIS Scheme - The A303/A358 corridor is a vital connection between the South West and the South East. While much of the road is now dual carriageway, there are still over 35 miles of single carriageway road. Improving the A303 past Stonehenge is just one of eight schemes planned along the corridor, announced by the Government in 2014. Highways England are committed to delivering a high quality, high performing dual carriageway along the A303/A358 corridor between the south west and south east.	Planning	Delivery 2021- 2024
13	Road - M5 J10 junction improvements	Housing Infrastructure Funded scheme - M5 Junction 10 currently only has limited on and off movements because the slip	Options Assessment	Delivery 2021- 2024

		roads only face to the north. This puts increasing pressure on already congested local roads and particularly on Junction 11, which provides access to and from Cheltenham on the eastbound A40. After successfully being awarded funding for the scheme from Homes England's (HIF, the county council the scheme includes south facing slips and improvements to the local road network		
14	Road - M5 J21 improvements	Growth & Housing Fund and local contribution from development - The improvement scheme will make the northbound on-slip wider to enable more cars to merge onto the motorway. The scheme will change the existing single traffic lane into twin lanes for the entire length of the slip road. This will increase vehicular capacity onto the M5 and help to reduce congestion on the approaches to the motorway in nearby St Georges and Worle.	Planning	Delivery 2022/23
15	Road - A4174 corridor improvements	MRN prioritised scheme seeking funding - A4174 Ring road capacity improvements - junction improvements at Wraxall Road, Lyde Green and Kingsfield Roundabouts. The scheme will also facilitate localised traffic growth associated with a potential new motorway junction at M4 Junction 18a	Outline Business Case	Delivery 2022/23
16	Road - A38 corridor improvements	MRN prioritised scheme seeking funding - Package of improvements including: safety, road widening, and junction improvements. The scheme supports Airport connectivity and housing delivery	Preparing Outline Business Case	Delivery 2022- 2024
17	Road - A303 Sparkford to Ilchester).	RIS Scheme - The dualling of a three-mile single carriageway section between Sparkford and Ilchester. On an average day the road carries 23,500 vehicles, but numbers increase significantly in the summer, particularly at weekends making journeys unreliable and unpredictable. This scheme will reduce congestion, improve journey times and make our network safer for customers. The new dualled section will start east of Podimore Roundabout and will follow the alignment of the existing A303 to Downhead. Travelling eastwards, it then moves north of the existing A303 single carriageway, allowing the existing road to be kept for use as a local road in this section.	Planning	Delivery 2023-24 +
18	Road - A350 Yarnbrook/West Ashton Relief Road	Partial Housing Infrastructure Fund (TBC) - Construction of 2.5km of new carriageway, between a new roundabout on the A363 east of the railway line at Yarnbrook to a point connecting with the existing alignment of the A350, circa.	Planning	Delivery 2023-24 +

		800m east of West Ashton Crossroads. The scheme will include 2 further roundabouts along its length, providing access to West Ashton and the Ashton Park Housing development.		
19	Road - A350 Chippenham Bypass	MRN prioritised scheme seeking funding - The scheme entails: Phase 4 dualling: widening the A350 to dual 2-lane between Chequers roundabout and Lackham roundabout extending the dualling completed during Phase 3 of the A350 improvement programme; Phase 5 dualling: widening the A350 to dual 2-lane along full stretch between Cepen Park South roundabout and Bumpers Farm roundabout, connecting the dualling completed during phases 2 and 3 of the A350 improvement programme. If implemented with Phase 4 this would extend the dualling to cover the full stretch of the A350 Chippenham Bypass; Bumpers Farm roundabout capacity enhancements: increasing the circulatory from 2 lanes to 3; signalising all approach arms; increasing approach arms from A350 (S), A420 (W), A350 (N) and A420 (E) to 3 lanes; and dualling the exits onto the A420 (E) and A420 (W); and Lackham roundabout capacity enhancements: dualling of all approach arms and dualling exits to the A350 north and south.	Preparing Outline Business Case	Delivery 2023-24 +
20	Road - A4174 corridor improvements – MOD Roundabout	MRN prioritised scheme seeking funding - A4174 MOD Roundabout improvements - Major Junction improvement, to increase capacity and improve traffic flow and safety for all road users	Pre-Strategic Outline Business case	Delivery 2023-24 +
21	Road - M4 J17 junction improvements	MRN prioritised scheme seeking funding - The scheme entails upgrading the eastbound M4 on and off slips and westbound off slip, full signalisation of the circulatory and delivering 3 narrow lanes across the over-bridges. The scheme builds upon a previous scheme to signalise the northern elements of the circulatory which was undertaken in 2018. The scheme is required to accommodate planned growth and anticipated development coming forward through the Local Plan Review.	Preparing Outline Business Case	Delivery 2024-25 +
22	Road - A338 Southern Salisbury Improvements	MRN prioritised scheme seeking funding - The scheme package includes enhancements to Harnham Gyratory, Exeter Street Roundabout and Park Wall junction. The scheme is an essential component of the Salisbury Transport	Outline Business Case	Delivery 2024-25 +

		Strategy (STS) that was adopted as part of the Wiltshire Core Strategy to mitigate planned growth. The scheme accords with the principles of MRN funding through achieving higher capacity and journey time reliability upon the approach to the SRN at the A36 Churchill Way South.		
23	Road - Wessex Fields	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.	Scheme development	Delivery 2024-25 +
24	Road - A417 Missing Link	RIS Scheme - The A417/A419 provides an important route between Gloucester and Swindon that helps connect the Midlands/North to the South of England. It's an alternative to the M5/M4 route via Bristol. This landscape-led highways scheme that will deliver a safe and resilient free-flowing road while conserving and enhancing the special character of the Cotswolds Area of Outstanding Natural Beauty. Highways England's scheme will improve the connection between two dual carriageway sections of the A417. The Missing Link itself is a three-mile stretch of single-lane carriageway on the A417 between the Brockworth bypass and Cowley roundabout in Gloucestershire. The Development Consent Order application is anticipated the first half of 2021	Options Assessment	Delivery TBC – before 2025
25	Road - A31 widening (Ringwood)	RIS Scheme - The A31 is an important route between Bournemouth and the Southern Coast. It experiences delays at peak times. This is caused by a high volume of traffic and by the number of junctions that are close together. The route also experiences heavy seasonal congestion during the summer months, particularly during the August Bank Holiday weekend.	Design Stage	Delivery TBC – before 2025
26	Road - M5 J9 and A46	Large Local Major prioritised scheme seeking funding - The Scheme to 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), as well as improved accessibility to the Trans Midlands Trade Corridor from the Western Gateway area. The route is also identified as a priority corridor by Midlands Connect STB and is	Preparing Outline Business Case	Delivery 2024-25 +

		essential to the delivery of the recently announced Garden Town at Ashchurch (>10,000 dwellings by 2041).		
27	Road - A350 Melksham Bypass	Large Local Major prioritised scheme seeking funding -Scheme is developing through Options Appraisal for the Outline Business Case. The options being appraised include bypass schemes to both the east and west of the town and enhancements to the existing A350 corridor. The SOBC concluded with a preference for an eastern bypass and this is being tested through public consultation and technical assessment. The scheme aims to 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. Improvements to this corridor will fundamentally improve access and enable significant opportunities for growth throughout the Gateway area.	Preparing Outline Business Case	Construction starting planned 2027/28

Figure 15b - Summary of how the Sub-national Scheme Road Priorities will support delivery of the delivery priorities

	Scheme ID	10	11	12	13	14	15	16	17	18
Long-term Delivery Priorities										
Economic	Increased productivity by managing the impact of peak loads on strategic transport networks		✓	✓	✓	✓	✓	✓	✓	✓
	High quality strategic transport network	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Improved inter & intra regional connectivity		✓	✓	✓	✓	✓	✓	✓	✓
	Safe and resilience strategic transport network during extreme weather events		✓	✓	✓	✓	✓	✓	✓	✓
	Improved surface access connectivity to international gateways		✓			✓		✓		
	Reduced unsustainable patterns of strategic transport movements	✓					✓			
Environmental	Carbon free strategic transport network	✓								
	Increased strategic travel options	✓					✓			
	Improved digital connectivity									
	Reduced demand for longer-distance commuter travel									
	Improved air quality in urban centres	✓								
	Maximise the use of strategic corridors for wider co-benefits	✓		✓						
	Maximised opportunity for the development of renewable energy opportunities	✓					✓		✓	
Social	Growth is appropriately paced, coordinated and mitigated	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Safe strategic travel networks that fulfil customer expectations	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Quality places that maintain social cohesion through opportunities they provide									✓
	Digitally connected region enabling future mobility options									

A map will be included in the final document to aid further understanding of the schemes

Figure 15b - Summary of how the Sub-national Scheme Road Priorities will support delivery of the delivery priorities (continued)

	Scheme ID	19	20	21	22	23	24	25	26	27
Long-term Delivery Priorities										
Economic	Increased productivity by managing the impact of peak loads on strategic transport networks	✓	✓	✓	✓	✓	✓	✓	✓	✓
	High quality strategic transport network	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Improved inter & intra regional connectivity	✓	✓	✓	✓		✓	✓	✓	✓
	Safe and resilience strategic transport network during extreme weather events	✓	✓	✓	✓		✓	✓	✓	✓
	Improved surface access connectivity to international gateways									
	Reduced unsustainable patterns of strategic transport movements		✓		✓					
Environmental	Carbon free strategic transport network									
	Increased strategic travel options		✓			✓				
	Improved digital connectivity									
	Reduced demand for longer-distance commuter travel									
	Improved air quality in urban centres	✓			✓				✓	✓
	Maximise the use of strategic corridors for wider co-benefits					✓				
	Maximised opportunity for the development of renewable energy opportunities		✓				✓			
Social	Growth is appropriately paced, coordinated and mitigated	✓	✓	✓	✓	✓	✓		✓	✓
	Safe strategic travel networks that fulfil customer expectations	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Quality places that maintain social cohesion through opportunities they provide				✓				✓	✓
	Digitally connected region enabling future mobility options									

A map will be included in the final document to aid further understanding of the schemes

Figure 16a - Summary of Sub-national Scheme Rail Priorities (2020-25)

ID	Scheme Name	Brief Description	Current Status	Timescales
28	Rail - Bristol East Remodelling	Network rail funded scheme - Bristol East Junction Remodelling: remodelling of the junction outside Bristol Temple Meads (BTM) Railway station to provide increased flexibility in getting trains in and out of BTM and enabling an increase in capacity. Replacing the old track will provide greater reliability. Programmed to commission in September 2021 following the disruptive possession work in the summer.	Scheme development	Delivery 2023-24
29	Rail - Bristol West Junction Renewal: (Network Rail)	Network Rail funded scheme - Bristol West Renewal: like for like replacement of track and signalling on the approaches to Bristol Temple Meads from Parson Street. It will improve the reliability and resilience of the network.	Scheme development	Delivery 2023-24
30	Rail - Bristol Temple Meads Eastern Entrance	Network Rail funded scheme To increase the capacity of the existing station and provide a new pedestrian access to the east of the station, on to the old Post Office Site which the University of Bristol are currently developing as a new campus. The new entrance will extend the existing subway with a new eastern entrance and ticket hall. The layout and design of the eastern entrance is still in development; however, it is currently envisaged that it will comprise a new glazed ticket hall located externally to the east of the new subway entrance.	Scheme development	Delivery 2023-24
31	Rail - MetroWest Phase 1	Large Local Major funded scheme - MetroWest Phase 1a & 1b Portishead Line and Severn Beach to Westbury – Reopen the Portishead line with new stations at Portishead and Pill, hourly services on the Severn Beach line with half hourly services to Avonmouth, and improved services to Westbury via Bath.	Planning	Delivery 2021 -2024
32	Rail - MetroWest Phase 2	Local Authority funded scheme - MetroWest Phase 2 - Half hourly train services to Yate with an anticipated extension to Gloucester and hourly services on a re-opened Henbury Line with new stations at Henbury, North Filton and Ashley Down.	Scheme development	2023
33	Rail - Improvements at Weymouth, Wareham Poole stations	Network Rail funded scheme subject to the outcomes of Network Rail's Continuous Modular Strategic Planning (CMSP) process - Weymouth Throat and the level crossings at Poole and	Options Assessment	Delivery 2025+

		Wareham are barriers to increased service frequency. Constraints caused by Poole and Wareham level crossings require to be resolved to deliver a 'Dorset metro' service from Wareham to Brockenhurst.		

Figure 16b - Summary of how the Sub-national Scheme Bus Priorities will support delivery of the delivery priorities

	Scheme ID	28	29	30	31	32	33
Long-term Delivery Priorities							
Economic	Increased productivity by managing the impact of peak loads on strategic transport networks	✓	✓		✓	✓	
	High quality strategic transport network	✓	✓		✓	✓	
	Improved inter & intra regional connectivity	✓	✓		✓	✓	
	Safe and resilience strategic transport network during extreme weather events						
	Improved surface access connectivity to international gateways						✓
	Reduced unsustainable patterns of strategic transport movements	✓	✓	✓	✓	✓	✓
Environmental	Carbon free strategic transport network						
	Increased strategic travel options	✓	✓	✓	✓	✓	✓
	Improved digital connectivity						
	Reduced demand for longer-distance commuter travel						
	Improved air quality in urban centres	✓	✓	✓	✓	✓	✓
	Maximise the use of strategic corridors for wider co-benefits						
	Maximised opportunity for the development of renewable energy opportunities						
Social	Growth is appropriately paced, coordinated and mitigated	✓	✓	✓	✓	✓	
	Safe strategic travel networks that fulfil customer expectations	✓	✓	✓	✓	✓	✓
	Quality places that maintain social cohesion through opportunities they provide	✓	✓	✓	✓	✓	✓
	Digitally connected region enabling future mobility options						

A map will be included in the final document to aid further understanding of the schemes

12.0 Monitoring and Evaluation

Success of the Western Gateway STP will be measured through the continual monitoring and evaluation of schemes and programmes, to ensure the schemes are delivering against the overall strategic objectives. In order to do this, we are measuring performance through a series of performance indicators.

The overall approach to Monitoring is underpinned by the following key principles:

- Reporting requirements will follow DfT reporting requirements as well as being locally influenced and support delivery of local strategies
- Schemes and programmes will follow DfT and Western Gateway STB reporting guidance from inception into closure
- Monitoring and evaluation post-delivery will be the accountability of the individual members
- Data is collected once and used many times
- Baseline information is consistent across key initiatives
- Monitoring and evaluation is a core part of all activities
- Lessons learned are used to inform future policy development

Our approach is structured around three levels which are illustrated in Figure 14, with details of each level set out in the following sections.

Figure 14 - Overall approach to Monitoring & Evaluation

The governance structure for the Western Gateway STB is as follows:

- **Western Gateway STB Board –** this is the decision-making body of the STB.
- **Western Gateway STB Senior Officer Group –** this will comprise senior officers from the Constituent Authorities. It will provide expertise and recommendations to the Board and will oversee delivery of the programme.
- **Western Gateway STB Stakeholder Group** (Transport and Business Forum)– this will be an advisory body to the Senior Officer Group and shadow Board, comprising a wider group of representatives including but not limited to; the CBI, LEPs, Universities, public transport operators and port authorities, as well as Government and National Agency
- **Western Gateway STB Programme Management Group** - will comprise officers from the Constituent Authorities. This will be kept under review and may vary according to the work programme and funding available.

The officer groups will maintain an overview of the activities taken forward as part of the Board and ensure that the work programme adopted by the Board is delivered and appropriate decisions taken by the member authorities.

The Board may establish task and finish groups where this is appropriate in order to address specific issues: sub-groups may be either time-limited in their duration or standing sub-groups where the issue is on-going.

Western Gateway STB operating framework sets out our overarching goal, to be a driving force for clean and inclusive economic growth. It identifies key priorities for infrastructure, skills and business and aligns with the themes of the partnerships Constitution.

Western Gateway STB business plan sets out the key activities that the STB will deliver each year and is formally approved by the board. Whilst essentially a one-year plan, the business plan includes reference to activity that STB is committed to in the coming years.

Quarterly reports on progress in delivering the business plan are taken to the Board and will be reported to DfT for DfT funded projects.

For further information on the Western Gateway STB and the Strategic Transport Plan please visit https://westerngatewaystb.org.uk/

Appendix A – Outline of Strategic Corridors

The Western Innovation Corridor (South East to South Wales)

The Western Innovation Corridor links London and the South East to South Wales. It is home to world leading public and private sector research, science and technology institutes and attracts a range of industry leading businesses. The corridor also facilitates connectivity between the Western Gateway and other key locations for research, academia and innovation such as Oxford, Science Vale UK Enterprise Zone and Basingstoke. The strength of the corridor's economy creates a significant travel demand.

The removal of the Severn Bridge tolls has changed the economic dynamic of this corridor with increased economic activity now taking place between the West of England and South Wales. Ambitious plans are now in place via the Western Gateway Powerhouse to strengthen these economic links further.

The Government is committed to rebalancing the UK economy. The completion of the Great Western Mainline electrification and the delivery of improved city region connectivity through initiatives such as metrobus in Bristol and the South Wales Metro will help productivity and economic performance. This strategic corridor has a key role to play in supporting further devolution of funding and decision making and help the South West achieve its economic potential.

International connectivity remains essential for developing future trading relationships, increasing exports and supporting growth industries located in the corridor such as advanced engineering, high-value manufacturing, aerospace, renewables, financial and professional services, digital information and communications technology. A major function of this corridor is providing access to Heathrow Airport and the international markets which can be accessed directly.

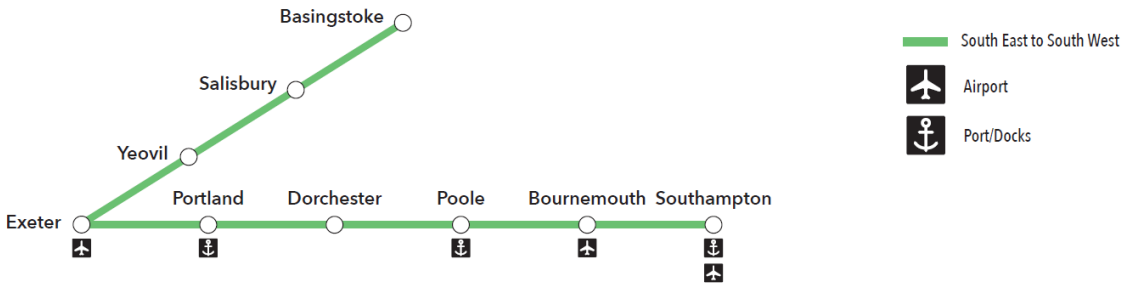
As the UK develops new global trading relationships, Bristol Port is well-placed to support UK exports to new global markets, particularly those outside of the EU and in America. Bristol has consent to construct a deep-sea container terminal on the foreshore of the Avonmouth Docks which will further enhance Bristol Port's role as a crucial international gateway in a post-Brexit trading economy.

