

Appendix A

Western Gateway Sub-National Transport Body

Strategic Transport Plan 2051

Draft Public Engagement Materials

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Mock-up of information boards contained within virtual meeting room

Board 3:
Steady State scenario

Board 4:
Increased Economic Activity scenario

Board 5:
Digital Revolution scenario

Board 6:
Integrated Public Transport scenario

Board 7:
Climate Breakdown scenario

Board 2: Scenario introduction
Why are we doing scenarios, what the next stages are.

Board 1: Introduction
WG STB intro, background, links to:

- Any relevant parts of the Strategic Transport Plan corridors

Pinpoint ConnectAll
Mock up for Western Gateway STB

Live links to
W: westerngatewaySTB.org.uk
E: esterngatewaySTB@wsp.com
T: @WestGatewaySTB

CSS Digital Solutions: UK.CSSBusinessManagement@wsp.com

WG STB maps Gateway area

Board 8:
Have your say!
(introduction and link to consultation)

Board 1 - INTRO BOARD

Welcome

Welcome to the public consultation for the Western Gateway STB project. The Western Gateway Sub-national Transport Body (STB) seeks your views on our proposed future scenarios which look to help tackle economic, social and environmental issues in the Gateway area.

What is the Western Gateway STB?

The Western Gateway STB is formed by an alliance of eight Local Authorities and one Combined Authority that have committed to work together to drive innovation, maximise sustainable economic growth and support social mobility by strengthening travel connections from South West England to local, national and international markets.

Our role is to set out the transport strategy for the region, provide leadership on strategic transport matters and present our collective priorities for greater investment in transport in the Gateway area to government by providing a single, unified voice for the region.

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

Our local authority areas include:

- Bath and North East Somerset
- Bournemouth, Christchurch and Poole
- Bristol
- Dorset
- Gloucestershire
- North Somerset
- South Gloucestershire
- West of England Combined Authority
- Wiltshire

Why is the Western Gateway needed?

The Western Gateway STB will enable clean growth and increased use of sustainable transport through a long-term investment programme designed to deliver a well-connected, clean, reliable and resilient strategic transport system; one that

closes productivity gaps, provides a better quality of life for people across the region and makes the Gateway area more competitive while respecting its world-class natural and built environments.

Objectives

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

Strategic plan

The short-term Transport Plan outlines the role and functions of the Sub-national Transport Body, identifies the long-term delivery outcomes and scheme priorities over the next five years.

The Plan introduces four Strategic Partnership Corridor Groups and explains the role and functions of complete travel corridors instead of just focusing on local issues within each council's administrative boundary. The Plan also sets out the process of how the Western Gateway STB intends to produce its long-term Strategic Transport Plan for 2025-2050.

[Link to The Strategic Plan here](#)

Board 2 - SCENARIOS INTRO BOARD

The Western Gateway STB's role is to set out the transport strategy for the region, provide leaderships on strategic transport matters and present our collective priorities for greater investment in transport in the Gateway area to government by providing a single, unified voice for the region.

We are drafting our Transport Strategy 2021-2051 for the Western Gateway area, considering corridors from England's South Coast to the Midlands, London and the South East to South Wales and the South West Peninsula to the rest of the UK.

What are future scenarios?

To help us consider what our Transport Strategy for the next 30 years will cover, we need to consider what we think the world will look like and how transport needs will develop in the future.

We have modelled five scenarios of what the future might look like, and we'd like you to give us some feedback on this development. The five future scenarios are:

- Steady State
- Economic Powerhouse
- Digital Revolution
- Integrated Public Transport
- Climate Breakdown.

For each future scenario, we have detailed the considerations for transport policy, the environment, digital technology and connectivity, and the economy.

What are the timelines for this programme of work?

To inform our long-term Strategic Transport Plan we have devised a three-stage process:

- Stage 1: Baseline data and future-year scenarios – January 2021 to December 2021

We will develop five scenarios of what the future up to 2051 may look like and test these through a public engagement process. We will look at each of the corridors and determine a baseline that covers why are people using the corridors, what is the current demand and future growth aspirations; and what are the known travel issues.

- Stage 2: Technical assessment of future year scenarios – November 2021 to May 2022

We will use the feedback gained during the public engagement process to shortlist three future scenarios. We will use the new Western Gateway SATURN model to test the three future scenarios for 2031, 2041 and 2051 and produce a technical assessment of each scenario against a set of criteria linked to delivering the long-term objectives of the STP. Based on technical assessment, we will agree our draft Western Gateway STB Transport Strategy.

- Stage 3: Production of Transport Strategy – April 22 to March 23

We will develop communications to engage with the corridor regions. We will outline our investment priorities and create four corridor strategies.

Board 3 – SCENARIO 1 – STEADY STATE

Scenario 1: Steady State

Travel behaviours do not alter much from today with the car remaining the dominant mode of transport for the majority of trips, although there is a gradual continued trend towards virtual interaction especially for work.

There is an increased cost of travel due to higher energy prices. This combined with a growing population results in localised congestion issues despite ongoing capacity improvements on highway and rail networks.

Some trips are no-longer necessary as increased use of the digital investment alter the way some businesses function and services are delivered.

Communities beyond the major urban areas are dispersed. There is the potential for there to be stark disparities between those who are digitally capable, and those who are not.

