

Delivering our vision: Western Gateway Strategic Investment Plan 2025-2035



Sustainable growth
and economy



Decarbonisation
and air quality



Access to services
and opportunities



Facilitating strategic
north-south movement

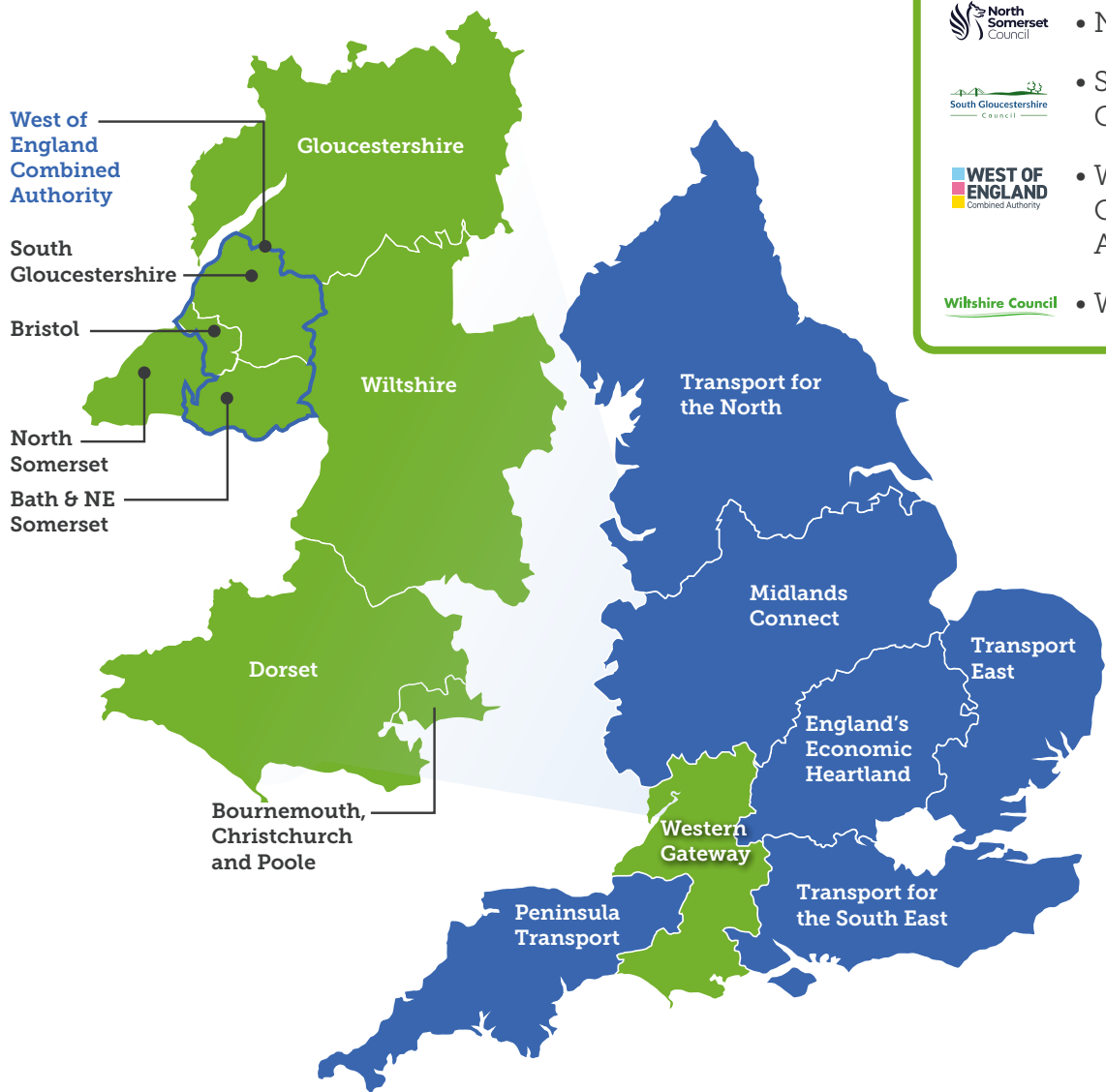


Movement of goods

1. Foreword

Western Gateway sub-national transport body is a partnership of nine local authorities working together to address the transport needs of our region and deliver on our collective vision of

“A resilient transport network that works for everyone and is fit for the future, helping people and businesses throughout the Western Gateway to thrive while protecting our environment.”



Nine Authorities within the Western Gateway:

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

2. Executive Summary

The Western Gateway Strategic Investment Plan outlines 38 priority transport proposals for the region over the next ten years, totalling an estimated £4 billion.

The prioritised proposals can be seen in Section 6. They build on the schemes in our short-term Strategic Transport Plan (2020-2025). Together, they support the delivery of sustainable housing and economic growth throughout the region and effectively achieve the five Key Aims of our adopted Strategic Transport Plan (2025-2050).

Five Key Aims of our Strategic Transport Plan

1) Sustainable growth and economy: Supporting sustainable housing and employment growth by improving connectivity to enable all parts of our region to flourish

Top 3 proposals
Accessibility improvements at rail stations (WEMCA)
Rail service frequency enhancements to existing rail services (WEMCA)
= Long distance coach connections: Lydney-Chepstow-Bristol Airport
= Dorset Metro Shuttle (Wareham to Brockenhurst)

2) Decarbonisation and air quality: Delivering the changes needed to reduce emissions from transport and achieve net zero carbon

Top 3 proposals
Bus service frequency and rural bus service improvements through Bus Strategy (WEMCA)
South East Dorset Rural Mobility Pilot
Bristol - Oxford direct train service

3) Access to services and opportunities: Enabling access to services and opportunities for everyone while reducing the need to drive

Top 3 proposals
Dorset Metro Shuttle (Wareham to Brockenhurst)
Accessibility improvements at rail stations (WEMCA)
Rail service frequency enhancements to existing rail services (WEMCA)

4) Facilitating strategic north-south movement: Improving transport links from north to south to ensure prosperity and opportunity for all

Top 3 proposals
Westerleigh rail junction upgrade
Heart of Wessex rail service enhancement
Provision of new power infrastructure to support removal of diesel-only passenger rolling stock

5) Movement of goods: Easing freight movements on our strategic routes and supporting a shift to rail, coastal shipping and alternative fuels.