The Southern Growth Corridor South East to South West

The Southern Growth corridor provides two important functions; it provides inter-connectivity for coastal communities and ports while also being a key tourist route, linking holidaymakers from the South East to the South Coast, Dorset, Devon and Cornwall. Network resilience is a key issue with seasonal travel peaks often causing widespread congestion on strategic routes which negatively impacts upon productivity.

One of the major challenges of this corridor is managing the variability in travel demand throughout the year. Average measures of flow and congestion often do not accurately capture the extent of the disruption in the summer months. Highways England report that traffic levels on the A31 approaching Bournemouth in the summer peak rise by up to 20%.

The unique aspect of this route is its proximity to several AONBs which are a major asset of the Western Gateway area. Access to the natural environment is key for quality of life and creates additional, high-quality tourism opportunities in the area. However, the environmental designations also limit the type of schemes which are viable.



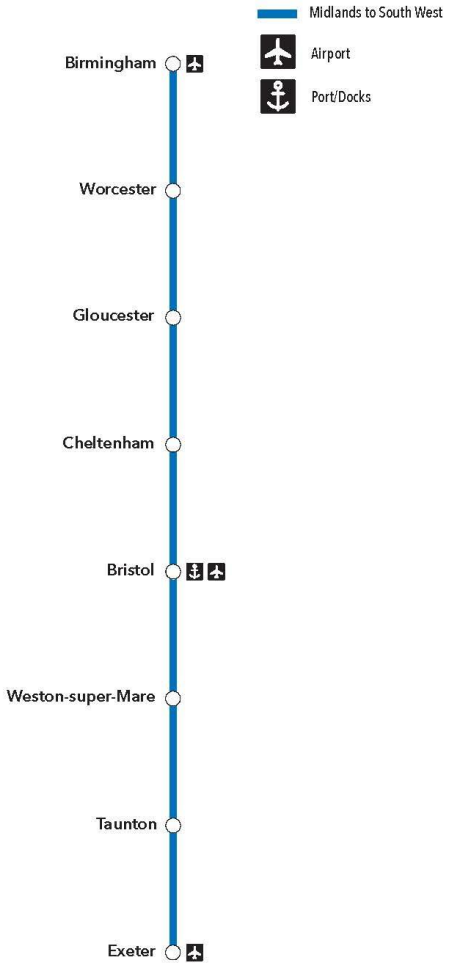
The economic potential of the southern region of the Western Gateway area is marked by its current productivity gap. Rural productivity in the South West is currently 8% lower than in urban areas. In economic productivity Dorset contributes £2.5bn below the national average. However, investing in the connectivity of this corridor would begin to reduce the gap by bringing people closer to jobs and improving access of rural businesses to urban centres and population hubs.

The Western Growth Corridor - Midlands to South West

The Western Growth Corridor is a nationally significant economic corridor connecting the economies of the Great South West, Western Gateway and Midlands Engine. This corridor supports access to national and international markets and helps drive growth and economic performance for the country as a whole.

This employment and trade corridor brings together businesses in the Midlands and the South West from similar industry clusters. The Midlands and the South West are centres of worldwide expertise in aerospace, advanced manufacturing and professional services, and connecting businesses in these areas could provide significant agglomeration benefits and knowledge-sharing, as well as increasing the size of the pool of employees for businesses in the west of the UK

The M5 is also the UK's 'holiday motorway' and acts as a funnel for traffic from the Midlands and the North to the Western Gateway and Peninsula, giving it economic significance for the tourism industry.



A consequence of the role played by the M5 and reliance on the car for private and business travel is that regional rail offering along this corridor is poor. Long-distance strategic rail connectivity between major urban areas is good, but this offer is at the expense of shorter regional trips. Limited alternatives to the car will continue to result in the majority of people living along the corridor being reliant on the car for shorter distance regional trips. As new growth is delivered, this will result in an increased use of the M5 and a significant reduction in its ability to fulfil local growth ambitions. Without modal shift, the corridor will also fail to support the overriding need to decarbonise the transport network and increase conflicts between private and freight trips.

The future economic success of this corridor is intrinsically linked to the growth that has been planned in the area. Managing future demand particularly with regards to increased operational resilience, future capacity and the management of seasonal traffic will play a pivotal role in the economic growth potential of the corridor and the wider area going forward.

The Missing Link Strategic Corridor Midlands to South Coast

This corridor is viewed as the missing strategic link within the Western Gateway area and links the South Coast to the M4 and onto the Midlands. It has the potential to drive change in the Dorset and Wiltshire economies and benefit the whole of the Western Gateway region through better access to its coastal international gateways and providing additional strategic resilience during seasonal peaks in demand.

Strategic connectivity improvements for this corridor have the potential to realise both local growth ambitions and forge significant agglomeration benefits by removing barriers to increased north and south connectivity in the Western Gateway area.

This corridor is currently characterised by a blend of economic zones driving local economies without any clear corridor relationship. The potential for greater agglomeration is evident through the balance of industry sectors currently located to the north and south of the Western Gateway Area including concentrations of employment in financial services and business, and professional services in Bournemouth, Bristol and Swindon. Likewise, the commitment from all the LEPs in the Western Gateway to build on their strengths of advanced manufacturing, innovation and technology means there is latent potential to improve business interaction along this corridor.

The economic potential from improvements to journey times on the A36 and A350 has been estimated in the South of England North-South Connectivity (2019) report as leading to £20.5bn agglomeration impacts over 60 years. The establishment of the A350 as part of the Major Route Network between the M4 and A36 should help to promote the delivery of this further.

However, to fulfil its economic potential it is essential to develop a strategic programme of interventions which balance investment in highway infrastructure with a longer-term ambition to improve connectivity by rail.

Document Control

- Purpose of this section is to outline key changes made to the document to ensure version/change control is managed effectively.
- Detailed clarifications and requested for amendments will be used to keep track of granular amendments and circulated which each major version change.
- It is also to outline who needs to review/consult or be informed of this document.
- Also, who is required to approve the finalised copy before it is presented to the WG STB Board.

REFERENCE DOCUMENTS

VERSION HISTORY

Version	Date	Author	Change	Change Description
V0.1	01/04/2020	Ben Watts	Original Version	n/a first draft for TOG peer review
V0.2	16/04/2020	Ben Watts	TOG comments	Updated to reflect comments received by Transport Officers
V0.3	14/05/2020	Ben Watts	SOG comments	Updated to reflect comments received by Senior Officer Group
V0.3.1	26/05/2020	Ben Watts	South Glos update	Minor updates requested by South Glos Council
V0.3.2	02/06/2020	Ben Watts	Cycling update	Minor changes to increase prominence of cycling within the strategic transport context
V0.4	16/11/2020	Ben Watts & Helen Holm	Complete restructure	Updated following engagement feedback from stakeholders
V0.5	04/12/2020	Ben Watts & Helen Holm	SOG feedback	Updated following engagement feedback from SOG + Members
	08/12/2020	Ben Watts & Helen Holm	Final Draft	Updated following final comments from officers

DOCUMENT SIGN OFF

Name	Department/Role	Sign-off	Date
Ben Watts	Western Gateway – Programme Management Team	BW	09/12/2020

Western Gateway Sub-national Transport Body

WESTERN GATEWAY - STRATEGIC MODELLING AND EVIDENCE STUDY

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DECEMBER 2020

CONFIDENTIAL

Western Gateway Sub-national Transport Body

WESTERN GATEWAY - STRATEGIC MODELLING AND EVIDENCE STUDY

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Western Gateway Sub-national Transport Body

WESTERN GATEWAY - STRATEGIC MODELLING AND EVIDENCE STUDY

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for Comment	Updated for client comments		
Date	24 November 2020	13 December 2020		
Prepared by	Craig Drennan	Craig Drennan		
Signature				
Checked by	Rehan Mian	Rehan Mian		
Signature				
Authorised by	Craig Drennan	Craig Drennan		
Signature				
Project number	70077226	70077226		
Report number	70077226/001	70077226/001		
File reference	C:\70077226 - WECA - Western Gateway STB Strategic Modelling Study\Western_Gateway_Strategic_Modelling_and_Evidence_Study_131220.docx			

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APPENDICES

EXECUTIVE SUMMARY

The Western Gateway Sub-national Transport Body (STB) is formed by a collective of local authorities and key stakeholders that have made a commitment to work together to drive innovation, maximise sustainable economic growth and support social mobility by enhancing strategic travel connectivity across South West England

The Western Gateway STB appointed WSP to advise on future transport modelling and evidence options including a recommendation for the STB to pursue in the future. The draft STP contains details of the following Rail strategy, Gateway Hubs and Strategic Corridors:

- Western Gateway area wide Rail Strategy
- Western Gateway's Northern Transport Hub
- Western Gateway's Central Transport Hub
- Western Gateway's Southern Transport Hub
- Strategic Corridor H1: South East to South Wales
- Strategic Corridor H2: South East to South West
- Strategic Corridor V1: Midlands to South West
- Strategic Corridor V2: Midlands to South Coast.

A series of online meetings were undertaken by Craig Drennan (Director, WSP) with the local authorities who form part of the Western Gateway STB. These included:

- Bournemouth, Christchurch & Poole (BCP) Council: 23 October 2020
- Bristol City Council: 22 October 2020
- Dorset Council: 21 October 2020
- Gloucestershire County Council: 22 October 2020
- North Somerset Council: 22 October 2020
- South Gloucestershire Council: 21 October 2020
- West of England Combined Authority (WECA): 23 October 2020.

It was not possible, due to diary clashes and leave commitments, to have online meetings with:

- Bath and North East Somerset Council
- Wiltshire Council.

An online meeting was also held with Highways England on the 9 November 2020.

SHORT TERM RECOMMENDATION

It is recommended that the SWRTM is used to provide part of the evidence base for the further development of the Strategic Transport Plan. This would require a review of the network coding and zone structure to ensure that the assessment of the proposed schemes included within the draft Strategic Transport Plan is robust and consistent across the STB.

An alternative to using the SWRTM forecast year models is the development of an External Forecast Systems (EFS) which are commonly used in strategic models to deliver reference case scenarios. The objective is the modification of base year demands to reflect a future year scenario. WSP is well versed in the delivery of EFS and has typically delivered this functionality in CUBE.

It is recommended that discussions with the DfT and Network Rail take place on the best way forward in terms of using the Passenger Demand Forecasting Handbook (PDFH) to assess the proposed schemes contained within the Western Gateway STB Rail Strategy. This would be with the view of producing business cases that can be put in front of the DfT for an investment decision and could be progressed in the early part of 2021

To add value to the evidence base and to assist with de-risking due to lower levels of assurance inherent with the use of the 2015 base year SWRTM it is proposed that the WSP bespoke web based interactive GIS tool ProjectView platform is used to summarise the key characteristics across the Western Gateway STB area and by corridor in a greater level of detail. This innovative tool provides a consistent and common platform for evidence across the Western Gateway STB area and will provide a robust evidence base and presentation of the strategy in discussions with e.g. Local Authorities and the Department for Transport (DfT).

LONG TERM RECOMMENDATION

In the longer term it is recommended that a Land Use and Transport Interaction (LUTI) model is produced for the Western Gateway Sub-national Transport Body area. Land use models forecasts the development of space and the corresponding distribution of land use activities that occupy these spaces. These decisions in the Land use system ultimately have a resultant effect on travel demand and hence influence the supply of transportation services and infrastructure.

The use of a LUTI model for the Western Gateway STB would have greater emphasis in allowing for an assessment of the connectivity of rural areas to be undertaken. This is in the context of housing / employment sites and the connectivity between them and how they interact. What you would not want to see if a large separation between housing and employment areas when, it could be argued that, the aim is to bring more rural and disparate areas closer together which would not only reduce the need to travel but increase productivity and raise living standards

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1

INTRODUCTION

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. The Western Gateway Sub-national Transport Body (STB) is formed by a collective of local authorities and key stakeholders that have made a commitment to work together to drive innovation, maximise sustainable economic growth and support social mobility by enhancing strategic travel connectivity across South West England. It includes the following local authority areas:

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

1.1.2. The area covered by the Western Gateway STB is shown in Figure 1-1.

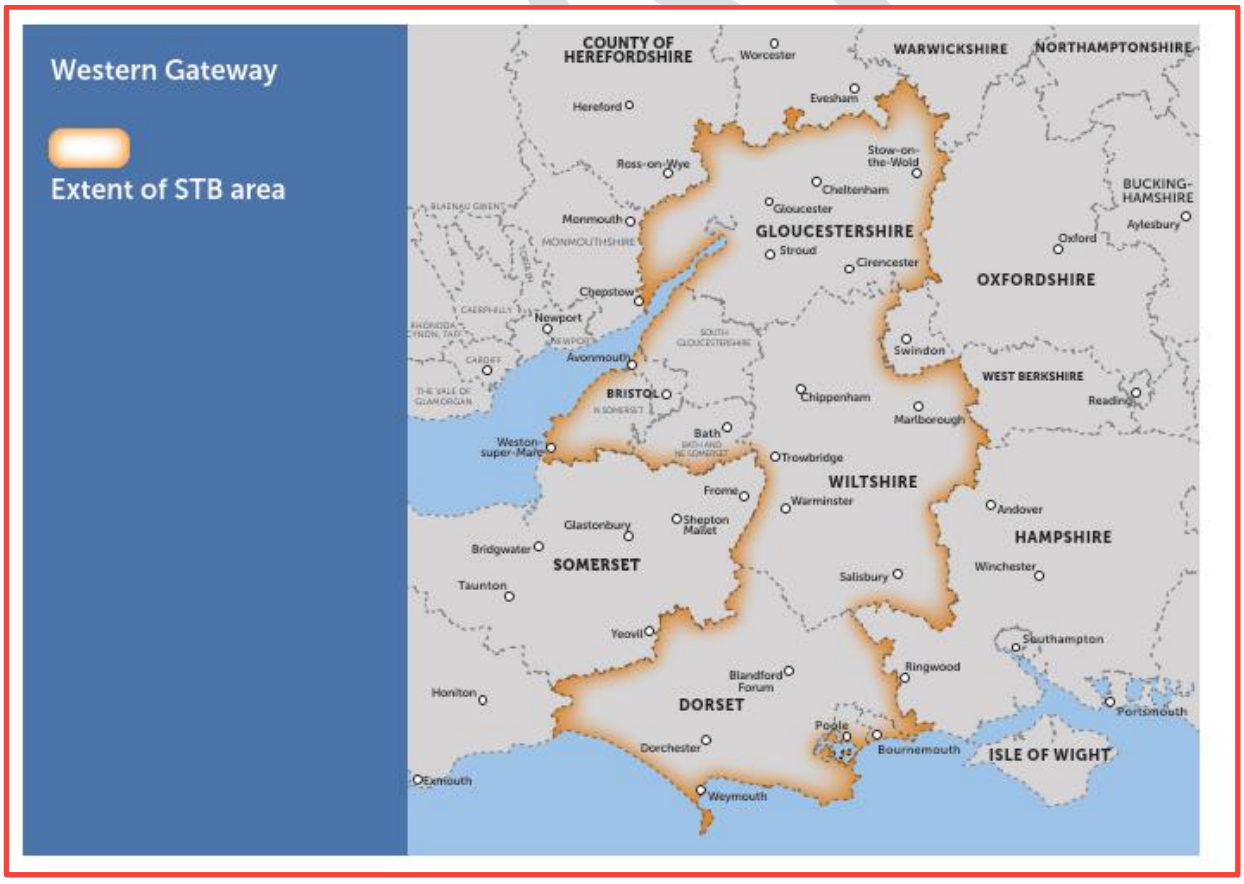


Figure 1-1: Western Gateway Sub-national Transport Body (STB) coverage

1.1.3. At present, although Western Gateway is one of seven STB in England, it does not hold any statutory powers. Since legislation was passed in 2016 under the Cities and Local Government Devolution Act, only Transport for the North (TfN) has achieved statutory status (in 2018). Western Gateway STB is not pursuing statutory status.

1.1.4. Regardless of its non-statutory status, Western Gateway is expected to develop its own Strategic Transport Plan which has been published in draft. [1]

1.1.5. This is a key part of its role to oversee and influence transport investment across the region, along with liaising with DfT regarding funding opportunities, so far specifically in relation to major road network plans. This will allow the establishment and growth of a Western Gateway 'identity', providing a unified voice on priorities despite the disparate and varied nature of the STB geography.

1.1.6. The STB remains reliant on DfT to make decisions about what funding is allocated and how it is spent, including assuring value for money is delivered in line with Transport Appraisal Guidance (TAG) principles. It is expected that DfT will continue to allocate annual funding to STBs and Western Gateway has recently received notification of its 2020-21 budget.

1.2 WORK PACKAGE BRIEF

1.2.1. The Western Gateway STB appointed WSP to advise on future transport modelling and evidence options including a recommendation for the STB to pursue in the future. As set out in the Work Package Brief:

- Review of different modelling software, the availability of existing travel data, construction costs and the timeframe required to validate a suitable model or modelling suite. The recommendation will be provided on the basis of the most cost-efficient option to be delivered by March 2022 at the latest to enable the model to be used to inform the development of the long-term strategy
- The model(s) will need to simulate different transport modes undertaking inter & intra-urban movements between different regional centres. It will also need to forecast future year scenarios simulating future travel demand and different transport mitigation scenarios including both policies and schemes
- Assess issues and opportunities relating to future modelling options and developing the evidence base. Ultimately the project will set out the evidence and modelling requirements and an approach to delivery of the evidence base.

[1] https://westerngatewaystb.org.uk/strategy/

1.3 REPORT PURPOSE AND STRUCTURE

1.3.1. This report is structured as follows:

- Section 1: Introduction
- Section 2: Western Gateway STB: Draft Strategic Transport Plan 2020-2025
- Section 3: Western Gateway STB member authority response
- Section 4: Potential source of the evidence base
- Section 5: Recommendations – Short Term
- Section 6: Recommendation – Long Term.

2

WESTERN GATEWAY STB: DRAFT STRATEGIC TRANSPORT PLAN 2020-2025

2 WESTERN GATEWAY STB: DRAFT STRATEGIC TRANSPORT PLAN 2020-2025

2.1.1. The Western Gateway is focused on developing priorities for investment in the strategic travel corridors within its geography. Prioritising transport investment within the Gateway area will not only benefit local connectivity but will improve connectivity to and from an area much wider than the immediate Western Gateway boundaries.