<p>Transport</p>	<ul style="list-style-type: none"> • There will be ongoing road investment to improve capacity on the Strategic Road Network along with local road and junction improvements • Large scale investment in Electric Vehicle infrastructure • There will be high quality and high frequency bus corridors serving urban areas where these are commercially viable • Rural network will rely on local authority subsidies resulting in higher ticket prices for bus users • There will be infrastructure improvements including electrification on the rail network and an on-going focus on improving links to London
<p>Environmental</p>	<ul style="list-style-type: none"> • Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2050
<p>Digital technology & connectivity</p>	<ul style="list-style-type: none"> • There will be business focused technology solutions with a readily adoption of new technologies with a fast pace of change • There will be 100% full end to end ultra-fast fibre rollout by 2040 and improved digital connectivity which will benefit all equally i.e. rural and urban areas

Economy	<ul style="list-style-type: none"> • Growth will be concentrated in urban areas and will follow current Government trends in a business as usual way • Demand for flights from regional airports continues to grow, but the London airports continue to dominate demand • Port activity remains steady • Taxation, regulation and investment policy will continue to follow current Government trends
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Examples of the type of schemes being prioritised through this scenario:

Bus

- Mass Transit scheme serving the West of England
- Urban corridor bus priority improvements to enhance service reliability
- Metrobus routes across Bath, Bristol, North Somerset and South Gloucestershire
- Bristol to Bath Strategic Travel Corridor
- Cheltenham to Gloucester Strategic Travel Corridor
- North Wilts public transport access improvements
- South Dorset to BCP Strategic Travel Corridor improvements
- Salisbury public transport access improvements
- Poole Travel Interchange
- Improved public transport access to Bournemouth Airport and Aviation Business park
- E-buses across Bournemouth, Christchurch & Poole
- Hub and Spoke rural service model and reliant on community transport support
- Park and Ride expansion to reduce urban vehicle movements
- Local Centre Mobility Hubs (car club, E-bikeshare, bikeshare, E-scooter, bus, EV rapid charge points)

Cycle

- Improvement packages across Bath, Bristol, North Somerset and South Gloucestershire
- Improvement packages across BCP area
- Improvement packages across Chippenham, Melksham, Trowbridge, Westbury & Warminster
- Improvement packages across Dorset
- Improvement packages across Gloucestershire
- Improvement packages across in Salisbury

Highways

- M4 J17 junction improvements
- M5 J9 and A46
- M5 J10 junction improvements
- M5 J14 junction improvements
- M5 J19 junction improvements
- A31 corridor capacity improvements to improve link capacity (dualling from Ameysford to Merley)
- A35 Centenary Way realignment and Haviland Road West
- A35 Dorset Way – Tower Park Roundabout Improvements package
- A38 access improvements to Bristol Airport
- A303 corridor capacity improvements (including Amesbury to Berwick Down / Sparkford to Ilchester)
- A338 Blackwater to Bournemouth Aviation Business Park – BIG Programme phase 2
- A338 junction improvements in Bournemouth to increase additional capacity (inc. Wessex Fields)
- A338 Southern Salisbury junction Improvements
- A350 Chippenham Bypass
- A350 Melksham Bypass
- A350 Northern Corridor (Chippenham to Warminster) improvement package
- A350 Yarnbrook/West Ashton Relief Road
- A3060 Castle Lane East multi-modal package:
- A3060 Cooper Dean Roundabout full signification and bus priority with improved ped/cycle routes
- A417 Missing Link
- A4174 corridor improvements
- Local freight depots within the vicinity of Motorway junctions to encourage sustainable 'last mile' journeys and reduce congestion in the urban areas
- Strategic multi-mode interchanges within the vicinity of Motorway junctions to encourage sustainable 'last mile' journeys and reduce congestion in the urban areas
- Tuckton Bridge – Bournemouth to Christchurch - multi modal improvements
- West of England area-wide electric charging network
- Western Gateway STB area-wide electric charging network
- Western Gateway STB area-wide support for Hydrogen fuelling option

International

- Bournemouth Airport access improvements: segregated cycle tracks and bus gate

- Bristol airport expansion inline with steady increase in demand for flights
- Port of Bristol expansion inline with steady increase in demand
- Port of Poole and Portland Port expansion inline with steady increase in demand

Rail

- Bristol East Remodelling
- Bristol Temple Meads station enhancements
- Bristol West Junction Renewal
- Capacity improvements to the single rail track through Melksham to support service enhancements
- Full electrification of rail network
- Improved journey times to London
- Improved links into South Wales
- Improved regional rail service
- Line speed improvements (signalling & passing loops) and timetable enhancements on the Heart of Wessex line
- Metrowest Phase 1 & 2
- New Charfield Station – between Yate and Cam and Dursley
- New passing loops to increase line capacity on Bristol to Birmingham line
- New passing loops to increase line capacity on West of England Main Line
- New platform at Bournemouth Station
- New stations supporting new growth
- Signal upgrades at Worcester Shrub Hill and Gloucester
- Station capacity improvements including new bay platforms
- Westbury additional platform

Board 4 – SCENARIO 2 – INCREASED ECONOMIC ACTIVITY

Scenario 2: Increased Economic Activity

The Western Gateway area now rivals the South East in terms of its economic activity and is viewed as a global hub for economic activity. The area acts as a collective in its dealings with Government and all other major stakeholders.

Enhancements to connectivity within the Western Gateway will not only help the region's economy but will also improve access into other regions. This collaborative approach ensures that transport is not a barrier, but an accelerator of economic growth with the areas international ports booming because of increased global trade links.

There will be significant agglomeration improvement impacts e.g. increased Gross Domestic Product (GDP) per worker benefits as workers will have much better access to a wider range of employment opportunities in the Bristol and BCP Council areas amongst others. This may increase the number of trips but reduce lengths as residents of the Western Gateway will have increased choice and access to jobs.

There is an increased emphasis on maximising the capacity and resilience of the regional economy and by enhancing existing links to local, national and international markets, the Western Gateway area delivers productivity improvements, whilst continuing to provide a high standard of living.

Transport

- There will be ongoing road investment to improve capacity on the Strategic Road Network along with local road and junction improvements
- Port access is improved to aid operators using the facilities and attracting trade away from other UK ports.
- HGV port access onto the SRN is improved with clear routing reducing interactions from other road users and ensures reliable journey times for operators
- Large scale investment in Electric Vehicle infrastructure
- Investment on key commercially viable bus routes serving urban centres and areas of economic activity including ports and major employers
- Major employment sites provide more efficient staff only passenger transport services reducing the role for 'public' transport services serving the destinations
- There will be infrastructure improvements including electrification on the rail network to regional services linking areas of major employment
- Additional concessionary travel provided on public transport networks for under 25s along with anyone in full time

	education or a formal apprenticeship
Environmental	<ul style="list-style-type: none"> Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2045
Digital technology & connectivity	<ul style="list-style-type: none"> There will be business focused technology solutions with a readily adoption of new technologies with a fast pace of change There will be 100% full end to end ultra-fast fibre rollout by 2035 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> Growth concentrated in large urban areas which will be a specialised economy and service based (advanced engineering, high-value manufacturing, aerospace, military, financial and professional services, digital information and communications technology, cyber security and defence) with export-led growth. Spatial planning policies and economic development strategies that incentivize high density development in city and town centres Delivery of Free ports to the area (Bristol & Bournemouth/Poole) Large increase in demand at regional airports including increased freight handling Port activity increased with strong links to global markets importing and exporting goods Regional incentives to attract inward investment e.g. special economic zones