Top 3 proposals
Port of Poole expansion, reopening of Hamworthy Branch Line and supporting access improvements
Westerleigh rail junction upgrade
Additional loops for trains between Yate and Gloucester

The list of proposals can be sorted and filtered to respond to specific policy objectives or funding opportunities. It is not intended to form a complete catalogue of all transport schemes in the region.

We will regularly re-evaluate our Strategic Investment Plan to ensure it remains current and well-aligned with national, regional and local priorities for transport, housing, economic growth and decarbonisation.

We intend to revise our Strategic Transport Plan and SIP in around 12 months' time, once further progress is made on the Integrated National Transport Strategy and Local Growth Plans. At that time, we will re-evaluate existing proposals as well as inviting new ones. These are likely to include a) schemes proposed by National Highways for inclusion in the forthcoming Road Investment Strategy 3, b) proposals still in development and c) non-infrastructure proposals including digital, technological, freight and economic measures that are not well represented in the current SIP.



We're delighted to present this Strategic Investment Plan (SIP) that identifies investment proposals throughout the Western Gateway that are best able to achieve our vision and the objectives of our joint Strategic Transport Plan for the region over the next ten years. The SIP will enable partners to work together to deliver quality housing and sustainable growth needed across the region, while minimising costs and reducing carbon emissions.



Cllr Hannah Young, SIP Project Executive
Cllr Chris Willmore, Vice-Chair of Western Gateway STB

3. Purpose of the Strategic Investment Plan

Western Gateway’s Strategic Investment Plan (SIP) outlines a series of regional transport proposals for the period 2025-2035. These proposals are prioritised based on their potential to cost-effectively achieve the goals of our adopted Strategic Transport Plan (2024-2025). Together, they represent our recommendation to government for investment in strategically important regional transport over the next ten years.

Our Strategic Transport Plan ([Western Gateway Strategic Transport Plan 2024-2050](#)) was jointly approved by our nine partner authorities in March 2024. It defines our shared transport aims and objectives for the region, organised under five Key Aims:

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1) Sustainable growth and economy:
Supporting sustainable housing and employment growth by improving connectivity to enable all parts of our region to flourish
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2) Decarbonisation and air quality:
Delivering the changes needed to reduce emissions from transport and achieve net zero carbon
- 

3) Access to services and opportunities:
Enabling access to services and opportunities for everyone while reducing the need to drive
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4) Facilitating strategic north-south movement:
Improving transport links from north to south to ensure prosperity and opportunity for all
- 

5) Movement of goods:
Easing freight movements on our strategic routes and supporting a shift to rail, coastal shipping and alternative fuels.

Proposals in the SIP have been assessed against 12 objectives drawn directly from the STP and related to the delivery of the five Key Aims.

The SIP fulfils three important functions:

- 1. Identifies regional transport proposals that are most effective in achieving the aims of our Strategic Transport Plan (STP);**
- 2. Enables us to respond to requests from the Department for Transport or other organisations by providing a prioritised list of investment opportunities in the region, in response to policy or funding opportunities.**
The proposals can be organised and filtered in various ways to highlight those that best address specific objectives or funding opportunities, e.g. reducing carbon, increasing active travel or within a set budget.
- 3. Maintains an inventory of regional-level schemes proposed by our partner authorities.**

This will enable Western Gateway STB to effectively co-ordinate and support our partner authorities to deliver their transport ambitions in a collaborative, efficient and integrated manner throughout our region.



However, the SIP is not intended to be a comprehensive catalogue of all transport schemes in the Western Gateway region. Nor does it evaluate the absolute merit of each proposal, but rather assesses, at a high level, their potential contribution of the aims of the adopted Strategic Transport Plan.

The SIP:

- is an investment plan for the next 10 years
- considers proposals that are regionally significant
- prioritises proposals that are most effective at delivering the aims of our adopted STP
- responds to the policies and growth plans relevant at the adoption of the STP (March 2024)
- represents our recommendations to government for investment in strategically important regional transport in Western Gateway.

The SIP does not:

- include proposals that are not regional in scope (i.e. meet at least one of seven defining criteria identified in the STP)
- include proposals still in development or which cannot be started by 2035 (including those awaiting approval from government where relevant)
- include proposals named in our short term STP that are already underway
- provide a detailed assessment of proposals, their impacts or risks
- provide or imply confirmation of costs or deliverability of proposals

Western Gateway STB will not deliver individual projects in this SIP, nor directly provide funding for them. Typically, the responsibility for delivery lies with a lead statutory stakeholder or partnership, with funding provided by the government through established channels, rather than through the STB. These partners are responsible for the detailed development and delivery of individual proposals. Issues and opportunities identified through the modelling, consultation and sustainability appraisal of this SIP will be shared with partners to inform this process.

4. Development of the SIP



May 2024: Publication of our long term Strategic Transport Plan (2024 – 2050)



May 2024: Early engagement on Strategic Investment Plan

Development of the first Strategic Investment Plan for Western Gateway began immediately after the publication of the STP. The assessment process has been informed by contributors including senior and transport officers from each partner authority, as well as representatives from National Highways, Network Rail, the Department for Transport, other English Sub-National Transport Bodies, and specific business and transport sectors through our regular forums.