2.1.2. This will open new and improved existing pathways to local, national and international markets resulting in economic success and prosperity for all. Investment in strategic travel corridors will enable the Western Gateway to connect:

- Local centres through our ambitious Metrobus and MetroWest public transport networks
- National markets through our strategic hubs connecting highway and railway links
- International markets through our Airports and Deep Sea Ports.

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

2.1.4. The draft Strategic Transport Plan (STP) for the 2020 to 2025 period was published in June 2020 for consultation. [2]

2.1.5. The draft STP was written during the COVID-19 pandemic and is a short-term plan covering the next five years. It does require on-going monitoring and updating to reflect how the recovery from the COVID-19 pandemic will impact the change in travel demand patterns in the short term, but also the impact on the longer-term growth from a different baseline. This new pattern / forecast needs to be reviewed to ensure the infrastructure priorities previously determined remain valid or need to be reassessed. The STP has since been updated in response to representations received from stakeholders. Whilst the structure and focus of the STP has been updated, the need for a robust evidence base going forward to inform the next, long term STP is unchanged.

2.1.6. The 2020 to 2025 period matches the Government's existing Strategic and Major highway funding rounds with schemes identified as short-term priorities reflect existing funding commitments. In the following sections we will be listing the highway and public transport priorities which is to provide context for the following sections of the report.

2.1.7. The updated draft STP contains details of the following Rail strategyand Strategic Corridors:

- Western Gateway area wide Rail Strategy
- Strategic Corridor H1: South East to South Wales
- Strategic Corridor H2: South East to South West
- Strategic Corridor V1: Midlands to South West

[2] https://westerngatewaystb.org.uk/strategy/

- Strategic Corridor V2: Midlands to South Coast.

2.1.8. A summary of each of the above is contained in Appendix A.

2.2 SUMMARY

2.2.1. The preceding sections list the highway and public transport priorities which is to provide context for the following sections of the report. The Western Gateway STB has prioritised seven Major Road Network (MRN) and two Large Local Major (LLM) schemes and submitted these to the Department for Transport (DfT). The schemes included:

- Managing urban vehicle movements:
  - MRN: A4174 Ring road capacity improvements
  - MRN: A4174 MOD Roundabout improvements
  - MRN: A338 Wessex Fields Phase 2 (Priority 20)
- Improving north / south connectivity:
  - LLM: M5 Junction 9 and A46 (Ashchurch) (Priority 2)
  - MRN: A350 - M4 J17 Improvement (Priority 1)
  - MRN: A350 Chippenham Bypass Improvements – Phase 4 & Phase 5 (Priority 15)
  - LLM: A350 Melksham Bypass (Priorit 16)
  - MRN: A338 Southern Salisbury Improvements (Priority 13)
- Improving international connectivity:
  - MRN: A38 (Bristol Airport access improvements) (Priority 12).

2.2.2. Figure 2-1 shows the list of Western Gateway STB scheme priorities while Figure 2-2 shows the spatial distribution of those scheme priorities across the Western Gateway STB area.

Figure 2-1: Western Gateway Sub-national Transport Body: scheme priorities

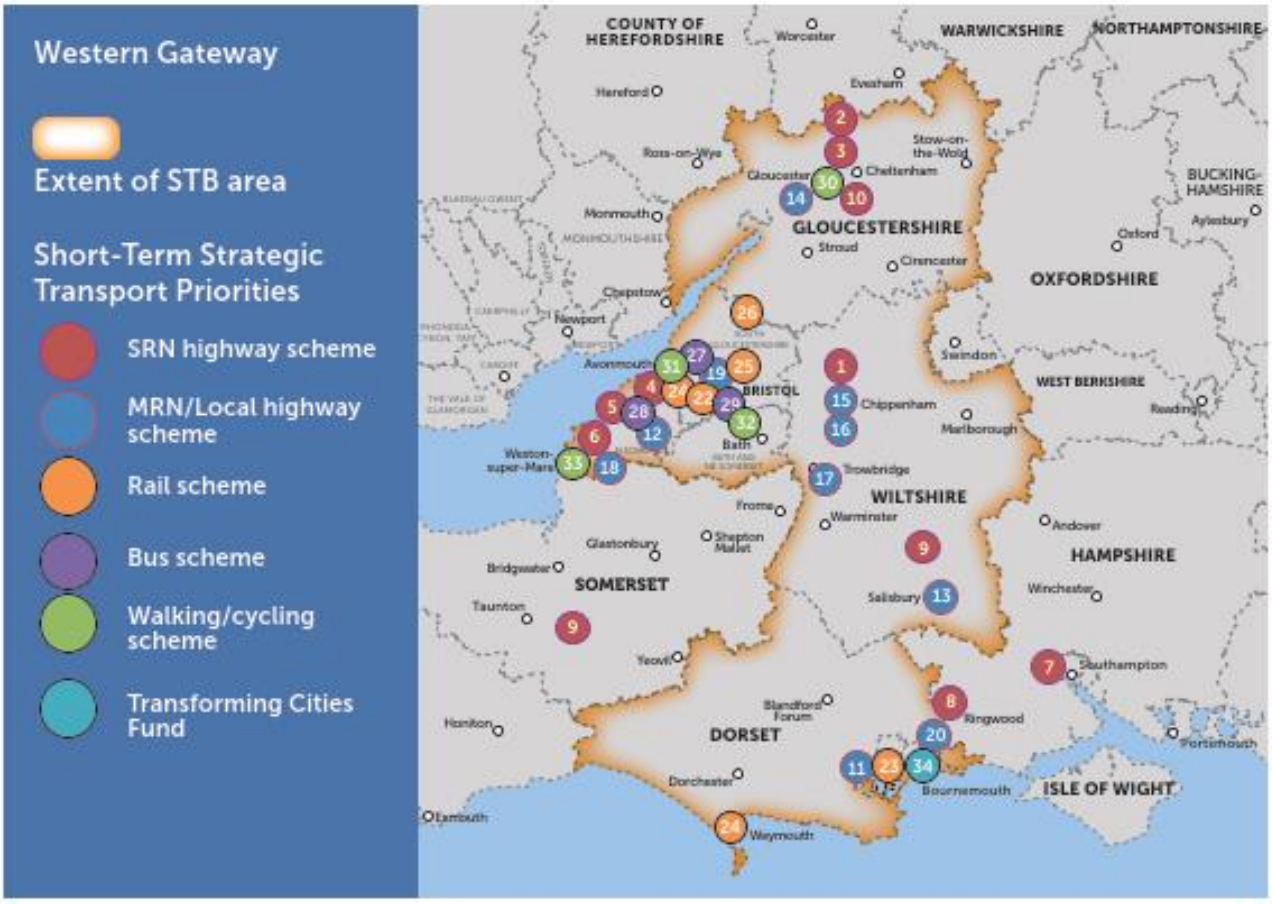


Figure 2-2: Location of Western Gateway STB short-term strategic transport priorities

3

WESTERN GATEWAY STB: AUTHORITY MEMBER RESPONSE

3 WESTERN GATEWAY STB: AUTHORITY MEMBER RESPONSE

3.1 INTRODUCTION

3.1.1. As set out in the Work Package Brief:

- Review of different modelling software, the availability of existing travel data, construction costs and the timeframe required to validate a suitable model or modelling suite. The recommendation will be provided on the basis of the most cost-efficient option to be delivered by March 2022 at the latest to enable the model to be used to inform the development of the long-term strategy
- The model(s) will need to simulate different transport modes undertaking inter & intra-urban movements between different regional centres. It will also need to forecast future year scenarios simulating future travel demand and different transport mitigation scenarios including both policies and schemes
- Assess issues and opportunities relating to future modelling options and developing the evidence base. Ultimately the project will set out the evidence and modelling requirements and an approach to delivery of the evidence base.

3.1.2. A high-level review of the STB member authorities current strategic multi-modal modelling capabilities has already been carried out by the STB's Transport Officers Group. As part of WSP's response to the above brief and in order to undertake a detailed review of STB member authorities current strategic multi-modal modelling capabilities required engagement with member authorities which will assist in gaining an understanding of the:

- current context and conditions in each of the members respective study areas
- future context and conditions in each of the members respective study area
- existing modelling capabilities and their respective capability to provide part of the evidence base to allow assessment of future scheme priorities.

3.1.3. To gain that understanding required stakeholder liaison which consisted of:

- One to one virtual meeting's
- Follow up questionnaire to capture the most up to date information from each of the authorities as well as getting their responses more formally.

3.1.4. The purpose of the one to one meeting's and the questionnaire was to establish:

- how they can contribute to the evidence base and evaluation of the draft Strategic Transport Plan with the existing tools/transport models they have
- the assurance level of those tools/transport models which will be important to the Department for Transport
- what is the gap between the tools/transport models that the member authorities have
- if a member authorities existing tools/transport models will result in bias to one authority or another in terms of the assurance/providence of the evidence base
- if there is a bias to one authority or another how is the playing field level so that a consistent approach to the evidence base is available across the whole of the STB
- If we need to pool the tools/transport models, what is the compatibility, or what needs to be rebased to make it work so that a consistent approach to the evidence base is available across the whole of the STB.

3.1.5. The recommendations of the study are set out in Section 4 however the ultimate purpose of the study is to explore and set out:

- Common themes between the member authorities
- Synergies and conflicts between the member authorities
- What tools/transport models are available and do they overlap
- Tools/transport models that are available for sharing between the member authorities
- Recommendations for a common evidence base that can be used by all member authorities with which to assess the scheme priorities on a consistent basis as well as giving confidence to the Department for Transport in the validity of that assessment

3.1.6. A series of online meetings were undertaken by Craig Drennan (Director, WSP) with the local authorities who form part of the Western Gateway STB. These included:

- Bournemouth, Christchurch & Poole (BCP) Council: 23 October 2020
- Bristol City Council: 22 October 2020
- Dorset Council: 21 October 2020
- Gloucestershire County Council: 22 October 2020
- North Somerset Council: 22 October 2020
- South Gloucestershire Council: 21 October 2020
- West of England Combined Authority (WECA): 23 October 2020.

3.1.7. It was not possible, due to diary clashes and leave commitments, to have online meetings with:

- Bath and North East Somerset Council
- Wiltshire Council.

3.1.8. An online meeting was also held with Highways England on the 9 November 2020.

3.1.9. Following on from those meetings a follow-up questionnaire was sent to all the local authorities which asked the following questions:

- What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?
- What are your current priorities and how do you see these changing going forward?
- How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?
- Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?
- What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?
- What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?
- What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?
- What strategic partnerships regarding shared use of strategic or regional models is your authority involved in e.g. Highways England. This should not include any commercial partnerships with consultants?
- What are the strengths and weaknesses of your historic strategic modelling approach or software? This could be technical, partnership governance or general strengths and weaknesses?

- Do you feel there are any risks or benefits regarding strategic partnerships with respect to transport modelling that may be relevant to the STB?
- What transport modelling do you feel would be useful to the STB when developing and underpinning the evidence base within the STP?
- Please provide any information you consider relevant to the STB future transport modelling requirements?

3.1.10. In terms of a response to the questionnaire the following member authorities have responded:

- Dorset Council
- WECA
- South Gloucestershire
- Bristol City Council
- Wiltshire Council
- Bath and North East Somerset
- Gloucestershire County Council (***responses not included as confidential***).

3.1.11. Appendix B sets out the questions in **red and bold** text with the member authorities' responses set out in turn from the one to one virtual meeting's and the questionnaire.

3.2 SUMMARY AND CONCLUSIONS

3.2.1. In summary:

- Raising the profile of the Western Gateway Sub-national Transport Body
- Existing models are no longer sufficiently robust to assess changing national and regional priorities
- The need to respond to the climate emergency
- Influence Highways England and Network Rail
- Ensuring network resilience without preventing the delivery of housing/employment growth
- Regional accountability and continuity for approach to strategic corridors and transport solutions
- Diversity of localised environment and the diversity of population density across the region will require a variety of trip rate and travel demand approaches across the region, which may result in significant difficulties for calibration and validation across the network and generate significant model noise
- 15-minute neighbourhood approach for Place as well as a strategic cycling network.

4

POTENTIAL SOURCE OF THE EVIDENCE BASE

4 POTENTIAL SOURCE OF THE EVIDENCE BASE

4.1.1. The draft STP has been primarily produced using existing evidence provided by each local authority member. The STB covers a large area with limited connectively from north to south and there appears to be a general consensus amongst the local authorities that there is limited scope or value in having a new transport model that covers the whole area. There is a regional model that covers the Western Gateway STB area which is the Highways England South West Regional Transport Model (SWRTM) which may have influenced this view.

4.1.2. Strategic transport modelling is central to developing the evidence base for spatial strategies, major scheme business cases, other transport improvements and policy changes. There are a number of options which are described in the following sections.

4.2 TRANSPORT MODELS

4.2.1. There are a number of different strategic models, localised models and accessibility models within each of the local authorities with a summary shown in Table 4-1.

Table 4-1: Summary of local authority transport models

Local Authority	Strategic Model	Localised Models	Accessibility
Bournemouth, Christchurch & Poole (BCP) Council	▪ South East Dorset Multi-Modal Transport Model (Highway / Public Transport and Demand model built using SATURN / CUBE software)	▪ Poole Town Centre (built using Paramics software) ▪ Bournemouth Town Centre (built using Paramics software) ▪ Ringwood Rd/Wallisdown Rd Corridors (built using Paramics software) ▪ Bournemouth (built using VISSIM software)	▪ TRACC
Bristol City Council	▪ GBATS (Highway / Public Transport and Demand model built using SATURN / EMME2)	▪ Corridor Models: A38 stretching from M5 Junction 16 to Horfield / Southmead corridor and the A4018 corridor (VISSIM) ▪ Bristol Arena (built using Paramics software)	
West of England Combined Authority (WECA)	▪ GBATS (Highway / Public Transport and Demand model built using SATURN / EMME2)	▪ Corridor Models: A38 stretching from M5 Junction 16 to Horfield / Southmead corridor and the A4018 corridor (built using VISSIM software)	
Dorset Council	▪ South East Dorset Multi-Modal Transport Model (Highway / Public Transport and Demand model built	▪ Dorchester town model (built using Paramics software)	

Local Authority	Strategic Model	Localised Models	Accessibility
	using SATURN / CUBE software)		
	▪ Dorchester (SATURN)		
Gloucestershire County Council	▪ Central Severn Vale (CSV) (Highway assignment model built using SATURN software)	▪ A46 / Tewkesbury model (built using S-Paramics software	
	▪ Gloucestershire Countywide Traffic Model (GCTM) (Highway model built using SATURN software with a DIADEM demand model		
North Somerset Council	▪ GBATS (Highway / Public Transport and Demand model built using SATURN / EMME2)		
Wiltshire Council	▪ West Wiltshire Strategic Transport Model (based on the Highways England South West Regional Transport Model)	▪ Trowbridge (built using Paramics software)	▪ TRACC
		▪ Devizes model (built using Paramics software	
		▪ Warminster model (built using Paramics software)	

4.2.2. None of the above will be able to be used to provide the evidence base and assess the impacts of the draft Strategic Transport Plan. The following sections describe some of the larger strategic models where the area of coverage includes a number of the Western Gateway STB member authorities and could potentially be used to provide part of the evidence base for the assessment of the draft Strategic Transport Plan.

4.3 WEST OF ENGLAND COMBINED AUTHORITY (WECA) MODEL

4.3.1. The current GBATS4 strategic transport model is a multi-modal model with the Highway Model based in SATURN and the Demand Model / Public Transport Model in EMME/2 with a 2013 base year.

4.3.2. The GBATS4 model is currently in the process of being replaced by the West of England Regional Transport Model (WERTM). WERTM is being built as a VISUM demand model supported by VISUM public transport assignment and SATURN highway assignment modules. Its base year is 2019 and it is expected to be delivered in September 2021.

4.3.3. WERTM covers the whole of the West of England in detail with larger areas of buffer network. WECA and its constituent authorities intend to use the WERTM for future transport modelling.

4.3.4. There are no plans for land use / transport interaction modelling, although the model will be subsequently used to assess the overall network performance of strategic planning scenarios and associated mitigation packages.

4.3.5. The purpose of the model is to provide an evidence-based forecasting tool to assess the impacts of land use developments and transport scheme and policies on the local transport network. It will provide local authorities and decision makers with a tool to assist in making choices and provide evidence to support those decisions.

4.3.6. The objective of the model tool is that is can provide: clear, transparent & plausible multi-modal transport forecasts, to inform planning and transport infrastructure decisions in a fast, flexible and visual way whilst balancing proportionate use of time and costs to the sponsor to achieve.

4.3.7. There was no appetite for extending WERTM to include the rest of the Western Gateway STB area not even the strategic corridors with the view being that it would be better if the existing SWRTM interfaced more readily with the models of the urban areas and that the former can be used to examine a variety of modes.

4.4 SOUTH WEST REGIONAL TRANSPORT MODEL (2015)

4.4.1. The South West Regional Transport Model (SWRTM) covers the area as shown in the diagram. Included within the SWRTM coverage is the Western Gateway STB area from Bournemouth, Christchurch & Poole (BCP) Council in the south of the STB to Gloucestershire in the north of the STB.

4.4.2. As such it lends itself for use as part of the evidence base for the further development of the Regional Transport Strategy (RST).

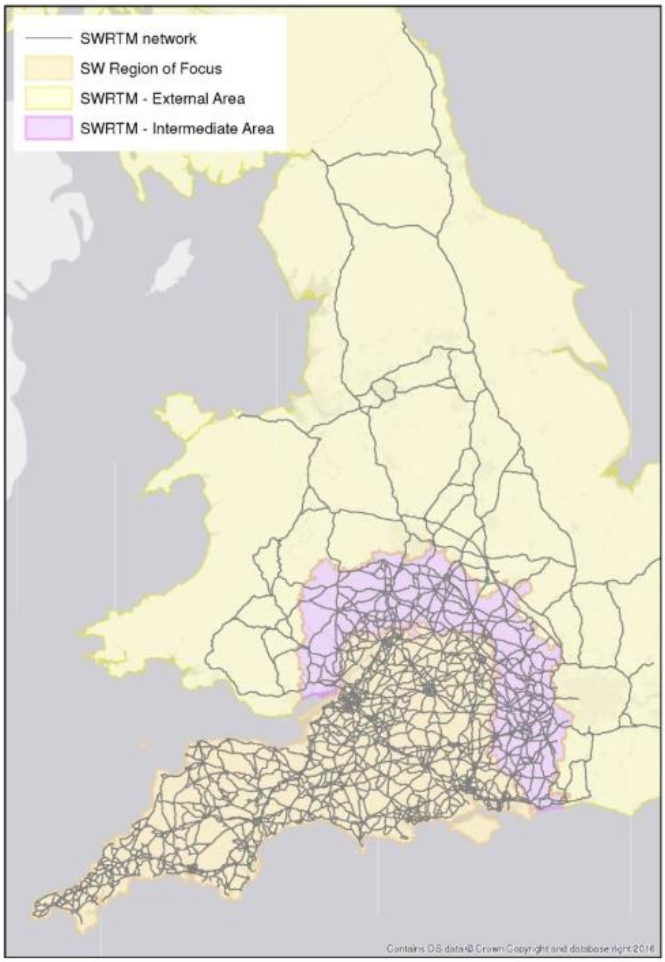
4.4.3. Within the Region of Focus (RoF), the modelled road network includes all motorways, A roads, B roads and any C roads that provide an important role in enabling strategic traffic movements within the model. It should be noted that urban areas such as Bristol, Portsmouth, Southampton, Exeter and Plymouth are not modelled in detail.