Examples of the type of schemes being prioritised through this scenario that are in addition to the ones outlined in Scenario 1 - Steady State

Bus

- Enhanced rail connectivity between South Wales & West of England
- Improved public transport access to Portland Port
- Major investments on bus priority measures on key travel corridors
- Western Gateway STB area-wide MAAS system to manage rural bus demand – this scheme replaces Hub and Spoke rural service model and reliant on community transport support

Cycle

- No additional schemes identified

Highway

- M4 J18a – New junction linked to upgraded A4174 corridor improvements & Bristol Airport
- M4 J20/M5 J15 – capacity improvements
- M5 J12 junction improvements
- M5 J21a new junction
- A31 Poole Link Road
- A338 corridor improvements (Salisbury to Ringwood)
- A350 South Corridor (Warminster to Blandford Forum)
- A350 Southern Corridor (Blandford Forum to Poole) improvement package
- A354 corridor improvements (Portland to Dorchester)
- A37 corridor improvements (Dorchester to A303)
- A40 dualling between Over and Longford roundabouts to increase capacity of Gloucester outer ring road
- A48 upgrades at Chepstow
- Bristol South West Economic Link
- Portland Port strategic access improvements to A354
- Tuckton Bridge – Bournemouth to Christchurch - multi modal improvements

International

- New free port bid successful resulting in large increase in port investment and commercial activity

Rail

- Dorset Metro – Turn up and Go service to increase local use of rail network
- Four tracking between Westerleigh Junction and Bristol Parkway
- Hamworthy Branch Line – Rail Freight Hub. Reconnecting Port of Poole to strategic rail network and provision of freight handline facility.
- South West Main Line four tracking between Bournemouth and Brockenhurst
- South West Main Line redoubling of the track at Moreton and on the approach to Weymouth station
- Severn Tunnel replacement
- Yeovil Junction additional platform
- Yeovil South Chord

Board 5 – SCENARIO 3 – DIGITAL REVOLUTION

Scenario 3: Digital Revolution

The digital revolution has been realised, and residents within the Western Gateway area are able to access an ever-greater range of services digitally rather than face-to-face due to all parts of the region having access to high quality internet either at home or on the move. This will ensure that transport shapes the Western Gateway economy in ways that are good i.e. fewer commuting trips, in order to create cleaner, quieter and healthier places.

Retail has predominantly moved online, and 3D printing has meant that individuals can produce more of their own goods at home. More and more people are able to work from home as employers have recognised the benefits of flexible working and have implemented effective methods for collaboration between colleagues using digital tools.

The demand for physical travel will be lower than today's levels, when people do wish to travel it is using MaaS (Mobility as a Service) and shared mobility services that make use of advanced technology that optimises movements and responds to individual needs. Connected and autonomous vehicles have permeated the market, and are available to individuals privately, or on a subscription basis, with due consideration to demand management. Western Gateway residents will be able to move around the region with first mile / last-mile facilities linked to good interchange facilities where local transport facilities meet regional facilities for onward travel.

There is a positive impact on community life and place-making as people choose to spend their time and money more locally whilst embracing active modes of travel. The environmental impact of transport is reduced due to not only the lower levels of travel, but also the switch to electric vehicles.

An aging population is able to remain economically active by the use of digital services, and transport modes that meet their needs and lifestyles. The range of mobility options available to Western Gateway STB residents means that different demographic groups, and those living in more rural communities, have enhanced accessibility when they wish to travel.

Transport Policy

- There will be ongoing road investment to incorporate new ways of travel on the Strategic Road Network to allow for safe use of connected and autonomous vehicles
- Ongoing investment in local road and junction improvements.
- Large scale investment in Electric Vehicle infrastructure
- Introduction of Road User pricing through a price per mile replacing fuel duty / vehicle tax

	<ul style="list-style-type: none"> • Clear air zones/congestion premium charging • Access to urban centres and market towns is not encouraged i.e. pedestrianised with park and ride facilities supporting the final part of journey. Car parking will have low availability coupled with a higher price • Investment on key commercially viable bus routes serving urban centres with lower ticket prices and partly subsidised by road user pricing • Rural network provided through Mobility as a Service (MAAS) systems • There will be infrastructure improvements including electrification on the rail network to regional services • Widespread use of freight depots managing urban freight demand • A strategic walking and cycling network is complete with pockets of high quality routes focused on 20 minute neighbourhood i.e. Garden Village concept serving local demand
Environmental	<ul style="list-style-type: none"> • Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2040
Digital technology & connectivity	<ul style="list-style-type: none"> • There will be business focused technology solutions with a readily adoption of new technologies with a fast pace of change • There will be 100% full end to end ultra-fast fibre rollout by 2030 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> • Highly productive and efficient labour market • Demand for flights from regional airports continues to grow, but the London airports continue to dominate demand • Port activity remains steady • Spatial planning policies and economic development strategies that focuses on sub-urban and rural

Examples of the type of schemes being prioritised through this scenario that are in addition to the ones outlined in Scenario 1 - Steady State

Bus

- Enhanced rail connectivity between South Wales & West of England
- Improved public transport access to Portland Port
- Major investments on bus priority measures on key travel corridors

- Mass Transit serving Cheltenham and Gloucester
- Poole Travel Interchange
- Removal of urban highway capacity and car parking for cars
- Western Gateway STB area-wide MAAS system to manage rural bus demand – this scheme replaces Hub and Spoke rural service model and reliant on community transport support

Cycle

- Strategic cycle routes – filling of gaps between local networks linking neighbouring authorities

Highways

- Upgrade of M4 & M5 links and junctions to enable autonomous vehicles to operate including new junction arrangements to manage safe access from slip roads
- Reallocation of local highway capacity in urban centres to facilitate maximum passenger transport access
- Removal of urban highway capacity and car parking for cars

International

- No additional schemes identified

Rail

- Dorset Metro – Turn up and Go service to increase local use of rail network
- Double tracking of Heart of Wessex Line
- Four tracking between Westerleigh Junction and Bristol Parkway
- Improved regional rail service and increased network resilience of West of England Main Line
- South West Main Line four tracking between Bournemouth and Brockenhurst
- South West Main Line redoubling of the track at Moreton and on the approach to Weymouth station
- Yeovil Junction additional platform

Board 6 – SCENARIO 4 – INTEGRATED PUBLIC TRANSPORT

Scenario 4: Integrated Public Transport

A fully integrated regional bus, coach, tram interacts with a national rail network dominates travel choices. In this future scenario, Western Gateway residents, employees and visitors are well served by a range of high-quality, and low-cost public transport options. This network is subsidised from regional owned energy companies.