July 2024: Call for proposals

Invitations to submit proposals for assessment and inclusion were sent to our core strategic partners, which include our nine partner authorities, National Highways and Network Rail. A total of 101 proposals were submitted between July and September 2024.



September 2024: Appraisal of Proposals

Proposals were assessed against 12 objectives, as described in Section 5



November 2024: Sustainability appraisals

An integrated sustainability appraisal has been undertaken alongside the Strategic Investment Plan as it develops. It includes:

- Strategic Environmental Assessment
- Equalities Impact Assessment
- Health Impact Assessment

The key findings can be found in section 8 of this document and the complete reports are available on our website at westerngatewaystb.org.uk/sea-reports



December 2024: Public Consultation

Public consultation was undertaken on the draft SIP between 20th December 2024 and 2nd February 2025. 733 valid responses were received. Key findings can be seen in Section 9 of this document and a summary report at westerngatewaystb.org.uk/sip25-consultation-report



February 2025: Transport modelling

Modelling of the significant impacts of the prioritised proposals on the regional transport network was undertaken in February 2025 and identified a net beneficial effect on the Key Aims and objectives, including an overall reduction in vehicle mileage, tailpipe carbon emissions and congestion at junctions.

Key findings can be seen in Section 10 of this document and a summary report at westerngatewaystb.org.uk/sip25-model-report



March 2025: Adoption

The Plan has been approved for publication by the Western Gateway Partnership Board, which consists of an elected Member representing each of the nine constituent Authorities. Responsibility for the SIP is shared among these authorities.



Alignment with local and national priorities

Our current STP was developed and approved in March 2024 under the previous Conservative government. The adopted objectives outlined in the plan align with the national transport and housing policies, objectives and funding priorities that were in place at that time. The STP and the SIP effectively support the delivery of good quality housing and employment growth at levels and locations currently allocated in the Local Plans of our partners – see Appendix 2.

Since election in July, the new Labour government has set out a substantial acceleration of housing growth and announced changes to major planned transport development in our region. Western Gateway STB welcomes the opportunity to work with our strategic partners to effectively deliver this additional growth and meet the emerging priorities of our new government. We will therefore review and update our Strategic Transport Plan and accompanying SIP as needed to deliver national priorities and align with Local Plans and Local Transport Plans from authorities within our region or in neighbouring areas as they evolve to accommodate this growth. This SIP should be taken as the current position until that review takes place. We also anticipate that the Call for Proposals will be circulated more widely at this time.




5. Assessment criteria and methodology

The impacts of each proposal have been assessed against 12 criteria drawn from the Strategic Transport Plan and related to the five Key Aims. The benefits identified have been compared to the estimated cost of each proposal to calculate a high level benefit-cost ratio that forms the basis of the overall prioritisation in Section 6 below.


A summary of the theory of change and assessment methodology is provided below, along with a discussion of the assumptions and limitations in Appendix 1. It is important to note this Strategic Investment Plan is a high-level assessment of the anticipated benefits of the submitted proposals in relation to the agreed aims of the Strategic Transport Plan for the Western Gateway region. Consequently the analysis of both costs and benefits is limited and, aside from basic sense checks, it assumes that the information provided by partners is accurate. Prioritisation has been undertaken on this basis and may be revised if the cost or benefit information for any proposal changes.


Information and maps that further define the 12 criteria can be found in Appendix 3.



STP key aim	SIP objective	Theory of change/assessment	Methodology
Sustainable growth and economy 	1. Support the economy to thrive and level up across the whole region, particularly where prosperity is constrained by poor connectivity	Proposals should increase access to employment opportunities through sustainable modes of transport in areas currently underserved , including areas that have been identified as facing significant transport related social exclusion (TRSE) ¹ from employment.	1) Sift for impact on areas with high risk of TRSE to employment. (See Appendix 3, Map Objective 1) 2) Assess change in access to jobs within a 30 min travel time radius using sustainable modes.
	2. Facilitate sustainable visitor access to our key tourism areas	This objective focuses on sustainable tourism in less accessible coastal and rural areas, rather than in urban centres. Enhancing connectivity within these destination areas enables visitors to travel there without needing a car, as they won't require a car upon arrival).	1) Sift for impact on defined tourism areas. (See Appendix 3, Map Objective 2) 2) Assess change in sustainable connectivity within these areas.
	3. Maintain and improve sustainable access for goods and people to national and international gateways	This objective focuses on first/last mile connectivity to key gateways (airports/ports/train stations) for passengers to enable longer, more sustainable journeys, as well as goods access to international gateways – particularly ports and Bournemouth Airport.	1) Sift for impact on national or international gateways. (See Appendix 3, Map Objective 3) 2) Assess change in sustainable connectivity within these areas.

¹ New tool helps local authorities reduce carbon emissions - Western Gateway

STP key aim	SIP objective	Theory of change/assessment	Methodology
Decarbonisation and air quality 	4. Reduce annual regional transport carbon emissions from 6,250kt CO ₂ e (2019) to net zero by 2050	Reduction in petrol/diesel fuelled vehicle mileage decreases tailpipe carbon emissions	Evaluate potential change in private vehicle mileage and/or shift to zero emission fuels, guided by the Carbon Assessment Playbook ² .
	5. Minimise embodied carbon	Carbon emissions from the provision, construction, maintenance and disposal of assets must be included in the overall impact assessment of the proposal.	Evaluate the embodied carbon of the proposal components, informed by The Local Transport Infrastructure Carbon Benchmark Tool ³ . Additionally, consider also increase in lifespan, resilience or use of existing infrastructure.
	6. Deliver the infrastructure/conditions/services necessary to prioritise a shift to low carbon modes	A proposal may not, in itself, directly deliver carbon, accessibility or connectivity benefits, as assessed by the other metrics, but may establish the conditions that enable other proposals to happen or be more successful, or enhance conditions for background change. e.g. reducing speed limits or space for private vehicles, adding EV charge points, and enhancing interchange and place-making proposals.	Qualitative assessment. Multiple factors may contribute to this objective, for example the provision of EV charge points, place-making, accessibility, safety improvements, multi modal interchanges, road space allocation, public transport facilities, vehicle speed reductions, car parking availability and pricing, information and marketing, travel planning, fare support and ticketing improvements. Additionally, proposals that increase network resilience.