4.4.4. The model is representative of average Monday to Friday flows for March 2015 and consists of the following time periods:

- AM Average hour (07:00 to 10:00)
- Inter Peak (IP) Average hour (10:00 to 16:00)
- PM Average hour (16:00 to 19:00).

4.4.5. The following assignment vehicle and purpose classes are included in the highway and demand models:

- Car – Employer's Business
- Car – Commuting
- Car – Other
- Light Good Vehicles (LGV)
- Heavy Goods Vehicle (HGV)
- Rail – Commuting
- Rail – Other
- Rail – Employer's Business.



4.4.6. The LGV demand is assumed to be a mix of freight and personal business trips based on the average proportions outlined in the Department for Transport (DfT) Transport Analysis Guidance (TAG) Databook.

4.4.7. A representation of Public Transport (PT) demand and supply data was required for the Variable Demand Model (VDM). With the RTM's focussing on Inter-urban travel, and the need for a proportionate approach to representing PT, it was deemed that rail travel was the main competitor to car travel and that bus/coach need not be represented. MOIRA data was used to derive weekday station-to-station matrices for March 2015.

4.4.8. The software adopted for the SWRTM includes:

- ArcGIS Version 10.6: GIS analysis supporting model development
- SATURN Version 11.4.07H: Highway assignment modelling
- DIADEM Version 6.3.3: Variable demand modelling
- HEIDI Version 5.4: Supports the operation of DIADEM for the SWRTM
- VISUM15: Development of rail skims.

4.4.9. The validated base year time periods for the AM peak, Inter peak and PM peak were forecasted through to 2021, 2026, 2031, and 2041. As part of the forecasting Off peak models were also produced.

4.5 SOUTH WEST REGIONAL TRANSPORT MODEL (2019)

4.5.1. The Regional Transport Model (RTM) are being updated to reflect 2019 traffic conditions with delivery of the RTM by October 2021 for use with permission from Highways England.

4.5.2. The RTM model networks have been an area of significant review in terms of evaluating their appropriateness for assessing schemes on the Major Road Network (MRN) and the appropriateness of current assumptions for urban areas. It is a key objective to have consistent models to enable consistent appraisal.

4.5.3. There are some changes to the SWRTM which include:

- greater segmentation in the model matrices and demand model to reflect potential changes in working behaviour as well as changes in distribution patterns as certain types of discretionary travel may become more localised
- representation of freight and logistics will be improved in the RTM and the inclusion of diversionary routes within the RTM along with a more up to date and richer dataset to be able to target and refine interventions to support freight movements
- Use of 2019 Mobile Network Data to inform the Origin and Destination matrices.

4.6 PASSENGER DEMAND FORECASTING HANDBOOK

4.6.1. The Western Gateway STB Rail Strategy (//westerngatewaystb.org.uk/strategy/rail-strategy/) sets out clear outcomes that the Western Gateway STB seeks from the rail network and presents 'Route Maps' to their delivery. The Rail Strategy looks to address common issues across the Gateway area such as low service frequency, poor connectivity and interchange, service reliability and punctuality problems. It seeks to enable greater use of rail more generally but also to support new developments and enhance productivity.

4.6.2. The strategy generally has been well received and Network Rail has endorsed the approach. In this respect, the STB Rail Strategy is not a wish list of schemes and interventions based on legacy requests. The Continuous Modular Strategic Planning (CMSP) work is seen by the Western Gateway STB as the process through which the potential interventions will be identified to deliver the Rail Strategy outcomes.

4.6.3. With the Rail Strategy in mind the Rail Delivery Group [3]has the Passenger Demand Forecasting Handbook (PDFH) which provides the general framework for forecasting rail passenger demand. It summarises the collective rail industry knowledge of the effect of various influences on passenger demand and draws forecasting parameters from previous experience and research. It also provides guidance on applying this knowledge to the preparation of passenger demand forecasts. The latest edition, PDFH v6.0 was published in May 2018 following consultation with a wide range of industry experts and, in addition to revisions to the guidance to reflect recent research findings, the new version was also designed to be more user-friendly enabling relevant information to be accessed easily.

[3] https://www.raildeliverygroup.com/pdfc/about-the-pdfh.html

4.6.4. The PDFH document provides the general framework within which rail passenger demand forecasts should be conducted. PDFH contains a recommended forecasting procedure and set of demand parameters that are widely used by various organisations within the railway industry. This is based on the application of elasticities to current demand levels to predict the effects of service quality, fares and external factors.

4.6.5. TAG Unit M4 (January 2014) contains guidance on forecasting rail passenger demand and is based on the PDFH with a small number of amendments to reflect the strategic and longer-term forecasting needs of DfT. It can be used for:

- Strategic planning: including use of the Network Modelling Framework (NMF)
- Franchise analysis: specification, bid assessment, ad-hoc initiatives
- Financial forecasts: forecasting Train Operating Company (TOC) revenue
- Option appraisal: programmes, projects and policies.

4.6.6. As stated within TAG Unit M4 all rail passenger demand forecasts that are submitted to DfT for funding are required to adhere to the methodology which is set out. As a consequence funding applications need to be preceded by a demand forecasting methodological statement which clearly states the data sources, assumptions and methodology used.

4.6.7. There are two elements that are required:

- Background (exogenous changes to rail demand e.g. employment, population, car ownership etc
- Scheme or policy-related (endogenous) initiatives which are assumed to be within the direct control of the rail industry and Government e.g. fares, Generalised Journey Time (GJT) incorporating in-vehicle time, frequency and interchange.

4.6.8. For exogenously driven demand changes or for modelling relatively small changes to the current timetable, the PDFH provides an incremental approach, which is based on the application of elasticities to current demand levels. For more major schemes, such as new stations, the PDFH provides guidance on possible methodologies and evidence base, including trip rate-based approaches.

4.6.9. A range of software tools are available to assist the practitioner in producing forecasts of rail passenger demand e.g. RIFF-Lite and MOIRA

4.6.10. RIFF-Lite is the industry standard model for generating forecasts due to growth in exogenous factors. This tool produces rail passenger demand forecasts using the external environment and modal competition drivers reported in PDFH.

4.6.11. The DfT have subsequently developed EDGE3 (Exogenous Demand Growth Estimator) as a replacement to RIFF-Lite in order to improve model flexibility and transparency. At this time the status of this is not clear and would have to be discussed with the DfT.

4.6.12. The impact of timetable changes (represented as changes to GJT) upon rail demand are generally modelled using MOIRA. This software is also being redeveloped to include the effects of differential fares and crowding. At this time the status of this is not clear and would have to be discussed with the DfT

5

RECOMMENDATIONS: SHORT TERM

5 RECOMMENDATIONS: SHORT TERM

5.1 INTRODUCTION

5.1.1. Having held online meetings with the Western Gateway STB members and reviewing existing information the following sections set out future transport modelling requirements.

5.1.2. It is not proposed that a new transport model is produced for the Western Gateway STB area for a number of reasons which include:

- Timescale
- Cost
- Limited scope for a model to cover the whole area due to its size and range of characteristics
- COVID-19 and the ability to collect new data at the current time.

5.1.3. Given the above the recommendation is to use existing tools such as the Highways England South West Regional Transport Model (SWRTM). Ideally the forthcoming update to the SWRTM to represent 2019 traffic conditions would be the recommendation however it is not due to be delivered until September/October 2021. If delivery of the updated SWRTM is on time then it would be recommended that this model is used to inform the development of the long-term strategy.

5.1.4. There is a risk to delivery by March 2022 at the latest to enable the model to be used to inform the development of the long-term strategy as set out in the brief. To reduce the risk element it is therefore recommended that the existing SWRTM is utilised to inform the evidence base for the long-term strategy.

5.1.5. There are risks to this approach as well in terms of the fact that it is based on 2015 traffic conditions and by March 2022 would be outside the recommended six years for the validity of the origin and destination information.

5.1.6. An argument could be made that due to traffic patterns and growth being disrupted/influence by the current COVID-19 pandemic that 2020 and 2021 may well be untypical in terms of traffic movements. This could mean that the six-year guidance could be relaxed however there would have to be compromises and that the assurance level placed on the outputs/outcomes may well be lower than would be ideal.

5.1.7. This risk would have to be discussed with the Department for Transport however the risk could be managed by a good transport modelling team who will know what compromises the DfT would accept. The following sections set out the recommended approach for providing a consistent platform across the Western Gateway STB area to allow for the assessment of the scheme priorities.

5.1.8. It must be stressed that the following recommendation is based on having to complete the development of the Strategic Transport Plan by March 2022. If, after discussions with the DfT that this timescale is extended e.g. by six months then it would be recommended that the updated 2019 SWRTM is used instead.

5.2 2015 SOUTH WEST REGIONAL TRANSPORT MODEL

5.2.1. It is recommended that the SWRTM is used to provide part of the evidence base for the further development of the Strategic Transport Plan. This would require a review of the network coding and zone structure to ensure that the assessment of the proposed schemes included within the draft Strategic Transport Plan is robust and consistent across the STB.

5.2.2. Both highway and public transport are represented in the SWRTM and even though the focus and associated strength of the SWRTM is the representation of highway demand making inter-urban movements Inter-urban rail demand is also represented.

5.2.3. The SWRTM does not have the ability to specifically appraisal a public transport scheme. It is not intended that a re-calibration and re-validation exercise is undertaken on the 2015 SWRTM.

5.2.4. It would also require additional forecast years to be developed to align with the Strategic Transport Plan along with the proposed schemes to be included within the forecast year networks to allow assessment of the impacts to be undertaken.

5.2.5. The current SWRTM does have a number of forecast year models available (2021, 2026, 2031 and 2041) with the 2026 forecast year model close to the close to the Strategic Transport Plan (STP) period of 2020-2025. These were originally produced in 2016 with the latest update being undertaken in 2019 to take account of:

- Missing schemes – analysis of highway schemes that were identified as being missing from the base model following analysis across all RTM
- Department for Transport (DfT) Transport Analysis Guidance (TAG) Data Book updates (May 2019)
- Minor network edits and adjustments.

5.2.6. These do not take account of any potential impacts of e.g. Brexit impacts of the current and on-going impacts of COVID-19 which could affect growth forecasts going forward in the National Trip End Model (NTEM). In July 2020 the Transport Appraisal and Strategic Modelling (TASM) division issued a number of significant changes to TAG. This is related to several unexpected events which includes COVID-19, revised fiscal and economic outlook, the Green Book review with its focus on levelling-up and the government's commitment to net zero and the transport decarbonisation plan.

5.2.7. All of these could have the potential to have significant impacts on scheme appraisals which need to be taken account of in the evidence base. Revised economic and population projections were issued by the Office for Budget Responsibility (OBR) in March 2020 along with updated medium-term economic projections published in July 2020 which reflects the OBR assessment of the impact of COVID-19 on economic growth.

5.2.8. One of the main adjustments was to Gross Domestic Product (GDP) which results in GDP per capita being 23% lower than previously forecast by 2069. There was also an amendment to population growth. It should be noted that the revised forecast do not take any account of the effects of Covid-19 so are potentially optimistic.

5.2.9. While it is accepted that the use of the existing SWRTM as they are would be more cost and time efficient taking on board the above it is felt that the use of the current SWRTM forecast models are likely to show a greater impact on the network than could potentially be the case.

5.2.10. It is therefore not recommended that the current SWRTM forecast year models are used in the assessment of the Strategic Transport Plan.

5.3 EXTERNAL FORECAST SYSTEM (EFS)

5.3.1. Another way to supplement using the SWRTM forecast year models is the development of an External Forecast Systems (EFS) which are commonly used in strategic models to deliver reference case scenarios. The objective is the modification of base year demands to reflect a future year scenario.

5.3.2. In a situation where changes are “steady state” the EFS need not be too sophisticated. Area wide growth rates and specific development assumptions typically represent the most basic levels of analysis.

5.3.3. The EFS however needs to be attuned to the demand model specification as well as the horizons to be projected. Segmentation is typically based on the demand model content, usually at least business, commute and other demand.

5.3.4. WSP is well versed in the delivery of EFS and has typically delivered this functionality in CUBE. More recently we have delivered a Python scripted template forecast model due to reduced segmentation limitation and speed of processing.

5.3.5. Specific sub-modules will provide additional forecast functionality. An “exogenous cost” module will allow high level impacts of major policy initiatives such as road pricing or fares subsidies to be introduced through elasticity based adjustment of trip ends and travel demands. Additionally an “atypical growth” module will allow appropriate treatment of significant differences from the base, either from specific growth scenarios or from future year developments.

5.3.6. To derive future demands, using scenarios which may differ significantly from the base conditions requires a synthetic model, with abilities to reconcile changes in trip making, mode choice and trip lengths. This reflects a calibrated position for the base year which can then be applied to different growth forecasts.

5.3.7. The development of the EFS needs to be able to represent a wider range of Future Travel Scenarios, based on potential structural changes in the size and segmentation of future year travel markets. The approach needs to translate land use outputs into factored adjustments to deliver a reference case. It would be possible, for example, to undertake different scenarios such as:

- Scenario 1: Just About Managing - travel patterns continue on current trajectories i.e. National Transport Model (NTM) core scenario
- Scenario 2: Prioritised Places - investment in local communities reduces need for longer distance movements
- Scenario 3: Digitally Distributed - travel is impacted by technology and Covid-19 working from home trends continue
- Scenario 4: Urban Zero Carbon - focus on the environment changes the vehicle ownership and usage landscape in order to tackle the climate emergency.

5.4 RAIL STRATEGY

5.4.1. The Western Gateway STB Rail Strategy (//westerngatewaystb.org.uk/strategy/rail-strategy/) sets out clear outcomes that the Western Gateway STB seeks from the rail network and presents 'Route Maps' to their delivery.

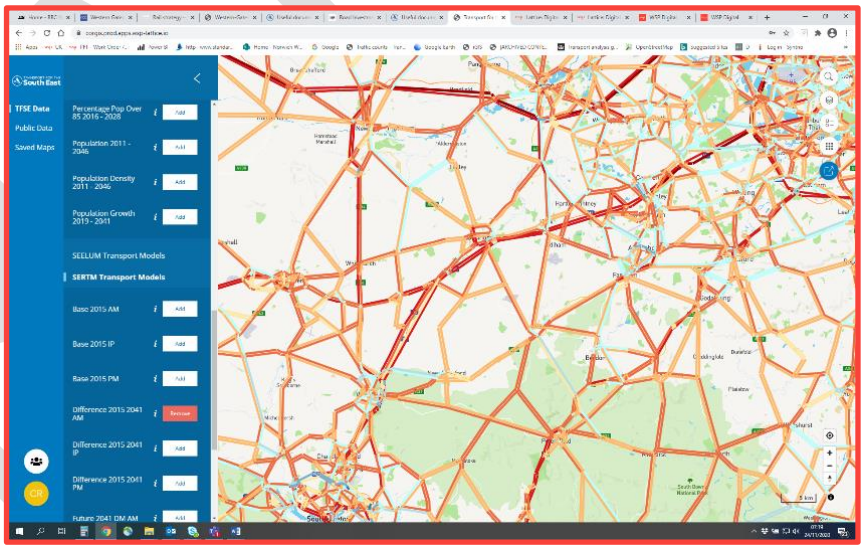
5.4.2. It is recommended that discussions with the DfT and Network Rail take place on the best way forward in terms of using the Passenger Demand Forecasting Handbook (PDFH) to assess the proposed schemes contained within the Western Gateway STB Rail Strategy. This would be with the view of producing business cases that can be put in front of the DfT for an investment decision and could be progressed in the early part of 2021.

5.5 PROJECT VIEW / LATTICE

5.5.1. Lattice is a web mapping application developed by WSP which will allow the Western Gateway STB area evidence to be visualised in a clear and intuitive way. Lattice provides a rich picture of the socio-economic and transport situation across the region in a format that is easy to use and understand.

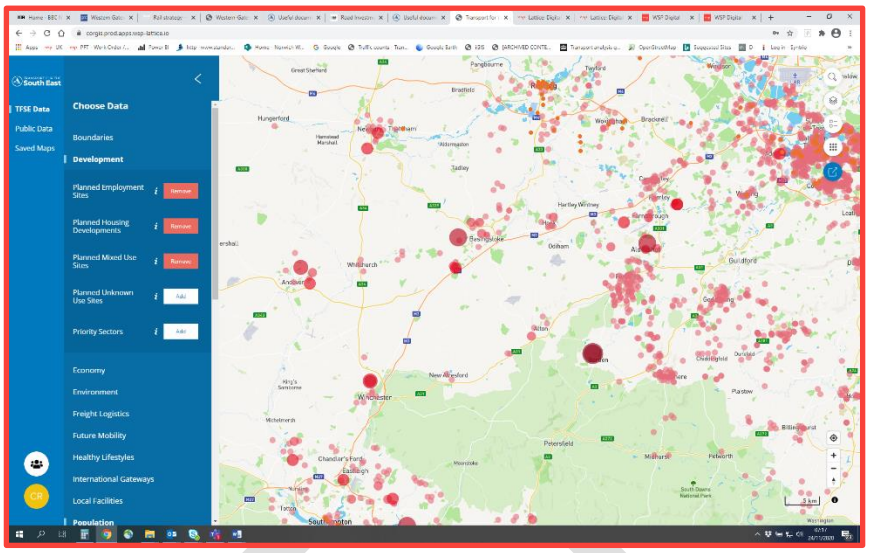
5.5.2. The digitalisation of the findings from our evidence database will allow for a dynamic visualisation for the development of the draft Strategic Transport Plan including elements such as:

- 'Select Link' analysis of the origins and destinations of vehicle trips
- South West Regional Transport Model (SWRTM) and Trafficmaster data mapped against future infrastructure
- Local Plan, TEMPRO and other growth scenarios
- Scenario comparisons in which differences of any attribute can be mapped dynamically
- Hyperlinks to supporting documents such as the Rail Strategy
- Gantt chart visualisations of projects and their overlaps.