The system is fully regulated to enable seamless journeys between modes. Journey times are reliable; infrastructure capacity meets demand and is well-maintained. The cost of using the transport is at a level that users are provided with a genuine choice between public, private, shared, and active modes.

Western Gateway residents will be able to move around the region with first-mile / last-mile facilities linked to good interchange facilities where local transport facilities meet regional facilities for onward travel.

Connected and autonomous vehicles have permeated the market, and are available to individuals privately, or on a subscription basis, with due consideration to demand management systems to minimise congestion.

There is still a desire for face-to-face interactions and the home-working lifestyle has not yet permeated life in Western Gateway to the extent to which it could have once been expected.

Transport movements to support business-to-business activities are supported by the well-maintained strategic transport network, but also bolstered by the efficiencies gained from making best use of data to optimize logistics.

Transport Policy

- There will be ongoing road investment to improve capacity for public transport i.e. road space reallocation
- Connected and autonomous vehicles have permeated the market, and are available to individuals privately, or on a subscription basis, with due consideration to demand management on the Strategic Road Network
- Significant investment on key routes serving urban centres and market towns with bus and rail networks fully integrated.
- The number of new stations is increased in line with strategic growth plans.
- Public Transport is free for bus users and low cost for rail users
- The rural network is served through mobility as a service (MAAS) systems providing bespoke trip patterns linked to

	<p>pre-booked scheduled appointments such as for health</p> <ul style="list-style-type: none"> • Large scale investment in Electric Vehicle infrastructure • Introduction of Road User pricing through a price per mile replacing fuel duty / vehicle tax • Access to urban centres and market towns is not encouraged i.e. pedestrianised urban centres with park and ride facilities supporting the final part of journey for those not using public transport for end to end journeys • Car parking will have low availability coupled with a high price to deter use of the car • The strategic walking and cycling strategic network is complete with pockets of high quality routes focused on 20 minute neighbourhood i.e. Garden Village concept serving local demand
Environmental	<ul style="list-style-type: none"> • Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2035
Digital technology & connectivity	<ul style="list-style-type: none"> • There will be business focused technology solutions with a readily adoption of new technologies with a fast pace of change • There will be 100% full end to end ultra-fast fibre rollout by 2035 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> • Productive and efficient labour market along with thriving local businesses • Local employment in enabling sectors i.e. strong retail sector and tourism sector • Demand for flights from regional airports continues to grow, but the London airports continue to dominate demand • Spatial planning policies and economic development strategies that focus on key passenger transport routes

Examples of the type of schemes being prioritised through this scenario that are in addition to the ones outlined in Scenario 1 - Steady State

Bus

- Enhanced rail connectivity between South Wales & West of England
- Improved public transport access to Portland Port
- Major investments on bus priority measures on key travel corridors
- Mass Transit serving Cheltenham and Gloucester

- Removal of urban highway capacity and car parking for cars
- Western Gateway STB area-wide MAAS system to manage rural bus demand – this scheme replaces Hub and Spoke rural service model and reliant on community transport support

Cycle

- Strategic cycle routes – filling of gaps between local networks linking neighbouring authorities

Highways

- Upgrade of M4 & M5 links and junctions to enable autonomous vehicles to operate including new junction arrangements to manage safe access from slip roads
- Reallocation of local highway capacity in urban centres to facilitate maximum passenger transport access
- Removal of urban highway capacity and car parking for cars

Rail

- Dorset Metro – Turn up and Go service to increase local use of rail network
- Double tracking of Heart of Wessex Line
- Four tracking between Westerleigh Junction and Bristol Parkway
- Improved regional rail service and increased network resilience of West of England Main Line
- Severn Tunnel replacement
- South West Main Line four tracking between Bournemouth and Brockenhurst
- South West Main Line redoubling of the track at Moreton and on the approach to Weymouth station
- Yeovil Junction additional platform
- Yeovil South Chord

Board 7 – SCENARIO 5 – CLIMATE BREAKDOWN

Scenario 5: Climate Breakdown

Global attempts to halt climate change have failed with climate tipping points failing from 2030 onwards. Sea levels have risen and the Western Gateway area is impacted by widespread flooding and this has impacted connectivity with the far South West and South Wales.

Support for Government's Transport decarbonisation plan were abandoned when it became clear that the global environmental disaster cannot be stopped. Transport funding is reprioritised and used for flood defence projects. Historic transport infrastructure in low lying land is no longer viable and this significantly impacts the national rail network. Gaps now form in the network and the focus of transport investment is to re-connecting a 'national' transport networks. To date bus replacement services are widespread.

To generate funding for transport and flood defence projects the cost of transport increases.

The lack of investment for new infrastructure, combined with an increasing population as a result of global migration results in additional congestion and widespread travel delays. Reliance on the private car is widespread as it is considered the most reliable form of transport. This increases journey times as congestion is widespread.

The Western Gateway area becomes disparate with different areas of economic activity and economic potential. There is a non-collaborative approach when engaging with Government and all other major stakeholders which results in transport being a barrier and a decelerator of economic growth. There is the potential for stark disparities between those who have and those who have not within the Western Gateway area.