STP key aim	SIP objective	Theory of change/assessment	Methodology
Access to services and opportunities 	7. Improve access to essential goods, services and opportunities in target areas	Proposals should increase opportunities and reduce car dependency by improving sustainable access to daily services and facilities, particularly in areas facing such challenges. This can also include the introduction of new facilities or services, new models of service delivery (e.g. mobile, online, drone, other), as well as improvements in digital connectivity.	1) Sift for impact on areas with high risk of TRSE (all factors) ⁴ . (See Appendix 3, Map Objective 7, 2) Assess change in access to services within a 30 min travel time radius using sustainable modes.
	8. Maintain and improve access to important regional and national destinations through our strategic transport networks	Key regional destinations have been agreed through our STP. Proposals should improve access by any mode within a 30 min travel time radius.	1) Sift for proximity/connectivity to key destinations. (See Appendix 3, Map 8) 2) Assess change in destination access by all modes (30 min travel time radius).




²Western Gateway STB Centre of Excellence

³Department for Transport tool. Not yet published for general use.

⁴<https://data.transportforthenorth.com/portal/apps/storymaps/stories/f9763ffd85544332b84fc48aa0e9b0b4>

STP key aim	SIP objective	Theory of change/assessment	Methodology
Facilitates strategic N-S movements 	9. Improve north-south rail and road links between the Midlands and South Coast on identified corridors/routes delivering social and economic benefits & levelling up southern parts of the region ⁵	Important north-south road and rail routes for improvement have been identified in the STP. Proposals can improve conditions directly on the routes or indirectly e.g. by reducing vehicle demand in congested areas.	1) Sift for impact on designated routes. (See Appendix 3, Map Objective 9) 2) Assess changes in conditions on those routes.
	10. Improve journey time reliability on strategic routes (identified in STP)	Journey Time Reliability measures the variation between expected journey time and actual journey times. The STP identifies routes where this is a particular concern. Proposals aim to increase the consistency of journey times on these routes by improving resilience and/or reducing demand in congested areas.	1) Sift for impact on designated routes. (See Appendix 3, Map Objective 10) 2) Assess the expected changes in journey time consistency on these routes, including through increased resilience to disruption, degradation or environmental events.

STP key aim	SIP objective	Theory of change/assessment	Methodology
Movement of Goods 	11. Increase ability for goods moved by road to shift to rail or coastal shipping	The movement of goods by road is mostly covered by the Facilitating North-South Movement objectives. This objective focuses on transferring road-based freight to rail and sea transportation to alleviate congestion and reduce pollution. Improving facilities for freight at ports and rail terminals, as well as improving connections to these, score here.	Qualitative assessment. Improves facilities for rail and coastal shipping, storage, or connectivity to ports and rail terminals. See Appendix 3, Map Objective 11.
	12. Improve HGV facilities on strategic freight routes to increase attractiveness, discouraging running on unsuitable alternatives.	Improving facilities for alternative fuelling of large vehicles will facilitate the transition to lower carbon HGVs, LGVs and coaches. Addressing the existing gaps in service provisions for drivers and HGVs on strategic freight routes will help lorries remain on approved routes rather than diverting onto unsuitable roads.	Qualitative assessment. Provides essential facilities along strategic freight routes with identified deficits. Offers opportunities for sustainable fuelling for HGVs and coaches. See Appendix 3, Map Objective 12.

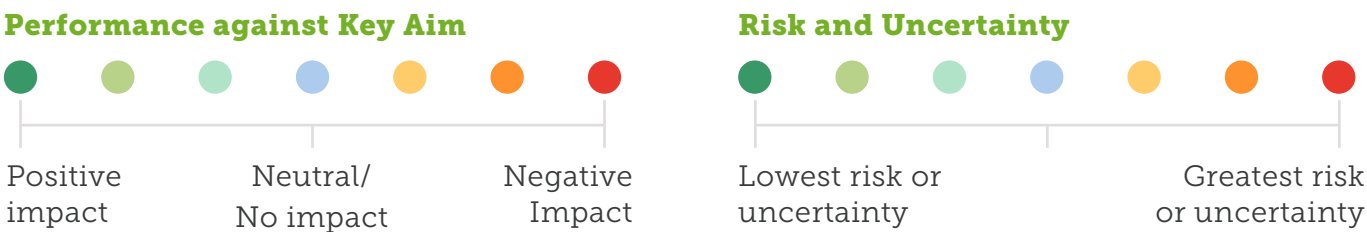


⁵ National Highways' M4 to Dorset Coast strategic connectivity study was published in March 2025. This was too late to include in the current SIP assessment, but the findings will be incorporated into subsequent iterations.























































6. Priority proposals























































As a result of our assessment process, 38 proposals have been prioritised for inclusion in our regional Strategic Investment Plan. These proposals were selected from the pool based on their regional significance and ability to deliver the five key aims of the Strategic Transport Plan at the lowest cost.
















