5.5.3. To add value to the evidence base and to assist with de-risking due to lower levels of assurance inherent with the use of the 2015 base year SWRTM it is proposed that the WSP bespoke web based interactive GIS tool ProjectView platform is used to summarise the key characteristics across the Western Gateway STB area and by corridor in a greater level of detail. This innovative tool provides a consistent and common platform for evidence across the Western Gateway STB area and will provide a robust evidence base and presentation of the strategy in discussions with e.g. Local Authorities and the Department for Transport (DfT).

5.5.4. ProjectView will also provide a head-start in understanding future transport scenarios. This would enhance the evidence base development using SWRTM and an External Forecasting Tool to develop an even more robust Evidence Base. This would assist in informing the future development of the draft Strategic Transport Plan with findings presented on Lattice (WSP's enhanced web-based ProjectView platform).



5.5.5. We will review existing datasets including format, source, updating cycle and difficulty to obtain. A number of these datasets are already held internally within WSP. The graphic shows existing datasets that were available or could be obtained for the Transport for the South East (TfSE) STB. A similar set of datasets would be obtained for the Western Gateway STB.

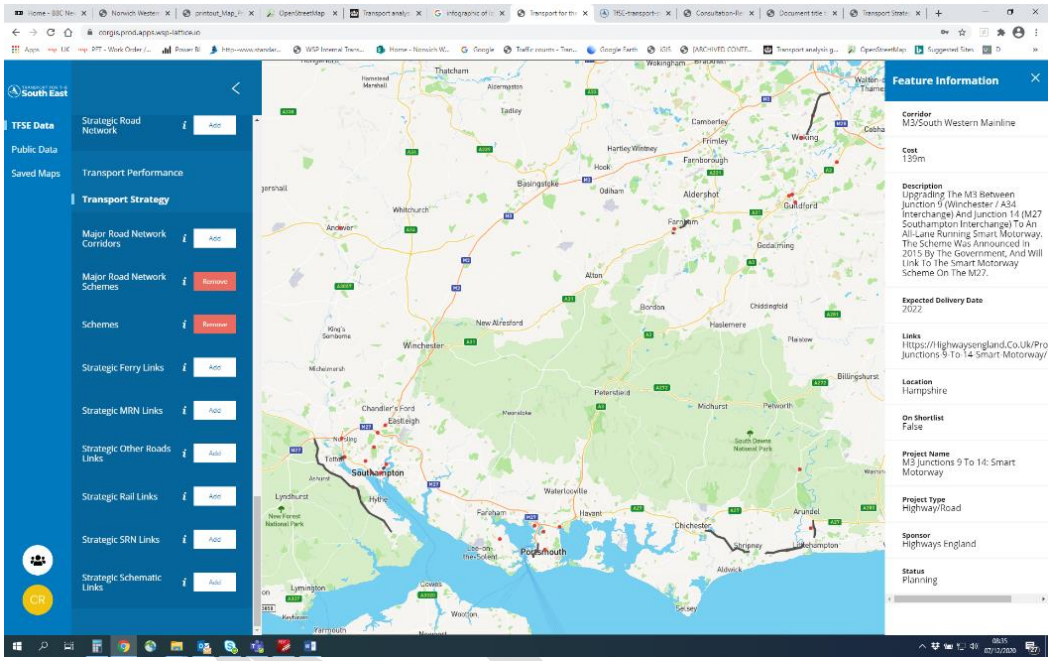
5.5.6. The digitalisation of the findings would form the evidence database and will allow for a dynamic visualisation for the development and assessment of the RST

Name	Difficulty of Obtaining	Format	Project Limitations	Source	Static?	User Priority
National Trip End Model Datasets	HARD	MS Access		NTEM	Yes	MEDIUM
Walking & Cycling Statistics	EASY	ODS		ONS	Yes	MEDIUM
SERTM	MEDIUM	Transport Model		Local Authorities	Yes	MEDIUM
Travel To Airports in the South East	MEDIUM	TBC		WSP Logistics	Yes	HIGH
Travel To Work Catchments	MEDIUM	TBC		Transport Models	Yes	HIGH
Employment and GVA	MEDUM	TBC		Proprietary	Yes	HIGH
Monetisation of the annual impact of delay to business users in the base and 2041 do minimum	HARD	TBC		WSP	Yes	HIGH
Population Projections	EASY	TBC		ONS, nomis	Yes	HIGH
Trafficmaster	MEDIUM	TBC		Trafficmaster	Yes	HIGH
Highways England National Mapping Tool	HARD	TBC		Highways England	TBC	HIGH
Local Plans (Housing/Employment)	HARD	TBC		Highways England National Mapping Tool ?	TBC	HIGH
BRES	EASY	API		nomis	Yes	HIGH
Travel To Work	MEDIUM	PostGIS		corp db	Yes	HIGH
Index of Multiple Deprivation	EASY	API, PostGIS		Ministry of Housing, Communities and Local Government, corp db	Yes	HIGH
Transport Constraints Analysis	MEDIUM	Transport Model		WSP	Yes	HIGH
Transport Potential Analysis	MEDIUM	Transport Model Output		WSP	Yes	HIGH

5.5.7. It is proposed to present this information in a compelling, conveying as much information as possible in a series of maps which can be easily digested by non-technical audience and can be easily transplanted into outward facing strategy and advocacy documents.

5.5.8. We would undertake:

- A comprehensive review of technology choices to ensure future-proofed, innovative and highly performing tool is developed that takes advantage of all of the latest technological advances
- Very early-stage designs focusing on a clean, modern and intuitive interface
- Audited key data sources
- Creation of an initial database for the baseline review data including Census data



- Understanding typical modelling workflows with: WSP analysts, transport modellers.

5.6 SUMMARY

5.6.1. Having described the individual elements of the short-term recommendations in the sections above Figure 5.1 shows how, in simple terms, they would all link together to provide the evidence base for the development of the Strategic Transport Plan.

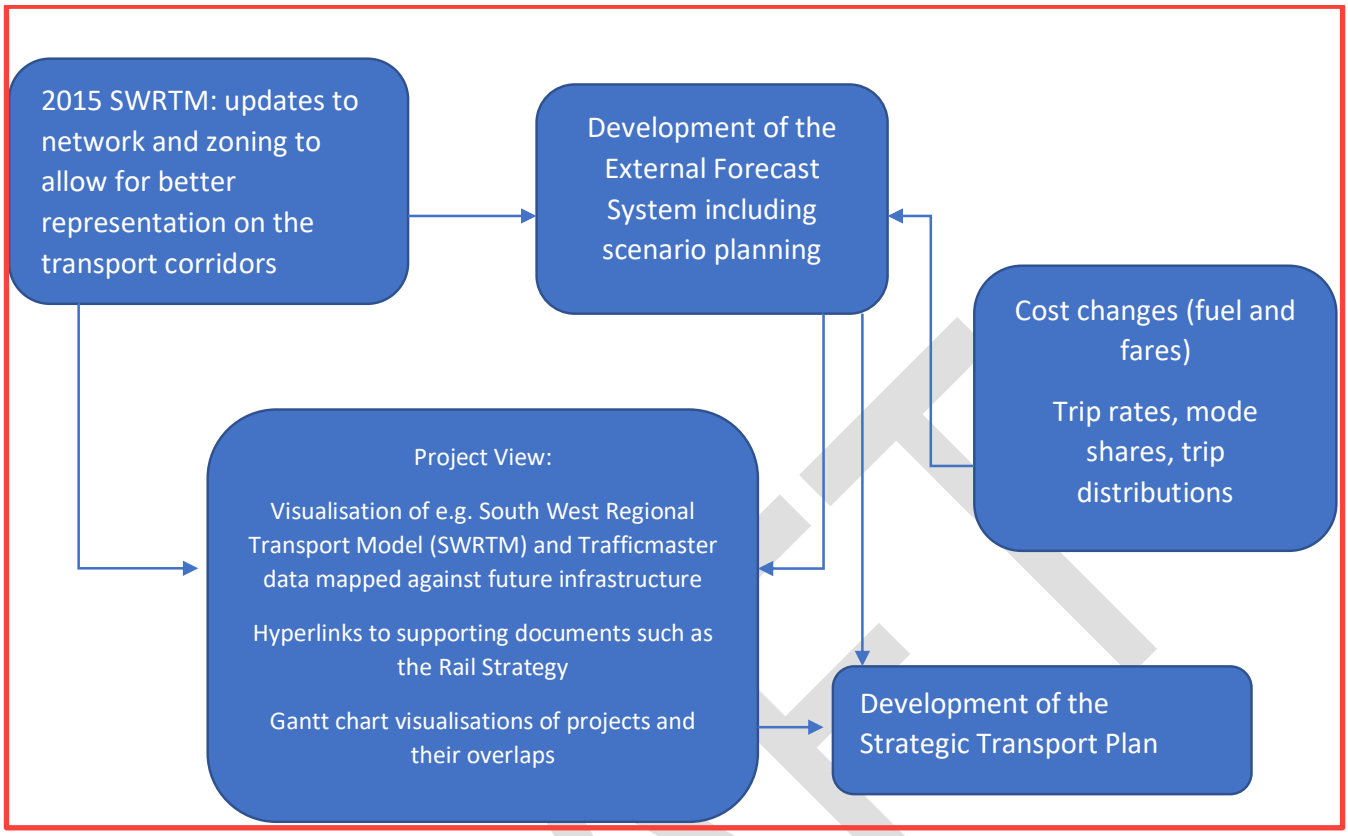


Figure 5-1: Short term recommendation: flow chart

FUTURE POSSIBLE DEVELOPMENTS

5.6.2. There are a number of possible future developments including:

- Future Mobility Visualisation
  - Update of Electric Vehicles
  - Car sharing visualisation
  - Changing modes of transport
- Use of Experian Mosaic Data: frequently released proprietary socio-economic data to have a more accurate and detailed picture of local population characteristics than the Census

5.6.3. WSP would host and maintain the tool created, which will be covered as part of a support agreement.

5.7 TIMELINE AND COST

5.7.1. It is understood that the development of the Strategic Transport Plan is required to be completed by March 2022. The evidence base will be required by the end of 2021 in order for it to inform the Strategic Transport Plan.

5.7.2. In terms of a timescale for the provision of the evidence base then assuming that the provision of the evidence base started on the 1 April 2021 then:

- **April 2021 to June 2021:** Updates to the 2015 South West Regional Transport Model (SWRTM): This would include additional model links to improve the network in each of the transport corridors along with some disaggregation of zoning
- **June 2021 to August 2021:** External Forecast System (EFS) development
- **August 2021 to October 2021:** Development of scenarios
- **May 2021 to October 2021:** Development of the evidence base.

5.7.3. It is estimated that:

- 2015 SWRTM updates: approximately £20,000 to £30,000
- Development of Lattice / ProjectView:
  - £5,000 for standard information including accident date, location of air quality management areas
  - £25,000: additional data layers such as TrafficMaster journey time data
- Development of the External Forecast System (EFS): approximately: £60,000
- Assessment of the Strategic Transport Plan: £20,000 to £30,000.

5.7.4. All the above would be between £130,000 to £150,000 however it must be stressed that this is an estimate and further work would need to be undertaken to produce a detailed fee estimate.

6

RECOMMENDATIONS: LONG TERM

6 RECOMMENDATIONS: LONG TERM

6.1 HM TREASURY: CHANGES TO GREEN BOOK

6.1.1. As announced at Budget 2020, the government has undertaken a review of the Green Book (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938046/The_Green_Book_2020.pdf), to ensure that investment spreads opportunity across the UK. The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects. It also provides guidance on the design and use of monitoring and evaluation before, during and after implementation.

6.1.2. Within the National Infrastructure Strategy (https://www.gov.uk/government/publications/national-infrastructure-strategy):

> "*HM Treasury has therefore updated the Green Book to end the dominance of the BCR is decision making, starting with this Spending Review. Appraisals must give a comprehensive picture of cost and benefits, including non-monetisable, non-economic impacts. In particular, options will be assessed first and foremost on whether they deliver relevant policy objectives (for instance, the regeneration of a particular place). Any option which fails to do so cannot be considered value for money and will not progress to shortlisting stage"*
>
> *"The government is also changing the guidance so it will no longer be acceptable for proposals to be 'place blind'. Business cases should be developed to align with relevant local strategies and major interventions in the area. And for the first time, business cases for all proposals will have to set out how they will impact different places on a comply or explain basis"*

6.1.3. There needs to be a far greater focus and less emphasis on the Benefit to Cost Ratio (BCR) and greater emphasis on understanding the impacts of investment in different places and on different groups of people. Conventional transport models, like the SWRTM, have predefined planning data and growth forecasts which are taken from the National Trip End Model (NTEM) to inform the demand for travel. These are fixed to a location or planning district and will not capture the displacement effects of residents and jobs that result from accessibility changes in the transportation system. One of the potential ways to understand the impacts of investment in different places and on different groups of people could be the use of a Land Use Model.

6.2 LAND USE MODEL

6.2.1. Land use models forecasts the development of space and the corresponding distribution of land use activities that occupy these spaces. The land use modelling processes are representations of how various actors make decisions which ultimately influence markets. These decisions in the Land use system ultimately have a resultant effect on travel demand and hence influence the supply of transportation services and infrastructure.

6.2.2. It is also worth noting that transport has an influence on the decisions made by these market actors. The markets in the land use system include property, labour, products and transport. The actors are the developers, firms, residents and transport infrastructure & service providers. The transport elements are applicable when you have a full Land Use and Transport Interaction (LUTI) system.

6.2.3. Land use model and LUTI model outputs can be used in various ways. Some of the key benefits of these models are:

- Testing core strategies – Planning authorities may be interested in testing variants of planning strategies. The land use model will have the functionality to format planning policy inputs as planning constraints within which future development can occur. The model simulates the development market and determines uptake of land. Transport interventions that are expected to unlock sites can be modelled and the development impacts analysed using a land use model. The LUTI application can to help the authority to understand the impacts of their strategic policies.
- Spatial impacts of proposed policies – spatial demographic and economic impacts of policies can be demonstrated with the land use model. Households by type or jobs by sector etc will form part of the outputs from this land use model. These outputs can be used for very detailed analysis. These headline impacts can also serve as inputs to inform strategic outline business cases for major schemes that are expected to have impacts on the economy and distribution of land uses. Developers will be able to demonstrate the impacts of their planned development.
- Promoters can use LUTI models to meet formal requirements for appraisals involving dynamic travel demand – where variable demand is required this model can be an appropriate tool. Within a set scenario, households and jobs from the model can provide the correct trip ends for the transport model.

6.2.4. It could be argued that a LUTI model would be more suitable to urban areas and the immediate hinterland however the Western Gateway STB area is made up of highly urban areas i.e. WECA and the BCP Council area connected by more rural areas. The use of a LUTI model for the Western Gateway STB would have greater emphasis in allowing for an assessment of the connectivity of rural areas to be undertaken. This is in the context of housing / employment sites and the connectivity between them and how they interact. What you would not want to see if a large separation between housing and employment areas when, it could be argued that, the aim is to bring more rural and disparate areas closer together which would not only reduce the need to travel but increase productivity and raise living standards.

6.2.5. The development of a LUTI model for the Western Gateway Sub-national Transport Body area would cost approximately £50,000 to £100,000.

6.3 2019 SOUTH WEST REGIONAL TRANSPORT MODEL

6.3.1. The South West Regional Transport Model (SWRTM) is currently being updated to reflect 2019 traffic conditions with delivery of the SWRTM by October 2021 for use with permission from Highways England.

6.3.2. In the longer term it would be recommended to use the South West Regional Transport Model (SWRTM) along with the LUTI model to recognise some of the interaction of transport on land use.

Appendix A

WESTERN GATEWAY SUB-NATIONAL TRANSPORT BODY: DRAFT STRATEGIC TRANSPORT PLAN 2020-2025

WESTERN GATEWAY AREA WIDE RAIL STRATEGY

WSP was commissioned by Bournemouth, Christchurch & Poole (BCP) Council on behalf of the Western Gateway Transport Steering Group and its Stakeholders to develop a Rail Strategy for the region (https://westerngatewaystb.org.uk/strategy/rail-strategy/).

Based on engagement with Stakeholders in the form of eConsultations, an online eWorkshop and a number of specific interviews, the conditional outputs developed during Phase 1 were investigated in more detail and fortified to drive change in the five key themes:

- **Choice:** This theme seeks to make rail the mode of choice across the Western Gateway
- **Decarbonisation:** This theme aims to enable rail to contribute more actively towards the overall decarbonisation of the Western Gateway region
- **Social Mobility:** This theme targets to provide equal journey opportunities by rail for all residents of the Western Gateway by improving access to stations, multi-modal interchange, and affordable rail travel
- **Productivity:** This theme seeks to enable rail to contribute more actively to improvements in productivity across Western Gateway
- **Growth:** This theme facilitates sustainable growth across Western Gateway through better connecting development to rail and making sure the rail network is resilient to change.

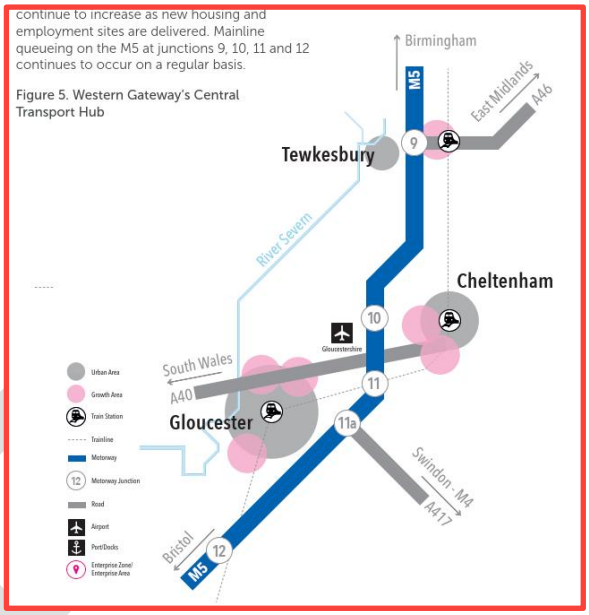
23 conditional outputs set out the ambitions for rail in Western Gateway. **Six route maps to delivery** describe the governance, actions and processes for Western Gateway to follow as the implementation of the strategy progresses. This includes the establishment of **five cross-industry Taskforces** to deliver, monitor and evaluate these route maps between 2020 through to 2040 and beyond, ensuring that investment is prioritised and targeted to make a tangible difference to residents, businesses and visitors to the Western Gateway.