Transport Policy

- Focus on maintaining existing transport networks including rerouting of routes impacted by increased flooding
- Limited bus network based on a hub & spoke model which will only link with key corridors
- Major investment in protecting rail routes with no money for planned improvements therefore some routes will no longer be viable and will be closed. Where network is incomplete bus replacement services will operate
- Still widespread reliance on fossil fuels for all vehicles
- Less transport funding leads to a general deterioration of network meaning funds will have to be raised through other means including:
 - Clear air zones/congestion premium charging

	<ul style="list-style-type: none"> ○ Car parking will have low availability coupled with a high price ○ Higher ticket prices for bus users and rail users ○ Greater reliance on funding resulting from new development
Environment	<ul style="list-style-type: none"> ● Carbon budgets and delivering carbon net zero by 2050 does not happen ● There will be flood risk impacts which will impact on strategic travel e.g. flooding in the Severn Rail Tunnel and Avon will impact on rail route choice with longer more disconnected journeys ● There may be an impact on tourism with much of the coastline changed
Digital technology & connectivity	<ul style="list-style-type: none"> ● There will be business focused technology solutions with a readily adoption of new technologies with a fast pace of change ● There will be 100% full end to end ultra-fast fibre rollout by 2040 and improved digital connectivity which will benefit urban areas
Economy	<ul style="list-style-type: none"> ● Spatial planning policies and economic development strategies controlled by central government to manage increased population growth ● Lower economic growth results in less funding available to support new investment in transport (road, bus, rail, airports, maritime)

Examples of the type of schemes being prioritised through this scenario that are in addition to the ones outlined in Scenario 1 - Steady State

Bus

- No additional schemes identified

Cycle

- No additional schemes identified

Highways

- Reduced highway delivery programme
- Reduced role out of Electric Vehicle infrastructure
- Significant flood defence work to protect local network

International

- No additional schemes identified

Rail

- Significantly reduced infrastructure programme
 - Impacts on service reliability and coverage
 - Rerouting of network in areas prone to regular flooding
 - Significant flood defence work to protect network

Board 8 – HAVE YOUR SAY

This consultation is a significant milestone in the delivery of developing a long-term transport strategy for the region that will convey aspirations for the regional transport network in 2051. At this stage it is anticipated that a formal consultation on the long-term strategy will take place summer 2022.

To have your say please click the link below:

www.pinpointcloud.co.uk/WesternGatewaySTB

The consultation will run from –

Insert consultation dates here

If you have any queries or would like to contact us for more information –

westerngatewaystb@wsp.com

Insert info on the above here

Further information

The Western Gateway STB website will be updated as the scheme progresses. The link to our current website can be found here: **[Insert PinPoint website here](#)**

PROPOSED PUBLIC ENGAGEMENT QUESTIONNAIRE

Future Transport Scenarios discussion paper

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

We are developing a long-term transport strategy for the region that will convey the aspirations for the regional transport network in 2051. As the strategy covers a long period of time, we need to initially test different possible scenarios with stakeholders to understand their views. The scenarios presented represent what we think the future could look like and how that will impact how people travel within the region.

We have developed five very different future scenarios and we'd like your feedback. Your feedback will help inform the assumptions used as we work towards establishing the baseline of our long-term transport strategy.

This scenario discussion paper represents the first stage of producing our long-term transport strategy. Once stakeholder views on the scenarios are understood these will inform what we test using our regional transport model. The final stage of the process is to analyse the technical outputs from the modelling to determine our preferred future year scenario. This will then inform our long-term transport strategy and you will be invited once again to comment on this document before it is finalised.

At this stage it is anticipated that a formal consultation on the long-term strategy will take place autumn 2022.

Privacy notice

We take data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

Information that you provide through this questionnaire will be used to inform the development of the Western Gateway STB and to keep you updated on our work. Responses will be shared with our suppliers responsible for the consultation analysis and reporting, though your information will never be sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy. Once the scenarios have been confirmed, your records will be retained for no more than two years following that date. Our full privacy notice is available from

www.pinpointcloud.co.uk/WesternGatewaySTB.

Have your say in the future!

Please read the draft scenarios outlined within this discussion paper before completing this questionnaire.

Our questionnaire is open from 1 October to 31 October 2021. You can submit your views in the following ways:

- Complete the questionnaire online via www.pinpointcloud.co.uk/WesternGatewaySTB
- Complete this form and return by email to westerngatewaystb@wsp.com
- Complete this form and return by post to:

Shanica Hutchinson
WSP – Brimingham Office
The Mailbox
100 Wharfside Street
Birmingham B1 1RT

Please submit your views by **11:59pm on 31 October 2021**.

If you would like to be added to our email database to receive regular updates from Western Gateway STB, please tick the box below and supply your email address.

I would like to receive news and updates from Western Gateway STB by email

Email address:

By completing this survey, you acknowledge that your survey response will be included in the Consultation report which will be publicly available. Any personal or identifiable data will be removed from your response.

Further information

If you have any questions about the consultation, you can contact us by email at westerngatewaystb@wsp.com.

About you

The following questions will help us to understand the range of people and organisations who have submitted responses to the consultation. The information you provide will not be used for any purpose other than assessing responses.

1. Are you providing your own response or responding on behalf of an organisation/group?

Please tick one of the boxes below.

- Providing my own response (please respond to Question 2)
- Responding on behalf of organisation/group (please respond to Questions 6 and 7)

2. If you are responding as an individual, please provide your name and postcode below and then continue to Question 3.

Name: _____ Postcode: _____

3. Which of these age groups applies to you? Please select one option.

- under 18 18-24 25-34 35-49 50-59
 60-64 65-74 75-84 85+ over Prefer not to say

4. From the list below, which local authority area corresponds with your home address?

Bath and North East Somerset	
Bournemouth, Christchurch or Poole	
Bristol	
Dorset	
Gloucestershire	
North Somerset	
South Gloucestershire	
Wiltshire	
Other (please specify)	

5. Which mode of transport do you currently use? (please select all that apply)

Mode	For work	For leisure
Car		
Bicycle		
Walking		
Public transport – bus		
Public transport – coach		
Public transport – rail		
Public transport – ferry		
Wheelchair		

HGV / LGV		
Motorcycle		
Other (please specify)	_____	

6. Which mode of transport do you aspire to use in the future? (please select all that apply)

Mode	For work	For leisure
Car		
Bicycle		
Walking		
Public transport – bus		
Public transport – coach		
Public transport – rail		
Public transport – ferry		
Wheelchair		
HGV / LGV		
Motorcycle		
Other (please specify)	_____	