These projects complement those already underway from our short term Strategic Transport Plan but exclude some developing proposals that are not yet ready for evaluation – see section 7 below for more details. All proposals included are due to commence by 2035. The list of prioritised proposals is as follows, arranged in descending order based on their benefit-cost ratio (i.e. the most favourable proposals are first). The table also shows the performance of each proposal against the key aims of the STP. The two right hand columns in the table below indicate the level of assessed risk to delivery (barriers to be overcome) and uncertainty (degree of development) associated with each proposal.




























































Project name and ID number	Location (nearest settlement)	Brief description of project	Performance against Key Aims of STP					Cost	Risk	Uncertainty
			Sustainable Growth and Economy	Decarb' and Air Quality	Access to Services	North-South Movement	Movement of Goods			
South East Dorset Rural Mobility Pilot (DC-2024-MIX-004)	Rural areas surrounding Wareham, Wimborne, Ferndown, Poole, Bournemouth and Christchurch	The pilot responds to the South West Rural Mobility Strategy, seeking to provide better transport connections between towns and villages, combat isolation and poor physical and mental health, provide choice in the ways people travel and encourage more sustainable travel choices. This will include increasing bus frequencies on core bus routes, developing a network of mobility hubs, and developing feeder on demand services to increase the travel opportunities available to rural communities and visitors to the area. The pilot will add value to the proposed Dorset Metro rail investment, which seeks to introduce additional train services from Wareham to Poole and Bournemouth, and reinstate a regular passenger service to Swanage.						£		
Long distance coach connections (GCC-2024-FODCSV-000)	Lydney, Cheltenham, Stroud, South Glos., Bristol	A new coach service linking Lydney, Chepstow and Bristol airport to improve transport connections between these destinations and reduce congestion on the M5. This will link into other transport improvements being planned in the area.						££		
Improvement of gateline capacity and customer facilities at Bournemouth station (NR - 2024 - PTI-016)	Bournemouth	Series of improvements to downside and upside station facilities to improve capacity and safety and enhance customer experience including widening gateline on downside, creation of new mobility hub on downside, expanded and enhanced toilets on downside, relocation of existing footbridge and installation of lifts and new waiting room facilities on both sides.						£		
Westbury station additional platform (NR-2024-PTI-011)	Westbury	A fourth platform at Westbury station would create capacity for additional train services. Westbury is an important hub in its own right but in particular has a major interchange function. An additional platform is a critical enabler for an hourly direct service between Westbury and London Paddington, as well as for improved local connectivity in the form of an hourly TransWilts train service and will support the aspirational delivery of Devizes Gateway train station proposal.						££		

Project name	Location (nearest settlement)	Brief description of project	Performance against Key Aims of STP					Cost	Risk	Uncertainty
			Sustainable Growth and Economy	Decarb' and Air Quality	Access to Services	North-South Movement	Movement of Goods			
										
Package of improvements to deliver strategic sustainable travel network connecting South East Dorset to the BCP conurbation. (DC-2024-MIX-003)	Wareham, Wimborne, Ferndown, Poole, Bournemouth and Christchurch	Delivery of a sustainable travel network between South East Dorset and BCP Council area including active travel routes and bus corridor improvements. The enhancements seek to reduce road congestion and promote safe, and healthy alternatives to car use, especially for shorter journeys. The sustainable travel corridors to be improved include: <ul style="list-style-type: none"> Wareham to Poole town centre Ferndown to Bournemouth town centre Wimborne to Bournemouth Airport and Aviation Park Wimborne to Poole town centre 						££		
Dorset Metro Shuttle (Wareham to Brockenhurst) (NR-2024-PTI-004)	Bournemouth	An additional one train per hour shuttle service, in each direction, between Wareham and Brockenhurst, through the delivery of signalling enhancements and the potential closure of Poole Level Crossing.						£££		
Cheltenham Spa Station & cycle access link to Gloucestershire Cycle Spine (GCC-2024-CSV-057011)	Cheltenham	Cheltenham Spa Station recognition as a rail hub and access to other regional rail hubs, including rail enhancements identified in the Bristol to Birmingham Rail Corridor Strategic Study and access link to Gloucestershire Cycle Spine.						£		
Salisbury Rail Service Enhancements (NR-2024-PTI-002)	Salisbury	Enhancements to signalling within the Salisbury area to increase capacity and resilience for services in the area. Initial proposals include reduction in signalling headways (the ability for trains to operate closer together) and reinstatement of Platform 1 into passenger use.						£££		
A350/A303 Two Mile Down Junction Improvements (WC-2024-RD-005)	Warminster	Improvement of the existing A303 / A350 junction. To incorporate junction improvements, increasing space for vehicles queueing to turn right from the A350 on to the west-bound A303 and improved signage and visibility. The existing A303 overbridge has additional width which can be used to improve visibility for drivers on the A303 and those waiting on the side road wishing to gain access to the A303.						£		
Heart of Wessex Line Service enhancement (NR-2024-PTI-003)	Dorchester	Delivery of 1 train per hour train service, each direction, (although calling at Chetnole and Thornford every other hours, as current) along the Heart of Wessex Line, through the delivery of a new passing loop between Castle Cary and Yeovil Pen Mill.						£££		
Strategic Interchange Hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations) (GCC-2024-CSV-018)	Gloucestershire	Strategic Interchange Hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations) for onward multi-modal connectivity to the region by rail.						£££		