The strategy requires all relevant stakeholders to collaborate and leverage their influence to deliver this strategy and realise the identified Conditional Outputs. The Western Gateway Board and each of the 5 Taskforces will have a series of actions and tasks to undertake within designated timescales to progress towards delivery of the strategy. This is clearly defined for the 0-3 year phase of the strategy, with actions and tasks for later phases being defined by deliverables and decisions made by the Board in the first phase.

WESTERN GATEWAY'S NORTHERN TRANSPORT HUB

The Western Gateway's Northern Hub consists of the emerging Cheltenham and Gloucester City region. It is a prosperous and resilient economy set within a highly attractive natural environment with a population of approximately 250,000.

This is the core growth area in Gloucestershire with several strategic development locations progressing as urban extensions closing the physical distance between the two urban centres. The volume of traffic on routes between Cheltenham and Gloucester will continue to increase as new housing and employment sites are delivered. Mainline queueing on the M5 at Junction 9, Junction 10, Junction 11 and Junction 12 continues to occur on a regular basis



continue to increase as new housing and employment sites are delivered. Mainline queueing on the M5 at junctions 9, 10, 11 and 12 continues to occur on a regular basis.

Figure 5. Western Gateway's Central Transport Hub

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

- Upgrade of M5 J10 to remove southbound strategic travel from Cheltenham
- Upgrade of M5 J9 and alignment of the existing A46 to deliver a major Garden Town at Ashchurch
- M5 J11/A40 Cyber Park access at Cheltenham to facilitate additional development and tackle congestion in Cheltenham and the M5
- A430 Llanthony Rd and St Ann Way improvement to increase highway capacity improvements to Gloucester bypass to improve journey reliability and capacity in the south west of Gloucester.
- A417 Missing Link to complete dualling of the A417/A419 linking M4 to M5 and improving network resilience and alternative to M4/M5 Almondsbury interchange
- Comprehensive upgrade of strategic cycling routes for shorter distance travel including the Gloucester to Cheltenham link and Cheltenham and Bishops Cleeve route
- MetroWest Phase 2 - re-open the Henbury to Bristol rail line to passenger services and improve services between Bristol, Yate, Gloucester & Westbury

Medium to long-term – post 2025

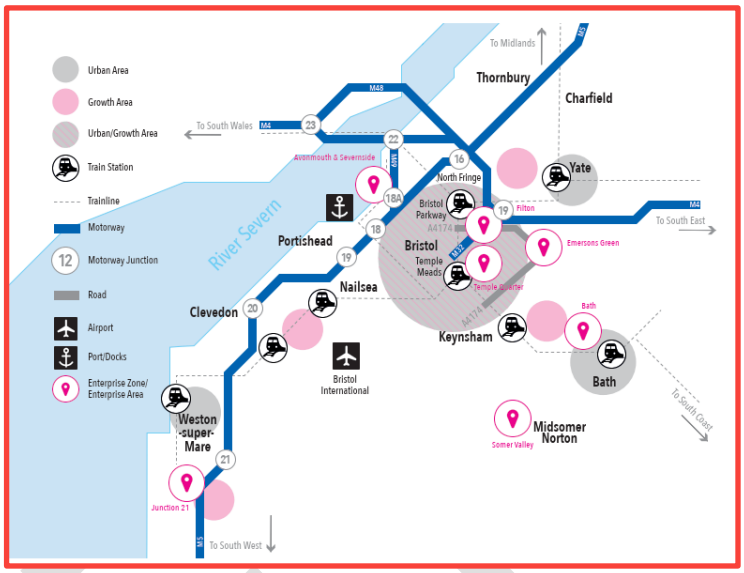
- Upgrade of M5 J12 to increase capacity and support growth proposals
- Dualling of A40 between Over and Longford roundabouts to increase capacity of outer ring road
- Mass Transit solution to support modal shift within urban area
- Improved regional rail service increasing viability of rail as the preferred travel choice for longer distance travel
- Rail signal upgrades at Worcester Shrub Hill and Gloucester to facilitate additional connectivity from the Midlands to Gloucester and South-West, and at Bristol East to improve connectivity for local services.
- Other rail improvements which include a passing loop at Ashchurch for Tewkesbury to support the garden town and prevent a significant number of road trips being added to the network as a result.
- Strategic multi-mode interchanges at Motorway junctions to encourage sustainable 'last mile' journeys and reduce congestion in the urban areas

These schemes will support the following objectives:

- Ensure the effective operation of labour markets
- Support the delivery of new homes and employment opportunities
- Support multi-modal travel options for urban travel movements
- The Decarbonisation of the strategic transport network
- Support the adoption of fossil-fuel-free transport

WESTERN GATEWAY'S CENTRAL TRANSPORT HUB

The Central Hub sits on the crossroads on the Midlands to South West and South East to South Wales strategic corridors. In addition, Bristol Port and Airport are among the Central Hub's largest economic assets and improving accessibility to both the docks and the airport are a priority. The Portbury, Avonmouth and Severnside Enterprise area is one of several important areas of employment land. The recent completion of the new Avonmouth junction on the M49 will assist with the access needs resulting from the removal of the Severn Bridge tolls, however, public transport access to the port is still limited.



Despite increased bus passenger numbers, increased levels of walking and cycling, improved road safety and reduced CO2 emissions. The central hub continues to face serious transport challenges, which will become more acute with the anticipated scale of growth in the area. Transport priorities for the central hub include a strong focus on active travel, public transport and decarbonisation in response to the climate challenge. Sustainable, active, and mass transit projects are to be prioritised including a regional electric charging network, various walking and cycling packages in the greater Bristol, Bath and Weston-super-Mare area.

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

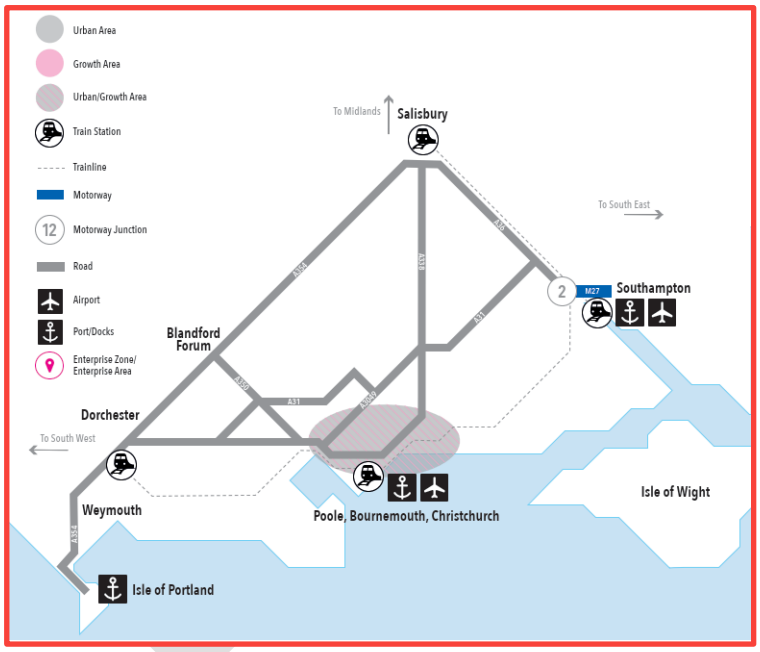
- M5 to J16 slip roads, and a non-motorised user crossing to complete the strategic cycle route from the northern side of Bristol
- Upgrade to A4174 ring road including improvements for MOD roundabout to accommodate future growth
- Bristol Airport corridor improvements to improve access to the international gateway
- A371/A368 Banwell bypass to improve air quality and public realm in the centre of Banwell and support the delivery of Weston Villages
- MetroWest Phase 1 - re-open the Portishead to Bristol rail line to passenger services and enhance services on the Severn Beach and Bath to Bristol lines, to provide additional local rail connectivity
- MetroWest Phase 2 - re-open the Henbury to Bristol rail line to passenger services and improve services between Bristol, Yate, Gloucester & Westbury
- Metrobus – Cribbs Causeway extension from Bristol Parkway railway station and The Mall, via the Cribbs Patchway New Neighbourhood
- Metrobus – Bristol city centre to Nailsea (& Clevedon)
- Bristol South West Economic Link recommended a range of transport improvements to strengthen connectivity to Bristol, Bristol Airport, Weston-super-Mare and M5 J22.
- Park and Ride improvements at M32, A38(S)/ A4174, A4018, A432, A38(N) and A4 Portway and A370 Long Ashton to promote greater Public Transport use.
- An area-wide electric charging network
- Walking and cycling packages in the greater Bristol and Bath areas, as well as within and between the larger surrounding towns and villages
- Weston-super-Mare Cycling and Walking Network improvements
- Bristol East and West rail junction upgrades will be remodelled to add additional rail capacity enabling the additional/new connectivity

Medium to long-term – post 2025

- M4 J18a improved links to east Bristol and easing demand at the M4/M5 Almondsbury interchange when accessing Bristol Airport
- M5 J14 improvements to accommodate future growth
- M5 J15 (Almondsbury Interchange) to manage demand for the Severn Crossing and help support existing economic performance in the West of England City region and nurture economic links between south Wales and the West of England;
- M5 J19 phase 2 will improve junction capacities and enhance access between the motorway network and the Royal Portbury Dock, Portishead, Portbury and Pill.
- M5 J21a – A new junction to facilitate growth
- Weston-super-Mare metrobus
- Weston-super-Mare Park & Ride
- Weston-super-Mare Local bus, walking and cycling improvements
- Weston-super-Mare Local highway and junction improvements
- Bristol Temple Meads station will be redeveloped as part of the Temple Quarter masterplan Electrification of the Great Western Mainline.
- Mass Transit solution to support modal shift

WESTERN GATEWAY'S SOUTHERN TRANSPORT HUB

The Southern Hub is located on the south coast and includes two of the Western Gateway's international gateways namely the Port of Poole and Bournemouth airport. Safeguarding the development of these international gateways is vitally important for the region, but localised congestion is having a major detrimental impact on productivity. Safeguarding the development of these international gateways is important as they are a key asset of the hub, and heavily involved with the economic growth opportunities within the region. Aviation Business Park is developing links with the Port of Poole to develop a 'port economic partnership'-style agreement, with the ability to channel business and goods through the port to the business park.



The Southern Hub has recently focused on reducing the region's dependency on private cars in order to a tackle localised congestion issues, achieve its aims of decarbonisation and the public health problems associated with vehicle emissions. Improvements in the public transport travel-to-work offering will help remove a significant number of short journeys from the network at peak times.

BCP and Dorset Council have been successful with a recent bid into the Transforming Cities Fund (TCF) which will represent a step change in infrastructure for urban travel within the conurbation. The TCF which including local contribution from partners represents £98m of investment in sustainable transport solutions programmed for delivery by 2023.

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

- Delivery of Transforming City Fund programme to reduce localise congestion
- A338 junction improvements to increase additional capacity and support future growth
- Upgrade Blackwater Junction (Bournemouth) to support Bournemouth International Growth Programme at Bournemouth Airport and Wessex Fields
- Lansdowne Business District - Combined package of urban realm, deployment of council operated 5G digital connectivity, public transport and sustainable transport investment to support growth opportunity.
- Heart of Poole regeneration scheme – a Future High Street bid
- Completion of Growth Deal funded 'Townside Access' improving strategic connections from the A31 trunk road to the Port of Poole

Medium to long-term – post 2025

- Improved road access to Portland Port, Port of Poole and Bournemouth Airport to ensure efficient access to international gateways
- A338 Wessex Fields Phase 2 to improve network efficiency and support future growth
- Ferndown, Wallisdown, Poole (FWP) corridor transport Improvement package, funded by Growth Deal including network efficiency, sustainable transport improvements and structural works
- A31 to Poole Link Road feasibility – improving access around the north of the city region and supporting planned growth
- M4 to Dorset Coast access improvements to significantly increase north-south connectivity informed by the outcome of Highways England's RIS2 study
- Review and development of Park and Ride plan to reduce urban vehicle movements
- BCP light rail network to improve metro connectivity

These schemes will support the following objectives:

- Ensure the effective operation of labour markets
- Enable greater integration between employment clusters
- Enhance business connectivity to international markets
- Support growth of international gateways
- Improve North-South connectivity
- Support the delivery of new homes and employment opportunities
- Support multi-modal travel options for urban travel movements
- Embrace the role of technology in supporting strategic travel
- The Decarbonisation of the strategic transport network
- Support the adoption of fossil-fuel-free transport

STRATEGIC CORRIDOR H1: SOUTH EAST TO SOUTH WALES

The Western Innovation Corridor runs from London and the South East to South Wales. This route focuses on strategic movements along the M4, M32, M48 & A4 highways and the Great Western Mainline and Golden Valley rail line.

The M4 is part of the Strategic Road Network (SRN) and is home to a range of economic hubs including the Western Gateway's Central Hub (formed by the West of England region and the Swindon M4 growth zone, a cluster of businesses and economic activity that extends east of Swindon to the west of Chippenham. The removal of the Severn Bridge tolls has changed the economic dynamic of this corridor with increased economic activity now taking place between the West of England and South Wales. Ambitious plans are now in place via the Western Gateway Powerhouse to strengthen these economic links further.

There are also high levels of commuting between the major centres within the corridor, such as Swindon, Chippenham, Bath, Bristol and South-East Wales. This attracts businesses to the area by providing high levels of agglomeration with deep and well-connected labour markets and business-to-business connectivity.

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

- **Upgrade at M4 J17** to support growth along the M4 corridor and facilitate development in the A350 growth corridor in Wiltshire;
- **Cycling and walking infrastructure** to improve labour market efficiency through greater active travel opportunities between Bath and Bristol.

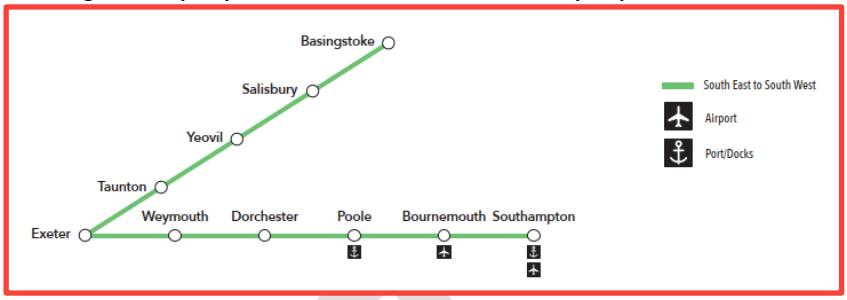
Medium to long-term – post 2025

- **M5 J15 (Almondsbury Interchange)** to manage demand for the Severn Crossing and help support existing economic performance in the West of England City region and nurture economic links between south Wales and the West of England;
- **Severn Crossing mass transit system** to provide a sustainable, viable alternative transport options between South Wales and West of England. This will improve connectivity to Cardiff and Newport from the Central Hub, help manage the demand for travel on the highway corridor following the removal of the Severn Crossing Tolls and capitalise on the subsequent movement of people and ideas;
- **Upgrade or replace structural assets between Swindon and the M48** that are reaching the end of their life to ensure transport links are maintained and remain viable in the longer term.;
- **Continued electrification of Great Western rail line** to South Wales to enhance train connectivity and performance;
- **New junction (M4 J18a) between M4 J18-19** with an associated link to the A4174 Bristol ring road. This would provide another means of access to Bristol Airport without using the M5 and will also divert traffic away from the M5 Avonmouth Bridge to improve resilience in the wider Bristol area.

STRATEGIC CORRIDOR H2: SOUTH EAST TO SOUTH WEST

The Southern Growth Corridor supports two strategic travel corridors:

- The A303/A358/A30 corridor linking Basingstoke (M3) with Taunton and Exeter (M5) and the South West Peninsula. This supports a number of key sectors including defence and life sciences as well as the tourism industries of Wiltshire, Dorset and the South West Peninsula.
- The A31/A35 corridor linking Southampton (M3) with Exeter (M5) and the South West Peninsula. This strategic link connects Western Gateway's southern hub of Bournemouth, Christchurch and Poole (BCP) and Dorchester.



Both corridors also encompass rail movements along the West of England line and the South Western Mainline between London and the South West. The corridor serves a number of rural areas (with the exception of the BCP Southern Hub) and the roads themselves are often single carriageway with pinch points and congestion problems along the route. The corridor runs through areas with environmental designations including the New Forest National Park, Cranborne Chase AONB, Blackdown Hills AONB and Dorset AONB, whilst the A303 is the main road to Stonehenge World Heritage Site.

One of the major challenges of this corridor is managing the variability in traffic flows throughout the year. Average measures of flow and congestion often do not accurately capture the extent of the disruption in the summer months. Highways England report that traffic levels on the A31 approaching Bournemouth in the Summer peak rise by up to 20%. Due to the environmental designations through this part of the Western Gateway there are also limits on schemes which are viable.

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

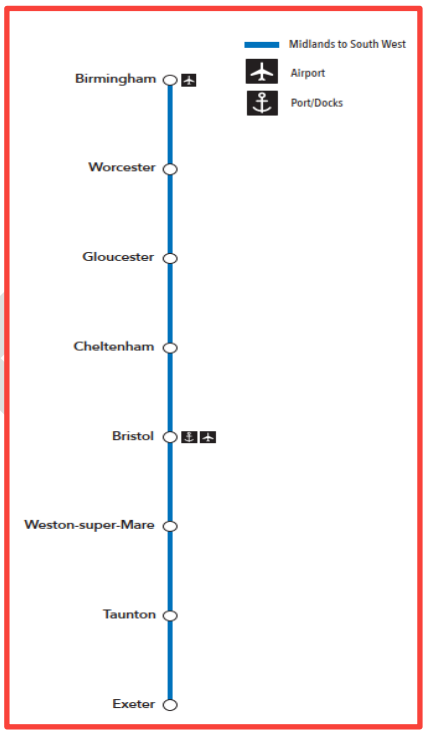
- **Ongoing upgrade of A303/A358/A30 (Amesbury to Berwick Down, Sparkford to Ilchester & A358 Southfields to Taunton)** to expressway in order to improve business efficiency in this growth corridor and facilitate enhanced strategic connectivity between the south east and south-west.
- **A31 Widening at Ringwood** to provide additional SRN link capacity
- **M271/A35 Redbridge roundabout upgrade** at Southampton to provide at Southampton RN junction capacity
- **A338 Southern Salisbury Improvements** to ensure that the transport network in Salisbury has the capacity to accommodate future growth;
- **Improved travel interchange at Weymouth and Poole stations** to give people the appropriate information to choose low-carbon options for their journey and improve the onward journeys of tourists landing at Weymouth from a cruise.