7. If you are responding on behalf of an organisation or group, please provide the following details:

Organisation name: _____

Your name: _____

Your role: _____

A summary of responses to this consultation will be published on the Western Gateway STB website at www.westerngatewaystb.org.uk. The summary will include a list of organisations that responded but not personal names, addresses or other contact details. If you do not wish for your organisation’s name to be included in the analysis of responses, please tick the box below:

I want my organisation’s details to remain confidential in any published analysis

8. Which category of organisation or group are you representing?

(Please tick all the boxes that apply)

- Academic (includes universities and other academic institutions)
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPS)
- Campaign group

- Charity/voluntary sector group
- Elected representative (includes MPs, MEPs and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government (includes county councils, district councils, parish and town councils and local partnerships)
- Sub-national Transport Body
- Professional body/representative group
- Statutory body
- Transport operators
- Transport infrastructure providers
- Utility organisation
- Think tank
- Transport user group
- Prefer not to say

- Other (*please tick box and specify below*):

9 . Please confirm that you have read the draft scenarios before completing this questionnaire.
Please tick as appropriate

- I have read the full draft scenarios on www.pinpointcloud.co.uk/WesternGatewaySTB
- I have not read the full draft scenarios on www.pinpointcloud.co.uk/WesternGatewaySTB

Our scenarios

10. Scenario 1: Steady State

Travel behaviours do not alter much from today with the car remaining the dominant mode of transport for the majority of trips, although there is a gradual continued trend towards virtual interaction especially for work.

There is an increased cost of travel due to higher energy prices. This combined with a growing population results in localised congestion issues despite ongoing capacity improvements on highway and rail networks.

Some trips are no-longer necessary as increased use of the digital investment alter the way some businesses function and services are delivered.

Communities beyond the major urban areas are dispersed. There is the potential for there to be stark disparities between those who are digitally capable, and those who are not.

Key considerations of scenario 1:

Transport	<ul style="list-style-type: none"> • There will be ongoing road investment to improve capacity on the Strategic Road Network along with local road and junction improvements • Large scale investment in Electric Vehicle infrastructure • There will be high quality and high frequency bus corridors serving urban areas where these are commercially viable • Rural network will rely on local authority subsidies resulting in higher ticket prices for bus users • There will be infrastructure improvements including electrification on the rail network and an on-going focus on improving links to London
Environmental	<ul style="list-style-type: none"> • Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2050
Digital technology & connectivity	<ul style="list-style-type: none"> • There will be business focussed technology solutions with a readily adoption of new technologies with a fast pace of change • There will be 100% full end to end ultra-fast fibre rollout by 2040 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> • Growth will be concentrated in urban areas and will follow current Government trends in a business as usual way • Demand for flights from regional airports continues to grow, but the London airports continue to dominate demand • Port activity remains steady • Taxation, regulation and investment policy will continue to follow current Government trends

10a) How appropriate do you think Scenario 1: Steady State could be for the basis of a future Transport Strategy?

Please tick one box.

Very appropriate	Appropriate	Neither appropriate or inappropriate	Inappropriate	Very Inappropriate	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10b) Please explain your answer.

(500-word limit)

10c) If you're a Transport Operator or a Transport infrastructure provider, what do you see as the main operational issues associated with this scenario?

(250-word limit)

11. Scenario 2: Increased Economic Activity

The Western Gateway area now rivals the South East in terms of its economic activity and is viewed as a global hub for economic activity. The area acts as a collective in its dealings with Government and all other major stakeholders.

Enhancements to connectivity within the Western Gateway will not only help the region's economy but will also improve access into other regions. This collaborative approach ensures that transport is not a barrier, but an accelerator of economic growth with the areas international ports booming because of increased global trade links.

There will be significant agglomeration improvement impacts e.g. increased Gross Domestic Product (GDP) per worker benefits as workers will have much better access to a wider range of employment opportunities in the Bristol and BCP Council areas amongst others. This may increase the number of trips but reduce lengths as residents of the Western Gateway will have increased choice and access to jobs.

There is an increased emphasis on maximising the capacity and resilience of the regional economy and by enhancing existing links to local, national and international markets, the Western Gateway area delivers productivity improvements, whilst continuing to provide a high standard of living.

Key considerations of scenario 2:

Transport	<ul style="list-style-type: none"> • There will be ongoing road investment to improve capacity on the Strategic Road Network along with local road and junction improvements • Port access is improved to aid operators using the facilities and attracting trade away from other UK ports. • HGV port access onto the SRN is improved with clear routing reducing interactions from other road users and ensures reliable journey times for operators • Large scale investment in Electric Vehicle infrastructure • Investment on key commercially viable bus routes serving urban centres and areas of economic activity including ports and major employers • Major employment sites provide more efficient staff only passenger transport services reducing the role for 'public' transport services serving the destinations • There will be infrastructure improvements including electrification on the rail network to regional services linking areas of major employment • Additional concessionary travel provided on public transport networks for under 25s along with anyone in full time education or a formal apprenticeship
Environmental	<ul style="list-style-type: none"> • Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2045
Digital technology &	<ul style="list-style-type: none"> • There will be business focussed technology solutions with a readily adoption of new technologies with a fast pace of change

connectivity	<ul style="list-style-type: none"> • There will be 100% full end to end ultra-fast fibre rollout by 2035 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> • Growth concentrated in large urban areas which will be a specialised economy and service based (advanced engineering, high-value manufacturing, aerospace, military, financial and professional services, digital information and communications technology, cyber security and defence) with export-led growth. • Spatial planning policies and economic development strategies that incentivize high density development in city and town centres • Delivery of Free ports to the area (Bristol & Bournemouth/Poole) • Large increase in demand at regional airports including increased freight handling • Port activity increased with strong links to global markets importing and exporting goods • Regional incentives to attract inward investment e.g. special economic zones

11a) How appropriate do you think Scenario 2: Increased Economic Activity could be for the basis of a future Transport Strategy?

Please tick one box.