Project name	Location (nearest settlement)	Brief description of project	Performance against Key Aims of STP					Cost	Risk	Uncertainty
			Sustainable Growth and Economy	Decarb' and Air Quality	Access to Services	North-South Movement	Movement of Goods			
Gloucester Rail Station (GCC-2024-CSV-056)	Gloucester	Capacity upgrades at Gloucester Station are necessary for the region (including alterations to Horton Road level crossing), so the rail network cannot accommodate proposed future growth in passenger services, including MetroWest and Midlands Rail Hub delivery.	 	 	 	 	 	££		
Bristol - Oxford direct train service (NR-2024-PTS-007)	Bristol	Introduction of an hourly direct train service between Bristol and Oxford, calling at Bath and Swindon, 7 days a week, which will improve journey times and encourage a shift from driving to rail.						£££		
Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements (BCP-2024-FRT-001)	Poole	To facilitate goods movements to/from the port of Poole by rail and to support expansion. The scheme will provide infrastructure to restart regular freight traffic along the Hamworthy Branch Line to Poole Port and provide a cargo/freight handling facility. In addition, the scheme will create space within the port footprint to enable an uplift in goods and passenger movements in/out of the Port (increased Rail Freight handling and a new passenger/cruise terminal). The scheme includes access improvements on the local road network to make travel to the port more sustainable and will support local plan housing and economic growth plans.						££££		
Step-free access to rail stations in WEMCA (WEMCA-2024-PTI-007)	Bristol	Improvements to 27 local railway stations across the West of England to provide improvements to step-free access (such as lifts or ramps) and to improve station facilities for passengers.						££££		
Ashchurch for Tewkesbury Station & active travel corridor (GCC-2024-TKS-01003)	Tewkesbury	Ashchurch for Tewkesbury Station rail infrastructure capacity enhancements and station access improvements linked by a proposed repurposed A46 active travel corridor based on the preferred option for the M5J9/A46 scheme.						££		
Yeovil to Salisbury Rail Service Improvement (Tisbury Loop) (NR-2024-PTI-001)	Tisbury	Improvement of rail services between Yeovil Junction and Salisbury along the West of England Line. To be developed with focus on performance improvement opportunities for existing services, as well as opportunity to increase number of services from one to two trains per hour, in each direction. This requires new track infrastructure in the Tisbury area.						£££		
A354 multi-modal corridor improvements south of Dorchester to Weymouth and Portland. (DC-2024-MIX-002)	Dorchester, Weymouth, Portland	<p>A package of enhancements to improve travel between Dorchester, Weymouth and Portland, delivering shorter and more reliable journey times, improved road safety, better facilities for active travel and bus priority, and reductions in traffic entering central areas of Weymouth. The package will include:</p> <ul style="list-style-type: none"> Junction improvements Bus priority and active travel measures along the corridor and within town centres Public realm improvements and traffic management measures in Weymouth Town centre Development of Weymouth park and ride site to provide a new mobility hub with improved park and ride bus services 						£££		

Project name	Location (nearest settlement)	Brief description of project	Performance against Key Aims of STP					Cost	Risk	Uncertainty
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Rail service frequency enhancements to existing rail services in WEMCA (WEMCA-2024-PTS-003)	Bristol, Bath, Weston-super-Mare	Improvements to rail services across the rail network to increase the number of trains serving local railway stations across the West of England at locations between Bristol and Severn Beach, Gloucester, Chippenham, Westbury and Weston-super-Mare.						££££££		
BCP rail stations accessibility programme (BCP-2024-PTI-001)	Bournemouth Poole and Christchurch. Hinton Admiral is just in Hampshire but with most of its catchment in BCP.	To make all railway stations located within BCP fully accessible to published standards - both in terms of train to platform interface and station entrance to trains. There are 6 stations - from west to east, Hamworthy, Parkstone, Branksome, Pokesdown, Christchurch and Hinton Admiral, that have poor accessibility and for Poole and Bournemouth improvements are required. The schedule of improvements could be phased over a 10 year period.						£££££		
Gloucester station layout improvements (NR-2024-PTI-008)	Gloucester	The current track layout at Gloucester station is inflexible, unsuited to current traffic requirements, and prevents future service uplifts. This scheme involves track and signalling works to deliver an optimised track layout which would improve performance and resilience by adding flexibility as well as unlocking capacity for additional local and freight services						£££££		
Christchurch Town Centre sustainable access package (BCP-2024-MIX-004)	Christchurch	The scheme will provide sustainable access to Christchurch town centre (regional destination) by prioritising space for walking, cycling and public transport to create modal shift and reduce network pressure at strategic river crossings into the town centre. Supports Christchurch Town Centre movement strategy work, by providing mobility hubs, active traffic measures, bus priority, new pedestrian/cycle crossings, high-quality cycle facilities and re-configured roundabouts to encourage walking, cycling and public transport movements, supporting a range of journeys (work, education, leisure, tourism). Supports sustainable local, regional and national travel. Supports sustainable visitor travel and local plan housing and employment allocations.						£££££		
Bristol Temple Meads Platform 0 (NR-2024-PTI-012)	Bristol	Reinstating a platform in the old passenger shed at Bristol Temple Meads would support additional local and regional services - in particular strengthened connections with Cardiff and South Wales. The scheme also complements wider improvement of the station and better use of the space and historic assets.						£££££		
A338 to Wessex Fields, Airport and Aviation Business Park, sustainable access package scheme (BCP-2024-MIX-001)	Bournemouth and Christchurch	Multi modal access improvements to support the growth of Bournemouth Airport, Bournemouth Aviation Park and the Wessex Fields employment sites (including Bournemouth Hospital). Provision of enhanced sustainable transport access and connectivity to key out of town destinations by a range of sustainable modes. A package of improvements consisting of segregated cycling routes, enhanced bus routes and schedules, complemented by bus priority measures, will connect Bournemouth Station to the airport. Schemes will provide realistic and viable travel options for regional, national and international travel as well supporting the economic and housing growth aspirations outlined in the BCP Local Plan.						£££££££		