Medium to long-term – post 2025

- Improved road and public transport access to Portland port and Bournemouth Airport to improve access to international gateways and enhance business efficiency along the south coast
- South West Main Line redoubling of the track at Moreton and on the approach to Weymouth station to improve rail connectivity and access to labour markets in the Southern Hub.
- Improved electricity supply along the whole Poole to Weymouth section of the SWML to support the performance of rail networks in the corridor to support access to labour markets

STRATEGIC CORRIDOR V1: MIDLANDS TO SOUTH WEST

The Western Growth Corridor is a nationally significant economic corridor connecting the economic powerhouses of the Peninsula, Western Gateway and Midlands Engine. This corridor supports access to national and international markets and resources to help drive growth and economic performance for the country as a whole. This corridor runs north to south and encompasses the M5, A38 and A46 corridor (Midlands Connect Trans Midlands Trade Corridor).



It provides access to both Bristol Airport and the Port of Bristol. The Cross-Country rail franchise provides strategic connectivity linking the South West and South Wales with the Midlands, North and Scotland and the Great Western Railway rail franchise supports regional connectivity.

The corridor offers a significant connectivity opportunity, and an efficient transport strategy for this corridor could transform the sectors which are shared between the Western Gateway area and the Midlands including the aerospace, professional services and advanced manufacturing industries. The M5 is also the UK's 'holiday motorway' and acts as a funnel for traffic from the Midlands and the North to the Western Gateway and Peninsula, giving it economic significance for the tourism industry, as well as trade.

The Western Growth corridor plays a key role in connecting the South West and the Midlands. However, to fulfil its economic potential it is essential to balance local, regional and national connectivity in order to support the demands of the economy going forward. A range of strategic transport priorities have been established which will assist economic performance by improving labour market efficiency, increasing business and economic connectivity, providing access to international gateways and enabling development within the corridor.

A blend of investment in road and rail will be needed alongside improved public transport connectivity in the hubs to help manage local trips on the strategic road network and ensure the long-term viability of strategic connectivity in the corridor.

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

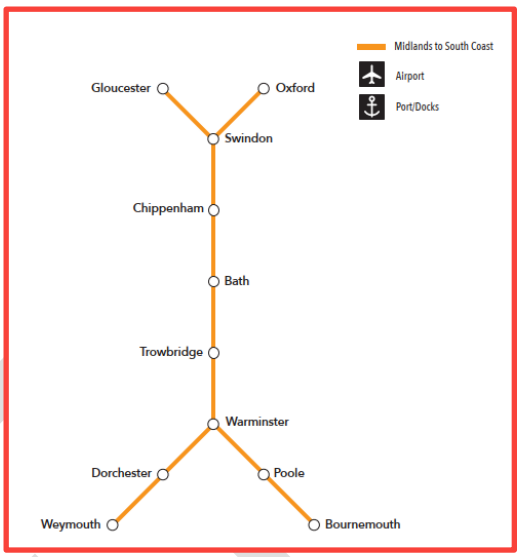
- **Capacity improvements are required at the following M5 junctions** to support planned growth:
- Junctions 9 & 10, to support growth in Gloucestershire and improve capacity related issues by managing the flow of traffic and avoiding the occurrence of mainline queuing.
- Junctions 19 and 21 to support growth in the region by improving access to Bristol's international gateway at the port and attracting further investment and development at J21 Enterprise Area.
- **A417 Missing Link** to complete dualling of the A417/A419 linking M4 to M5 and improving network resilience and alternative to M4/M5 Almondsbury interchange
- **Access improvements to Bristol Airport (A38)** Major Road Network funded opportunity for online capacity improvements on A38 from Churchill Gate to Bristol Airport
- **MetroWest Phase 1** - re-open the Portishead to Bristol rail line to passenger services and enhance services on the Severn Beach and Bath to Bristol lines, to provide additional local rail connectivity
- **MetroWest Phase 2** - re-open the Henbury to Bristol rail line to passenger services and improve services between Bristol, Yate, Gloucester & Westbury
- **Charfield Station** – Re open a station at Charfield between Yate and Cam and Dursley to provide rail services from Charfield, Wotton-under- Edge and the surrounding areas to Bristol and Cheltenham and Gloucester.

Medium to long-term – post 2025

- **M5 Junctions 12, 13 & 14**, to support growth in Gloucestershire and improve capacity related issues by managing the flow of traffic and avoiding the occurrence of mainline queuing.
- **M5 J15 (Almondsbury Interchange)** to manage demand for the Severn Crossing and help support existing economic performance in the West of England City region and nurture economic links between south Wales and the West of England;
- **Upgrade of A46 to expressway** to relieve capacity issues at the Birmingham Motorway Box. This will support the growth of businesses in the South West by improving access to the TMTC and providing resilience on the network when there are issues on the M5.
- **A48 upgrades including transport improvements at Chepstow** to provide an alternative route accessing the Midlands and avoiding the M4/M5 Almondsbury interchange.
- **Rail capability, capacity and signalling Worcester Shrub Hill and Gloucester** to facilitate additional connectivity from the Midlands to Gloucester and South-West, and at Bristol East to improve connectivity for local services. This will both improve strategic connectivity in the South West and support the decarbonisation agenda by adding rail capacity to entice users off the roads.
- **Electrification of Bristol to Birmingham rail line** – to support decarbonisation agenda and provided further line capacity benefits.
- **Other rail improvements** which include a passing loop at Ashchurch for Tewkesbury to support the garden town and prevent a significant number of road trips being added to the network as a result.

STRATEGIC CORRIDOR V2: MIDLANDS TO SOUTH COAST

Corridor V2 is the missing strategic link within the Western Gateway area and it covers movements from the South Coast to the M4 and onto the Midlands. Existing highway access within the corridor is of mixed standard and quality. It is also subject to congestion and delays resulting from a number of pinch points through historic market towns. At this stage the preferred strategic routing of the highway corridor improvements is not defined and will be informed by work being undertaken in



partnership with Highways England as part of the second round of the Road Improvement Strategy. Highway links covered by this corridor include: A36, A37, A338, A350, A354 and A358. Whilst the individual corridors play an important role to the multiple local economies, the true strategic potential of the corridor is yet to be realised.

This corridor also benefits from a number of railway lines including:

- Golden Valley Line
- Heart of Wessex Line
- TransWilts rail link between Swindon, Westbury, Salisbury and Southampton.

These routes facilitate local rail movements despite the varying quality of access to the south coast. Due to the limited number of carriages used over-crowding is commonplace on these rail links.

This corridor has the potential to drive change in the Dorset and Wiltshire economies and benefit the whole of the Western Gateway region through better access to its coastal international gateways and providing additional strategic resilience and connectivity for north-south movements in the Western Gateway area.

Transport priorities identified to support strategic connectivity

Short-term – 2020-2025

- **A350 Chippenham Bypass** - Major Road Network funding for scheme to complete Chippenham bypass to improve highway performance on A350 Major Road Network corridor
- **A350 Melksham Bypass** - Large Local Major funded improvement to Melksham bypass to improve highway performance on A350 Major Road Network corridor
- **A350 Yarnbrook/West Ashton Relief Road** to improve highway performance on A350 Major Road Network corridor
- **A350 capacity improvements** are required in order to support growth and improve north-south connectivity along the corridor. This has been picked up in the commitments for further investigation in RIS2. Improvements to the corridor will likely also improve the environmental effects of traffic on this route as the current congestion and tailbacks cause air quality issues especially in the towns along the A350.
- **Improved travel interchange at Weymouth and Poole** to give people the appropriate information to choose low-carbon options for their journey and improve the onward journeys of tourists landing at Weymouth from a cruise.

Medium to long-term – post 2025

- **A350 improvements at Westbury** to improve highway performance on A350 Major Road Network corridor
- **Capacity improvements to the single rail track** through Melksham to support further frequency service enhancements to the Trans Wilts train service.
- **Line speed improvements and timetable enhancements on the Heart of Wessex line** and signalling improvements and passing loop at a suitable location.
- **Improved road access to Portland Port** to facilitate more efficient vehicle access from Portland via Weymouth, and support growth at the port especially in the advent of any short-sea shipping opportunities.

Appendix B

RESPONSES FROM WESTERN GATEWAY AUTHORITY MEMBERS

DORSET COUNCIL

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- The successful development and subsequent delivery of Dorset's strategic transport needs. In order to deliver the right improvements within Dorset, we need to understand how it fits within the wider regional context. We would like to harness the collective power and knowledge of the partnership to promote benefits for all. An ambitious and coherent STP is key to achieving this.

What are your current priorities and how do you see these changing going forward?

- Priorities are the Dorset Local Plan and the refresh of the Dorset, Bournemouth and Poole Local Transport Plan and ensuring that Dorset's aspirations are supported. The emerging Local Plan is focussing major housing and employment development in or close to existing settlements with good infrastructure already in place e.g. road and rail, with further emphasis on providing cycle and pedestrians links and providing high frequency bus and rail services.
- For the South East Dorset area the Transforming Cities Fund is helping to deliver the necessary transport infrastructure required for future growth e.g. sustainable transport corridors, cycle corridors which are connecting major settlements in the rural hinterland to the South East Dorset conurbation e.g. Wimborne, Ferndown (including Ferndown Industrial Estate), West Parley, Verwood and Wareham.

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- Active Travel measures are very much a focus of the Transforming Cities Fund as mentioned above, including the provision of cycle corridors. The Local Cycling and Walking Investment Plan (LCWIP) is also interlinked with the TCF project and wider transport policy development (Local Plan and LTP), helping to deliver schemes identified on the East of the county. There are further LCWIP cycling and walking projects being developed for the western area, specifically in the Dorchester and Weymouth area, and in north Dorset such as Gillingham.

- The concept of MaaS will feature in the LTP refresh and supporting strategies but not much as has been done yet.

- Connected vehicles:
  - Is this lorry platoons? Dorset has no motorway and apart from the SRN A31 and A35 of which many sections are single carriageway and a small section of the A303 in the north of Dorset there are few/no areas where this would work in Dorset.
  - autonomous vehicles? This is a subject that will be considered in greater detail in the LTP refresh and supporting strategies
  - Or travel interchanges? Dorset Council is working with Network Rail on the development of the 'First and Last Mile' Connectivity Project which looks at potential improvements to link rail services to other forms of travel. This is part of the wider CMSP work that NR is leading on.

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- Both, but probably more focus on connecting local communities in the emerging Dorset Local Plan and refreshed Local Transport Plan. We need to ensure that our local requirements are in-line and included with the WGSTB regional transport strategy.

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- Dorset Council have both local non-Strategic and Strategic models for assessments in the following software:
  - SATURN
  - Paramics
  - CUBE
  - TRACC.

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

- Generally used SATURN highway models. The Weymouth Relief Road model included public Transport using TRIPS and variable demand using DIADEM. The South East Dorset Model includes public transport and variable demand using CUBE. element and We did use the DIAMOND spreadsheet model with limited success.
- The South East Dorset Multi-Modal Transport Model (SEDMMTM) is jointly owned by BCP Council and Dorset Council but is currently maintained and administered by Dorset Council on BCP Council's behalf. It has been used for the TCF Strategic Outline Business Case and has a base year (2017), three forecast years (2023, 2031 and 2039) with three peak hour periods (AM peak, Inter peak and PM peak). The forecast years included trips generated from developments identified in an Uncertainty Log. The Uncertainty Log was developed with information from BCP and Dorset on proposed developments and planned infrastructure improvements within Bournemouth, Christchurch, East Dorset and Poole.

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- Continuing with SATURN traffic models. Have started to look at land use models for the South East Dorset area.

What strategic partnerships regarding shared use of strategic or regional models is your authority involved in e.g. Highways England. This should not include any commercial partnerships with consultants.

- Partners with BCP and Highways England for the SATURN/CUBE South East Dorset Multi-Modal Transport Model. We are working with Highways England regarding a large development north of Dorchester and its potential impact on the A35 Trunk Road. Dorset Council developed a SATURN model and Highways England a Paramics corridor model.

What are the strengths and weaknesses of your historic strategic modelling approach or software? This could be technical, partnership governance or general strengths and weaknesses.

Model	Strengths	Weaknesses
SATURN	▪ Good for strategic work and business cases ▪ Well known software	▪ Not so good for very localized modelling ▪ Clients can think the model perfectly represents traffic on every road on the network
PARAMICS Micro-Simulation	▪ Good for assessing localized impacts as models tend to be smaller and individual vehicles are modelled	▪ Can be used for Strategic modelling, but generally use Saturn (if available)
TRACC	▪ Good for high-level analysis	
DIAMOND DORSET Spreadsheet model		▪ Difficult to use
South East Dorset Modelling Partnership (Dorset, BCP and Highways England	▪ Shared costs ▪ Agreement on model's fitness for purpose	▪ Working out fair share of contributions from each party. ▪ Model not equally useful to all parties

Do you feel there are any risks or benefits regarding strategic partnerships with respect to transport modelling that may be relevant to the STB?

- Benefits: sharing costs, identifying all parties needs and aspirations
- Risks: Parties may have different/ conflicting aspirations.

What transport modelling do you feel would be useful to the STB when developing and underpinning the evidence base within the STP?

- The Strategic Transport Plan will probably require strategic modelling for the high-level wider picture. More detailed localized modelling could be required for business cases of individual schemes.

Please provide any information you consider relevant to the STB future transport modelling requirements.

- Our current models include the 2017 South East Dorset Variable Demand /Multi Modal SATURN/CUBE model
- 2017 Dorchester SATURN model
- By next spring we hope to have a 2019 Weymouth/ South of Dorset SATURN Highway model.

SOUTH GLOUCESTERSHIRE COUNCIL

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- Review and present the evidence to:
  - Build on the economic geography (informed by Strategic economic plans) to establish a regional spatial framework for investment
  - Identify the priorities for investment to delivery enhanced connectivity
  - Inform a programme of strategic road and rail improvements.
  - Inform a plan for how we move freight around the region to boost productivity and growth
  - Support discussion with Highways England, Network Rail and government to inform investment.
  - Ensure that we apply emerging technology and open data to provide transport planning solutions.
  - Respond to the climate emergency
  - Supporting the requirements of international gateways

What are your current priorities and how do you see these changing going forward?

- Current priorities include:
  - Leverage investment to enable us to delivery our policy commitments.
  - Deliver on our current investment commitments
  - Identify the work required to respond to the climate emergency.
  - Identifying growth locations for the Spatial Development Strategy
- Changes going forward:
  - The need to respond to the climate emergency will bring about change. We await the Government's decarbonisation plan but we will need to change the way we travel and the way we design and build our transport infrastructure.
  - Emerging technologies will influence changes, people changing working patterns, distance and frequency of travel, mode of travel and options. Technology will also change the way in which we can test and model the impact of concepts.

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- As part of the West of England Combined Authority we have secured funding from central government to deliver future mobility solutions. The three-year programme has approximately £25m budget to trial
  - Transport Data hubs
  - Mobility as a Service
  - Mobility Stations
  - Micro Mobility
  - Dynamic Demand Responsive Transport
- In terms of Active Travel, we are looking at a 15-minute neighbourhood approach for Place but this as well as a strategic cycling network. Regionally we are committed to the National Cycle

Network and looking to ensure that communities are linked across authority boundaries. Charfield, Kingswood and Wotton-under-Edge for example.

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- No, the cities of Bath and Bristol are clearly key destinations for many of our residents. To a lesser extent South Wales to the west, Chippenham and Swindon to the East and Stroud, Cirencester, Gloucester and Cheltenham to the North of the district.

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- South Gloucestershire Council is a party to the GBATS4 strategic transport model covering much of the West of England. This is a multi-modal model and its strategic elements are based on the Saturn Suite. It is currently in the process of being updated.
- The Council is also party to to a VISSIM model of the A38 Corridor stretching from M5 Junction 16 to Horfield and Southmead within Bristol City Council's Area. A Similar model exists for the A4018 Corridor and A4174 which was developed jointly by the two Councils.
- A Yate VISSIM Model has been developed but is now older than 5 years old.

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

- South Gloucestershire Council has used GBATS4 and predecessors to examine both major sites such the redevelopment of the former Filton Airfield and Core Strategy policy alternatives. This work has been undertaken on the Council's behalf by framework consultants who are currently working of a similar study of WECA's (West of England Combined Authority) Strategic Development Strategy (SDS) which covers South Gloucestershire.
- Likewise, this model has been used in a similar manner to assess bids for transport infrastructure funding under various umbrellas. For example it was used to assess the Greater Bristol Bus Network, the MetroBus project and the MetroWest rail project.

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- SGC intends to use the updated version of GBATS4 for all its future strategic modelling requirements.

What strategic partnerships regarding shared use of strategic or regional models is your authority involved in e.g. Highways England. This should not include any commercial partnerships with consultants.

- The updated version of GBATS 4 will be used by all four WECA (West of England Combined Authority) Unitary Authorities, hence SGC is a partner in its development. It is hoped that it will be approved by Highways England and so will supersede the use of GBATS4 as strategic assignment and forecasting model.

What are the strengths and weaknesses of your historic strategic modelling approach or software? This could be technical, partnership governance or general strengths and weaknesses.

Model	Strengths	Weaknesses
GBATS	▪ Covers all modes in the greater Bristol area	▪ Now dated with a 2013 base year so not reflective of current conditions ▪ Lacks detail in outer areas ▪ Limited representation of P&R, residents' parking schemes and no direct or indirect representation of cycling.
A38, A4174 and A4018 corridor micro-simulation models	▪ Quote recent and so fairly up to date ▪ Detail modelling of relevant corridors.	▪ Limited spatial and temporal coverage.

Do you feel there are any risks or benefits regarding strategic partnerships with respect to transport modelling that may be relevant to the STB?

N/A

What transport modelling do you feel would be useful to the STB when developing and underpinning the evidence base within the STP?

- The STB covers a large and rather amorphous area with limited connectively from north to south. Within this area travel tends to fall into two categories that focused on specific urbans areas and their travel to work areas and that related strategic movements through the area from adjoining regions. These compete for network capacity in those zones where they interact.
- Consequently, there appears to be limited scope or value in transport models covering the whole area and more utility would be obtained from ensuring that the existing regional models (such as that owned by Highways England) interface more readily within the models of the urban areas and that the former can be used to examine a variety of modes.