Very appropriate	Appropriate	Neither appropriate or inappropriate	Inappropriate	Very Inappropriate	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11b) Please explain your answer.

(500-word limit)

11c) If you're a Transport Operator or a Transport infrastructure provider, what do you see as the main operational issues associated with this scenario?

(250-word limit)

12 . Scenario 3: Digital Revolution

The digital revolution has been realised, and residents within the Western Gateway area are able to access an ever-greater range of services digitally rather than face-to-face due to all parts of the region having access to high quality internet either at home or on the move. This will ensure that transport shapes the Western Gateway economy in ways that are good i.e. fewer commuting trips, in order to create cleaner, quieter and healthier places.

Retail has predominantly moved online, and 3D printing has meant that individuals can produce more of their own goods at home. More and more people are able to work from home as employers have recognised the benefits of flexible working and have implemented effective methods for collaboration between colleagues using digital tools.

The demand for physical travel will be lower than today's levels, when people do wish to travel it is using MaaS (Mobility as a Service) and shared mobility services that make use of advanced technology that optimises movements and responds to individual needs. Connected and autonomous vehicles have permeated the market, and are available to individuals privately, or on a subscription basis, with due consideration to demand management. Western Gateway residents will be able to move around the region with first mile / last-mile facilities linked to good interchange facilities where local transport facilities meet regional facilities for onward travel.

There is a positive impact on community life and place-making as people choose to spend their time and money more locally whilst embracing active modes of travel. The environmental impact of transport is reduced due to not only the lower levels of travel, but also the switch to electric vehicles.

An aging population is able to remain economically active by the use of digital services, and transport modes that meet their needs and lifestyles. The range of mobility options available to Western Gateway STB residents means that different demographic groups, and those living in more rural communities, have enhanced accessibility when they wish to travel.

Key considerations of scenario 3:

Transport	<ul style="list-style-type: none">• There will be ongoing road investment to incorporate new ways of travel on the Strategic Road Network to allow for safe use of connected and autonomous vehicles• Ongoing investment in local road and junction improvements.• Large scale investment in Electric Vehicle infrastructure• Introduction of Road User pricing through a price per mile replacing fuel duty / vehicle tax• Clear air zones/congestion premium charging• Access to urban centres and market towns is not encouraged i.e. pedestrianised with park and ride facilities supporting the final part of journey. Car parking will have low availability coupled with a higher price• Investment on key commercially viable bus routes serving urban centres with lower ticket prices and partly subsidised by road user pricing• Rural network provided through Mobility as a Service (MAAS) systems
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	<ul style="list-style-type: none"> • There will be infrastructure improvements including electrification on the rail network to regional services • Widespread use of freight depots managing urban freight demand • A strategic walking and cycling network is complete with pockets of high quality routes focussed on 20 minute neighbourhood i.e. Garden Village concept serving local demand
Environmental	<ul style="list-style-type: none"> • Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2040
Digital technology & connectivity	<ul style="list-style-type: none"> • There will be business focussed technology solutions with a readily adoption of new technologies with a fast pace of change • There will be 100% full end to end ultra-fast fibre rollout by 2030 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> • Highly productive and efficient labour market • Demand for flights from regional airports continues to grow, but the London airports continue to dominate demand • Port activity remains steady • Spatial planning policies and economic development strategies that focuses on sub-urban and rural

12a) How appropriate do you think Scenario 3: Digital Revolution could be for the basis of a future Transport Strategy?

Please tick one box.

Very appropriate	Appropriate	Neither appropriate or inappropriate	Inappropriate	Very Inappropriate	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12b) Please explain your answer

(500-word limit)

12c) If you're a Transport Operator or a Transport infrastructure provider, what do you see as the main operational issues associated with this scenario?

(250-word limit)

13. Scenario 4: Integrated Public Transport

A fully integrated regional bus, coach, tram interacts with a national rail network dominates travel choices. In this future scenario, Western Gateway residents, employees and visitors are well served by a range of high-quality, and low-cost public transport options. This network is subsidised from regional owned energy companies.

The system is fully regulated to enable seamless journeys between modes. Journey times are reliable; infrastructure capacity meets demand and is well-maintained. The cost of using the transport is at a level that users are provided with a genuine choice between public, private, shared, and active modes.

Western Gateway residents will be able to move around the region with first-mile / last-mile facilities linked to good interchange facilities where local transport facilities meet regional facilities for onward travel.

Connected and autonomous vehicles have permeated the market, and are available to individuals privately, or on a subscription basis, with due consideration to demand management systems to minimise congestion.

There is still a desire for face-to-face interactions and the home-working lifestyle has not yet permeated life in Western Gateway to the extent to which it could have once been expected.

Transport movements to support business-to-business activities are supported by the well-maintained strategic transport network, but also bolstered by the efficiencies gained from making best use of data to optimize logistics.

Key considerations of scenario 4:

Transport	<ul style="list-style-type: none"> • There will be ongoing road investment to improve capacity for public transport i.e. road space reallocation • Connected and autonomous vehicles have permeated the market, and are available to individuals privately, or on a subscription basis, with due consideration to demand management on the Strategic Road Network • Significant investment on key routes serving urban centres and market towns with bus and rail networks fully integrated. • The number of new stations is increased in line with strategic growth plans. • Public Transport is free for bus users and low cost for rail users • The rural network is served through mobility as a service (MAAS) systems providing bespoke trip patterns linked to pre-booked scheduled appointments such as for health • Large scale investment in Electric Vehicle infrastructure • Introduction of Road User pricing through a price per mile replacing fuel duty / vehicle tax • Access to urban centres and market towns is not encouraged i.e. pedestrianised urban centres with park and ride facilities supporting the final part of journey for those not using public transport for end to end journeys • Car parking will have low availability coupled with a high price to deter
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	<p>use of the car</p> <ul style="list-style-type: none"> The strategic walking and cycling strategic network is complete with pockets of high quality routes focussed on 20 minute neighbourhood i.e. Garden Village concept serving local demand
Environmental	<ul style="list-style-type: none"> Quality of life is a key consideration and it must be borne in mind that the United Kingdom has legally binding carbon budgets and delivering net zero by 2035
Digital technology & connectivity	<ul style="list-style-type: none"> There will be business focussed technology solutions with a readily adoption of new technologies with a fast pace of change There will be 100% full end to end ultra-fast fibre rollout by 2035 and improved digital connectivity which will benefit all equally i.e. rural and urban areas
Economy	<ul style="list-style-type: none"> Productive and efficient labour market along with thriving local businesses Local employment in enabling sectors i.e. strong retail sector and tourism sector Demand for flights from regional airports continues to grow, but the London airports continue to dominate demand Spatial planning policies and economic development strategies that focus on key passenger transport routes

13a) How appropriate do you think Scenario 4: Integrated Public Transport could be for the basis of a future Transport Strategy?