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Bus corridor package in Bath (WEMCA-2024-PTI - 002)	Bath	A series of improvements along the main bus routes in Bath for public transport, Walking and Cycling. This includes the A4 to Bristol, A4 to Chippenham, A367 to Radstock, A37 / A362 from Bristol to Midsomer Norton, A36 towards Bradford-on-Avon, and A431 to Willsbridge.						££££££		
Westerleigh rail Junction upgrade (NR-2024-PTI - 010)	Bristol	Westerleigh Junction, near Bristol Parkway, is a significant rail bottleneck for services through the area from all points of the compass. Upgrading the junction, for example by providing grade separation, would help free up capacity for additional services which could include services between Gloucester and Bristol and for additional freight trains, as well as helping make train services more reliable.						££££££££		
Bus corridor package in Bristol (WEMCA-2024-PTI - 001)	Bristol	A series of improvements along key bus routes radiating out from Bristol city centre across the wider urban area to improve opportunities for bus, walking and cycling.						££££££££		
Portishead Rail Line (Metrowest - Phase 1) (WEMCA-2024-PTI-004)	Bristol	Reopening the Portishead Line from Parson Street through to Portishead along the old railway line - including new stations at Pill and Portishead. Provision of one train per hour from Portishead to Bristol Temple Meads.						££££££		
Mass Rapid Transit & Strategic Interchange (GCC-2024-CSV-014)	Gloucester & Cheltenham	Bus-based Mass Rapid Transit will provide a high quality and fast public transport connection through the urban areas of Gloucester and Cheltenham connecting those major settlements to Strategic Interchange hubs (including P&R rail and bus stations) and providing interchange with express bus services.						££££££		
Walking and Cycling Network - West of England (WEMCA- 2024-AT-001- 002-003-004)	Bristol and Bath	Walking and Cycling improvements across the West of England (Bristol and Bath) to provide a connected walking and cycling network.						££££££££		
Bournemouth Town Centre sustainable access package (BCP-2024-MIX-002)	Bournemouth	A sustainable transport corridor running from Bournemouth Travel Interchange (regional gateway) to Bournemouth Centre and the seafront (regional destinations), building on delivered and funded projects (BSIP bus priority corridor and Lansdowne regeneration). Supports Bournemouth Town Centre movement strategy work, by providing mobility hubs, traffic measures, new pedestrian/crossings, high-quality cycle facilities and re-configured roundabouts to encourage walking, cycling and public transport movements from the station to town centre/sea front, supporting a range of journeys (work, education, leisure, tourism). Supports sustainable local, regional and national travel. Supports sustainable visitor travel and local plan housing and employment allocations.						£££££		
Additional passing loops for trains between Yate and Gloucester (NR-2024-PTI-013)	Bristol, Gloucester	Conflicts between stopping and non-stopping services restrict an increase in local services between Bristol and Gloucester. Passing loops north of Yate would allow trains travelling in the same direction to pass one another and would support the introduction of a metro-frequency local service between Bristol and Gloucester, as well as enabling freight growth. This proposal is for a new Down loop at Wickwar of 5km length and extension of the existing Harefield Up Goods loop by 500-1500m						££££££		