BRISTOL CITY COUNCIL

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- To provide evidence to support the priorities set out in the plan which is informed by the priorities set out in the West of England Joint Local Transport Plan: (https://travelwest.info/projects/joint-local-transport-plan).
- In informing the priorities set out in the STP, focussed studies are being undertaken to inform strategic interventions across the wider region such as for rail, road and freight improvements.
- How we can respond to the climate emergency across the STB area.

What are your current priorities and how do you see these changing going forward?

- Bristol City Council priorities are set out in the JLTP4 (https://travelwest.info/projects/joint-local-transport-plan) and the Bristol Transport Strategy (https://www.bristol.gov.uk/policies-plans-strategies/bristol-transport-strategy)

- Since these were published there has of course been a greater focus on active travel modes in response to COVID-19 so we are accelerating many of these interventions.
- Establishing a mass transit network for the West of England area is a key priority going forward.
- We need to identify spatial development scenarios for our developing Spatial Development Strategy, and the appropriate transport mitigation measures to support this.
- Responding to the climate emergency.

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- As part of the West of England Combined Authority we have secured funding from central government to delivery future mobility solutions (https://www.westofengland-ca.gov.uk/infrastructure/future-transport-zone/)
- There are 5 FTZ projects:
  - Transport Data Hubs
  - Mobility as a Service
  - Mobility Stations
  - Micro Mobility
  - Dynamic Demand Responsive Transport
- Operational trials will commence in January 2022.
- Separately, e-scooter trials commenced in Bristol and Bath on 29 October. The scheme will be rolled out gradually for a 12 month trial period.
- The Local Cycling and Walking Infrastructure Plan sets out aspirations for improvements to the walking and cycling network: https://travelwest.info/projects/west-of-england-local-cycling-and-walking-infrastructure-plan

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- Both. Our Joint Local Transport Plan covers the four local authorities of the West of England area. Whilst this is the primary focus, it recognises that connections beyond the West of England

are also important. As well as the Western Gateway STB, the West of England authorities are also part of the Western Gateway Partnership which extends further east and west: https://western-gateway.co.uk/

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- Our current GBATS4 strategic transport model covers much of the West of England area, but with a base year of 2013, it is in need of updating. GBATS4 is a multi-modal model and its strategic elements are based in Saturn. Work has commenced on developing a new strategic transport model for the area.
- Bristol City Council has jointly developed a VISSIM model for two key corridors connecting into the north fringe of Bristol; the A38 stretching from M5 junction 16 to Horfield and Southmead, and the A4018 corridor.
- An S-Paramics micro-simulation model was developed to model the detailed impacts of traffic related to previous 2015 proposals for an Arena in Bristol City Centre.

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

- GBATS4 and earlier versions

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- The new West of England strategic transport model, which will replace GBATS, will be used to assess the developing Spatial Development Strategy (SDS) and to develop major transport schemes.
- Potential spatial development scenarios for the SDS will be appraised using a joint West of England transport appraisal framework whilst the new strategic transport model is in development. The appraisal framework will be based around TRACC accessibility software.

What strategic partnerships regarding shared use of strategic or regional models is your authority involved in e.g. Highways England. This should not include any commercial partnerships with consultants.

- The updated version of GBATS 4 will be used by all four WECA councils; hence BCC is a partner in its development. It is hoped that it will be approved by Highways England and so will supersede the use of GBATS4 as strategic assignment and forecasting model

What are the strengths and weaknesses of your historic strategic modelling approach or software? This could be technical, partnership governance or general strengths and weaknesses.

Model	Strengths	Weaknesses
GBATS	▪ Covers all modes in the greater Bristol area	▪ Now dated with a 2013 base year so not reflective of current conditions ▪ Lacks detail in outer areas ▪ Limited representation of P&R, residents' parking schemes

		and no direct or indirect representation of cycling.
A38, A4174 and A4018 corridor micro-simulation models	▪ Quote recent and so fairly up to date ▪ Detail modelling of relevant corridors.	▪ Limited spatial and temporal coverage.
Bristol Arena Paramics model	▪ Detail at key junctions	▪ Focus on a specific development so limited coverage beyond and now dated.

Do you feel there are any risks or benefits regarding strategic partnerships with respect to transport modelling that may be relevant to the STB?

- Benefits of sharing data if appropriate.

What transport modelling do you feel would be useful to the STB when developing and underpinning the evidence base within the STP?

WEST OF ENGLAND COMBINED AUTHORITY

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- Existing models are no longer sufficiently robust to assess changing national and regional priorities. In particular, existing models are no longer suitable to review and present evidence to:
  - Identify the priorities for investment to deliver enhanced connectivity
  - Respond to the climate emergency and opportunities to improve air quality
  - Inform a programme of strategic bus, rail and road improvements.
  - Build on the economic geography (informed by Strategic economic plans) to establish a regional spatial framework for investment
  - Inform a plan for how we move freight around the region to boost productivity and growth
  - Support discussion with Highways England, Network Rail and government to inform investment.
  - Ensure that we apply emerging technology and open data to provide transport planning solutions.
  - Supporting the requirements of international gateways

What are your current priorities and how do you see these changing going forward?

- Current priorities
  - Leverage investment to enable us to delivery our policy commitments.
  - Deliver on our current investment commitments
  - Identify the work required to respond to the climate emergency.
  - Identifying growth locations for the Spatial Development Strategy
- Changes going forward:
  - The need to respond to the climate emergency will be about change. We await the Government's decarbonisation plan but we will need to change the way we travel, the means of propulsion we use and the way we design and build our transport infrastructure.
  - Emerging technologies will also influence changes, supporting peoples' changing working patterns, distance and frequency of travel, mode of travel and options. Technology will also change the way in which we can test and model the impact of concepts, through more dynamic availability of data for example.

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- As part of the West of England Combined Authority we have secured funding from central government to deliver future mobility solutions. The three-year programme has approximately £25m budget to trial
  - Transport Data hubs
  - Mobility as a Service
  - Mobility Stations
  - Micro Mobility
  - Dynamic Demand Responsive Transport

- In terms of Active Travel, we are looking at a 15-minute neighbourhood approach for Place as well as a strategic cycling network. Regionally we are committed to the National Cycle Network and are also looking to ensure that communities are linked across authority boundaries between WECA and its neighbours.

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- The cities of Bath and Bristol and the employment centres in the North Fringe of Bristol, and also Weston-super-Mare are clearly key destinations for many of our residents
- To a lesser extent South Wales to the west, Taunton, Chippenham and Swindon to the East and Stroud, Cirencester, Gloucester and Cheltenham to the North of the district
- local requirements are predominantly movement within WECA and its immediate neighbours along the main east / west and north / south west rail and road corridors.

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- The West of England authorities are party to the GBATS4 strategic transport model covering much of the West of England. This is a multi-modal model and its highway elements are based on the Saturn Suite with demand / public transport in EMME/2. It is currently in the process of being replaced by a new model, referred to as West of England Regional Transport Model (WERTM). WERTM is being built as a VISUM demand model supported by VISUM public transport assignment and SATURN highway assignment modules. Its base year is 2019 and it is expected to be delivered in September 2021
- The authorities are also party to sub-area models including a VISSIM model of the A38 Corridor stretching from M5 Junction 16 to Horfield and Southmead. A similar model exists for the A4018 Corridor and A4174 which was developed jointly by Bristol and South Gloucestershire Councils. A Yate VISSIM Model has been developed but is now older than 5 years old.

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

- The 2017 West of England Joint Transport Study made extensive use of GBATS to inform its strategic investment programme, as did the Joint Spatial Plan (now withdrawn). The programme of metrobus major schemes, metrowest rail investment and park and ride appraisals to date have also relied on strategic transport modelling to inform business case submissions.
- South Gloucestershire Council has used GBATS4 and predecessors to examine both major sites such the redevelopment of the former Filton Airfield and Core Strategy policy alternatives. This work has been undertaken on the Council's behalf by framework consultants. who are currently working of a similar study of WECA's (West of England Combined Authority) Strategic Development Strategy (SDS) which covers South Gloucestershire

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- WECA and its constituent authorities intend to use the WERTM for future transport modelling. There are no plans for land use / transport interaction modelling, although the model will be subsequently used to assess the overall network performance of strategic planning scenarios and associated mitigation packages.

What strategic partnerships regarding shared use of strategic or regional models is your authority involved in e.g. Highways England. This should not include any commercial partnerships with consultants.

- WERTM will be used by all three WECA (West of England Combined Authority) Unitary Authorities and North Somerset Council, and all authorities are partners in its development. It is anticipated that it will be accepted by Highways England and will supersede the use of GBATS4 as strategic assignment and forecasting model.

What are the strengths and weaknesses of your historic strategic modelling approach or software? This could be technical, partnership governance or general strengths and weaknesses.

Model	Strengths	Weaknesses
GBATS	▪ Covers all modes in the greater Bristol area	▪ Now dated with a 2013 base year so not reflective of current conditions ▪ Lacks detail in outer areas ▪ Limited representation of P&R, residents' parking schemes and no direct or indirect representation of cycling.
A38, A4174 and A4018 corridor micro-simulation models	▪ Quote recent and so fairly up to date ▪ Detail modelling of relevant corridors.	▪ Limited spatial and temporal coverage.

Do you feel there are any risks or benefits regarding strategic partnerships with respect to transport modelling that may be relevant to the STB?

- The opportunities include pooling the office resources across the STB so there is less risk of there being a single individual that "knows how the model works but left the organisation."
- The risk of any strategic partnership is the priorities of the partnership may not align with the priorities of any individual partner.

What transport modelling do you feel would be useful to the STB when developing and underpinning the evidence base within the STP?

- The STB covers a large and rather amorphous area with limited connectively from north to south. Within this area travel tends to fall into two categories that focused on specific urbans areas and their travel to work areas and that related strategic movements through the area from adjoining regions. These compete for network capacity in those zones where they interact. This is evidenced at https://luminocity3d.org/TransportRetina.html#trip_flows_journey_to_work_2011/9/51.3092/-1.8347 which shows an output of the 2011 journey to work analysis.

NORTH SOMERSET

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- M5 corridor is more important as it connects the Midlands to the South West
- M4 corridor into South Wales

What are your current priorities and how do you see these changing going forward?

- Trying to influence Highways England and Network Rail
- Better access to Weston-Super-Mare
- Rail service e.g. Yaton, Nailsea into Bristol Temple Meads
- South Wales: revised traffic forecast

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- Investigating all of Future Mobility at the moment

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- Both e.g. traffic on the M5 corridor though the local authority area but also connections onto the M5

GLOUCESTERSHIRE COUNTY COUNCIL

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- Connections towards Oxfordshire
- Midlands Corridor
- What role is rail going to play i.e. capacity issues on the Bristol to Birmingham line

What are your current priorities and how do you see these changing going forward?

- How can we move away from the classic Predict and Provide in terms of infrastructure
- Large schemes e.g. M5 J10 HIF scheme, M5 J9 SNTB scheme and £50m Growth Deal

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- Primarily rural county therefore requirement for smarter technology
- Highly technological and smarter e.g. E-scooter
- Mass Transit
- First mile / last mile concept

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- City region therefore the priority is on internal
- More inward looking as Local Transport Plan (LTP) ends at the county boundaries

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- Central Severn Vale (CSV) SATURN highways traffic model (version 11.3.12u)
- Gloucestershire Countywide Traffic Model (GCTM): (version.11.4.07H
- A46 / Tewkesbury S-Paramics Model (version 2014.1)

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

Major projects, such as M5 J10 funding bid, Local Plan and site allocation development, and transport assessment for development applications

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- GCC's general approach is to develop a countywide strategic transport model to be used by all Gloucestershire districts to help inform land use planning for the development of their future local plans. This is known as the Gloucestershire Countywide Transport Model (GCTM)
- The future strategic model will also be able to assess future strategic interventions and major planning applications
- GCC is aiming to develop a Multi-Modal Model to enable Gloucestershire to explicitly model public transport and active travel (walk and cycle) modes and to complement GCC's highway based transport modelling suite.

What transport modelling do you feel would be useful to the STB when developing the next STP?

- A regional multi-modal model will allow all STB corridors to be assessed for all modes and support the development of a sustainable transport strategy.

BOURNEMOUTH, CHRISTCHURCH & POOLE (BCP) COUNCIL

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- South Coast to M5
- Raising the profile of the STB
- Congestion issues within the urban area
- Facilitating growth and unlocking congestion
- Existing rail:
    - The rail network in Dorset has not seen any significant investment since the 1980s and consequently rail remains an underutilised asset for the area.

What are your current priorities and how do you see these changing going forward?

- Transforming Cities Fund
- Air Quality
- Facilitating growth and unlocking congestion
- Bus, cycle and walking, mobile working, travel planning

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- Bus, cycle and walking, mobile working, travel planning
- Metro across the local authority area

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- Both internal and external

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- BCP Council have both local non-Strategic and Strategic models for assessments in the following software:
    - SATURN: strategic modelling, some major development testing
    - Paramics (Poole Town Centre, Bournemouth Town Centre, Ringwood Road/Wallisdown Road Corridors
    - VISSIM
    - CUBE: strategic modelling, some major development testing
    - TRACC: accessibility.
- The South East Dorset Multi-Modal Transport Model (SEDMMTM) is jointly owned by BCP Council and Dorset Council but is currently maintained and administered by Dorset Council on BCP Council's behalf. It has been used for the TCF Strategic Outline Business Case and has a base year (2017), three forecast years (2023, 2031 and 2039) with three peak hour periods (AM peak, Inter peak and PM peak). The forecast years included trips generated from developments identified in an Uncertainty Log. The Uncertainty Log was developed with information from BCP and Dorset on proposed developments and planned infrastructure improvements within Bournemouth, Christchurch, East Dorset and Poole.

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

- SATURN: South East Dorset Multi Modal Transport Model
- Paramics

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- Likely to use SATURN/CUBE for the foreseeable future as SEDMMTM has been used for the successful TCF Strategic Outline Business Case (SOBC) and is currently being used for the OBC / FBC submissions to the DfT.
- SEDMMTM is also being used to assess the Local Plan
- There is an appetite to use a LUTI style model to move on and recognise some of the interaction of transport on land use. Ideally use a 5 stage model to bring in behavioural factors and a hybrid model level to deal with the boundary problems between macro and micro. Currently looking at entering into joint LUTI model with Dorset
- Some preference for a switch to scenario planning but back-cast from the preferred scenario as to what is needed to be developed and test that than continue with the current rehash of the status quo plus x% for growth.

WILTSHIRE COUNCIL

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- Regional accountability and continuity for approach to strategic corridors and transport solutions

What are your current priorities and how do you see these changing going forward?

- Current priorities focus on the A350 corridor and its protection to maximise economic stability and regeneration.
- Future priorities are being evolved, however they are likely to focus on the capturing of current COVID-19 related travel profiles, increased containment in towns and the promotion of carbon limited impact transport modes, such as active travel, mass transit and electric/hydrogen vehicles, including fleet upgrades.

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- The population of Wiltshire is focused in a few major destinations, with additional pockets in market towns interspersed by significant distances of rural hinterland. The geography of Wiltshire is therefore compromising in its ability to accommodate commercially viable mass transit or even MaaS.
- Wiltshire's priorities are currently set out to maximise economic growth in those large towns where it can be accommodated more sustainably and where MaaS, Active Travel and commercial frequent public transport can be supported.
- Beyond these priorities, we will seek to generate a carbon agenda which will seek to overcome the issues generated by our geography and ensure that economic viability of our market towns is not compromised and that the rural economy is supported to grow

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- Both. Wiltshire's economy is supported by fast and efficient connectivity to the Southern Ports to the south and the M4 corridor in the north. However, whilst the macroeconomics of Wiltshire rely upon the logistical benefits the A350 generates, the micro-economies of the constituent towns would benefit from enhanced containment and a reduced need for long commuting patterns.

What does your authority's suite of transport models include e.g. SATURN, VISSIM, Paramics, TRACC and what are their applications?

- SATURN – Countywide model for the support of business cases, Local Plan development and strategic infrastructure and large development impact testing and traffic flow profile generation.
- Paramics – various town models to test small infrastructure schemes and development impact testing and mitigation determination.
- TRACC – Local Plan development for the determination of 'preferred sites' against accessibility criteria.

What have you historically used for strategic modelling e.g. Local Plan development, Housing Infrastructure Fund, Local Large Majors?

SATURN

What general approach is your authority currently planning on taking for future strategic modelling, both for transport and land use?

- SATURN. The use of 4 stage modelling packages may be considered, but in the short to medium term SATURN remains the default due to its compatibility with DfT assessors and experience within consultants.

What strategic partnerships regarding shared use of strategic or regional models is your authority involved in e.g. Highways England. This should not include any commercial partnerships with consultants.

- Wiltshire does not have a strategic partnership with an external body, however the Countywide model is based upon Highway's England's Regional model

What are the strengths and weaknesses of your historic strategic modelling approach or software? This could be technical, partnership governance or general strengths and weaknesses.

Model	Strengths	Weaknesses
SATURN	▪ Countywide coverage and continuity of approach across all schemes and business cases.	▪ Validation of the model across the county is difficult to achieve and has the potential to undermine the validity of cordon's used for single site testing. ▪ Traffic focussed, with no consideration of alternative modes without further model add-ons. ▪ Reliance upon input data (Trip rates) which can create disputes amongst different groups.

Do you feel there are any risks or benefits regarding strategic partnerships with respect to transport modelling that may be relevant to the STB?

- Diversity of localised environment and the diversity of population density across the region will require a variety of trip rate and travel demand approaches across the region, which may result in significant difficulties for calibration and validation across the network and generate significant model noise.
- Similarly, the scale of the model may undermine the validity of cordon modelling for bespoke schemes, as per Wiltshire findings in discussion with DfT regarding our Countywide model.

What transport modelling do you feel would be useful to the STB when developing and underpinning the evidence base within the STP?

Multi-Modal strategic modelling such as EMME, CUBE, VISUM or similar.

BATH AND NORTH EAST SOMERSET

What, in your view, is the problem you are trying to solve in supporting the future development of the Strategic Transport Plan (STP) for the 2020 to 2025 period?

- Address a more regional, coordinated approach to transport planning and major infrastructure delivery
- East of Bath, North to South connectivity from M4 to South Coast
- Embedding actions to address climate and ecological emergency at the heart of what we do.

What are your current priorities and how do you see these changing going forward?

- Liveable neighbourhoods
- Air Quality
- Climate Emergency
- East of Bath and SE Bristol connectivity.

How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?

- Being delivered through the WECA arrangements – detailed programme and project in place.

Are your local requirements more about connecting communities within your local authority area or wider across the Sub-national Transport Board (STB) region and beyond?

- Priority of the 2 for the SNTB I would say is the wider regional work.

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