Please tick one box.

Very appropriate	Appropriate	Neither appropriate or inappropriate	Inappropriate	Very Inappropriate	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13b) Please explain your answer.

(500-word limit)

13c) If you're a Transport Operator or a Transport infrastructure provider, what do you see as the main operational issues associated with this scenario?

(250-word limit)

14 . Scenario 5: Climate breakdown

Global attempts to halt climate change have failed with climate tipping points failing from 2030 onwards. Sea levels have risen and the Western Gateway area is impacted by widespread flooding and this has impacted connectivity with the far South West and South Wales.

Support for Government’s Transport decarbonisation plan were abandoned when it became clear that the global environmental disaster cannot be stopped. Transport funding is reprioritised and used for flood defence projects. Historic transport infrastructure in low lying land is no longer viable and this significantly impacts the national rail network. Gaps now form in the network and the focus of transport investment is to re-connecting a ‘national’ transport network. To date bus replacement services are widespread.

To generate funding for transport and flood defence projects the cost of transport increases.

The lack of investment for new infrastructure, combined with an increasing population as a result of global migration results in additional congestion and widespread travel delays. Reliance on the private car is widespread as it is considered the most reliable form of transport. This increases journey times as congestion is widespread.

The Western Gateway area becomes disparate with different areas of economic activity and economic potential. There is a non-collaborative approach when engaging with Government and all other major stakeholders which results in transport being a barrier and a decelerator of economic growth. There is the potential for stark disparities between those who have and those who have not within the Western Gateway area.

Key considerations of scenario 5:

<p>Transport</p>	<ul style="list-style-type: none"> • Focus on maintaining existing transport networks including rerouting of routes impacted by increased flooding • Limited bus network based on a hub & spoke model which will only link with key corridors • Major investment in protecting rail routes with no money for planned improvements therefore some routes will no longer be viable and will be closed Where network is incomplete bus replacement services will operate • Still widespread reliance on fossil fuels for all vehicles • Less transport funding leads to a general deterioration of network meaning funds will have to be raised through other means including: <ul style="list-style-type: none"> ○ Clear air zones/congestion premium charging ○ Car parking will have low availability coupled with a high price ○ Higher ticket prices for bus users and rail users ○ Greater reliance on funding resulting from new development
<p>Environmental</p>	<ul style="list-style-type: none"> • Carbon budgets and delivering carbon net zero by 2050 does not happen • There will be flood risk impacts which will impact on strategic travel e.g. flooding in the Severn Rail Tunnel and Avon will impact on rail route choice with longer more disconnected journeys • There may be an impact on tourism with much of the coastline changed

Digital technology & connectivity	<ul style="list-style-type: none"> • There will be business focussed technology solutions with a readily adoption of new technologies with a fast pace of change • There will be 100% full end to end ultra-fast fibre rollout by 2040 and improved digital connectivity which will benefit urban areas
Economy	<ul style="list-style-type: none"> • Spatial planning policies and economic development strategies controlled by central government to manage increased population growth • Lower economic growth results in less funding available to support new investment in transport (road, bus, rail, airports, maritime)

14a) How appropriate do you think Scenario 4: Integrated Public Transport could be for the basis of a future Transport Strategy?

Please tick one box.

Very appropriate	Appropriate	Neither appropriate or inappropriate	Inappropriate	Very Inappropriate	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14b) Please explain your answer.

(500-word limit)

14c) If you're a Transport Operator or a Transport infrastructure provider, what do you see as the main operational issues associated with this scenario?

(250-word limit)

15. a. Please place the five future scenarios in order of most importance to you.

(with 1 being the most important and 5 being the least important)

Scenario 1: Steady State	
Scenario 2: Increased Economic Activity	
Scenario 3: Digital Revolution	
Scenario 4: Integrated Public Transport	
Scenario 5: Climate Breakdown	

15b. Please provide some details about why you have chosen to put the scenarios in that order

(250-word limit)

16. In developing these scenarios, we considered the following factors. How important are these factors to you?

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
The benefits of emerging technology are being harnessed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land-use and transport planning are better integrated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A shift away from private cars towards more sustainable travel modes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
Targeted demand management measures, with more mobility being consumed on a 'pay as you go basis'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The transport system delivers a cleaner, safer environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17. Are there any other factors we should consider when we finalise the scenarios?

18. Do you have any additional comments about our approach to developing the scenarios to support the Western Gateway STB strategy? Please describe these below.

Our objectives

19. The Western Gateway STB aims to achieve the objectives listed below. How important are these objectives to you?

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
To support the development of low carbon transport solutions to help reduce transport's impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To establish a whole corridor approach to travel management on strategic corridors to improve reliability, safety and resilience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To address the poor connectivity between the north and south links, particularly to and from the south coast ports and to help support planned development, drive business growth and improve access to international markets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To identify and address transport-related barriers to the effective operation of labour markets which is currently constraining the potential for business growth. This is particularly known in the West of England and South East Dorset areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To support the development of transport infrastructure that enables sustainable place-shaping by facilitating the delivery of significant land for new homes, business growth and employment opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Our vision, goals and priorities

The Western Gateway STB will enable clean growth and increased use of sustainable transport through a long-term investment programme designed to deliver a well-connected, clean, reliable and resilient strategic transport system; one that closes productivity gaps, provides a better quality of life

for people across the region and makes the Gateway area more competitive while respecting its world-class natural and built environments.

20 . To what extent do you support or oppose our vision for the Western Gateway STB?

Please tick one box.

Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21 . Do you have any further comments on our vision? Please provide these below.

Thank you for taking the time to complete this questionnaire.