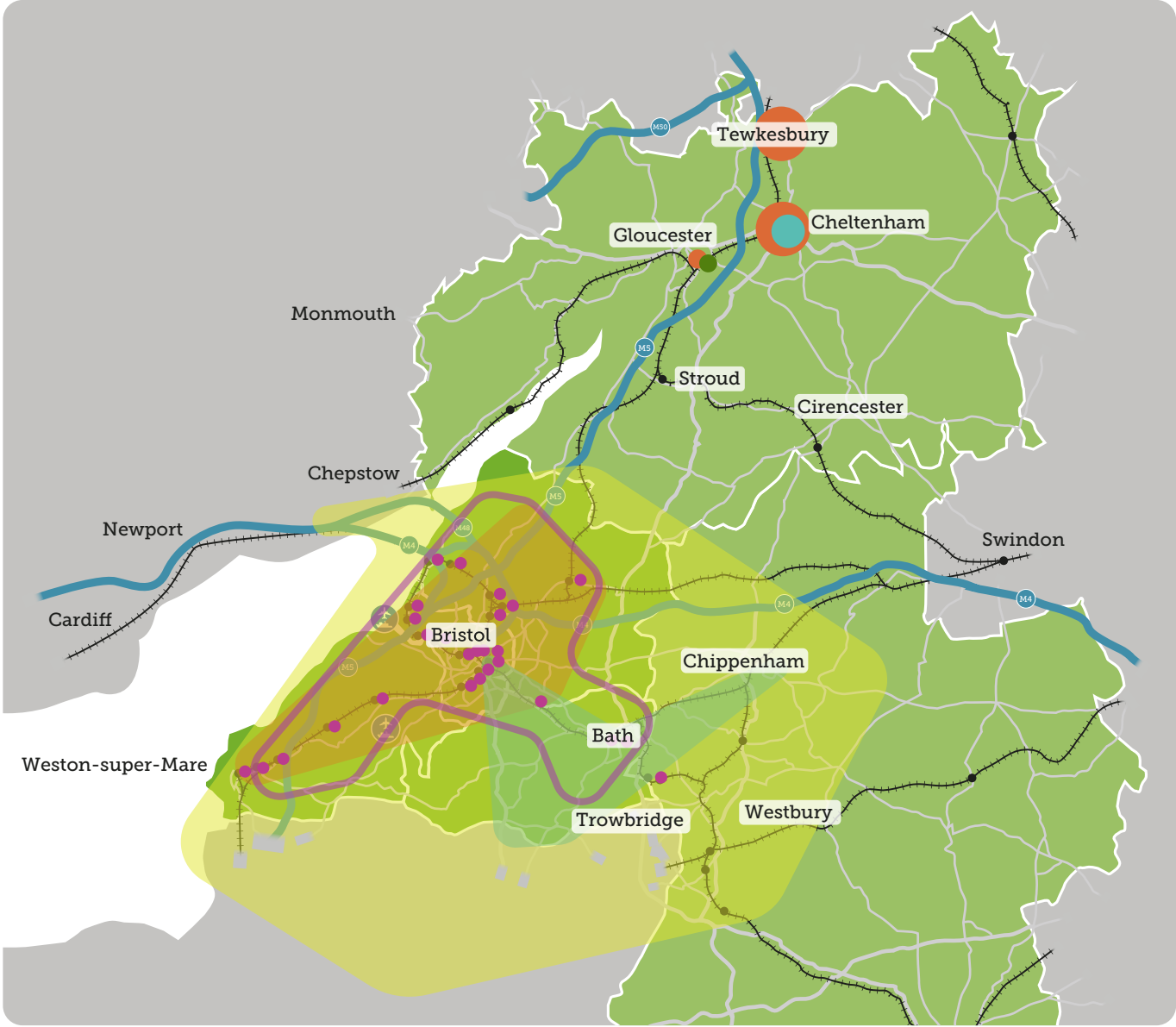
Project name	Location (nearest settlement)	Brief description of project	Performance against Key Aims of STP					Cost	Risk	Uncertainty
			Sustainable Growth and Economy	Decarb' and Air Quality	Access to Services	North-South Movement	Movement of Goods			
Regional Cycle Network routes/ schemes (BCP) (BCP-2024-AT-001)	Bournemouth, Christchurch and Poole	Development of regional Active Travel routes to connect regional gateways, major centres of population and employment between BCP and neighbouring authorities of Dorset Council and Hampshire County Council.						££££££		
Rail decarbonisation – Chippenham to Bristol Temple Meads via Bath Spa (WEMCA-2024-PTI-009)	Bath	Rail decarbonisation, including overhead line electrification between Chippenham to Bristol Temple Meads through Bath Spa, delivering the Great Western Mainline electrification between London and Bristol						£££££££		
Henbury Rail Line (Metrowest Phase 2) (WEMCA-2024-PTI-005)	Bristol	Delivering the Henbury Line - including new stations at North Filton (serving the Brabazon development and Arena) and Henbury on the current freight line. Provision of one train per hour between Henbury and Bristol Temple Meads.						£££		
Four-tracking Bristol Temple Meads - Parson Street (WEMCA-2024-PTI-011)	Bristol	Adding additional railway tracks between Bristol Temple Meads and Parson Street, allowing more trains to run and separating local train services from long-distance train services for faster journeys and greater reliability.						££££££		
Provision of new power infrastructure to support removal of diesel-only passenger rolling stock (NR-2024-PTI-014)	TBC	Replacing diesel passenger trains in the Western Gateway area upon life expiry in the early 2030s. This will require additional infrastructure to power new rolling stock. This is likely to involve sections of overhead line and new third rail electrification which may be used to power trains directly and/or to charge on-board batteries. The precise extent and location of required electrification cannot be confirmed but is likely to involve the most heavily-trafficked sections of the railway.						££££££		
Bus service frequency and rural bus service improvements - West of England MCA (WEMCA-2024-PTS - 001)	Bristol / Bath	Improvements to bus services within both urban and rural areas by adding additional bus routes and increasing bus service frequencies across the West of England Mayoral Combined Authority area.						£££££££		

Maps of priority proposals

The maps below show the broad locations of prioritised proposals, split into three starting periods:

- 1) Pre-2025
- 2) 2025–2030
- 3) 2030-2035

1. Map showing the locations of prioritised proposals in progress or commencing before 2025



- Cheltenham Spa Station & cycle access link to Gloucestershire Cycle Spine
- Strategic Interchange Hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations)
- Gloucester Rail Station
- Accessibility improvements to rail stations in WEMCA
- Walking and Cycling Network - West of England
- Bus corridor package in Bristol
- Bus corridor package in Bath
- Bus service frequency and rural bus service improvements through Bus Strategy

2. Proposals commencing between 2025-2030 (North)



- Ashchurch for Tewkesbury Station & active travel corridor
- Bristol - Oxford direct train service
- Additional passing loops for trains between Yate and Gloucester
- Portishead Rail Line (Metrowest - Phase 1)
- Bristol Temple Meads Platform 0



3. Proposals commencing between 2025-2030 (South)



- Capacity and facility improvement at Bournemouth Station
- Strategic travel network (South East Dorset to BCP)
- Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements
- All BCP rail stations to be made fully accessible
- Christchurch Town Centre sustainable access package
- A338 BCP sustainable access package
- Regional Cycle Network routes/schemes (BCP)
- Bournemouth Travel Interchange (bus/rail station) and links to town centre/seafront + Bournemouth Town Centre sustainable access package
- South East Dorset Rural Mobility Pilot
- Heart of Wessex rail service enhancement
- A354 multi-modal corridor improvements (Dorchester to Weymouth and Portland).
- A350/A303 Two Mile Down Junction Improvements

4. Map of proposals due to commence between 2030 and 2035



- Westbury station additional platform
- Dorset Metro Shuttle (Wareham to Brockenhurst)
- Salisbury Rail Service Enhancements
- Yeovil to Salisbury Rail Service Improvement (Tisbury Loop)
- Gloucester station layout improvements
- Westerleigh rail junction upgrade
- Chippenham to Bristol rail electrification
- Henbury rail line (Metrowest phase two)
- Mass Rapid Transit & Strategic Interchange (Gloucester / Cheltenham)
- Four-tracking Bristol Temple Meads - Parson Street
- Long distance coach connections (Lydney-Cheltenham-Bristol)
- Rail service enhancements to existing services (WEMCA)

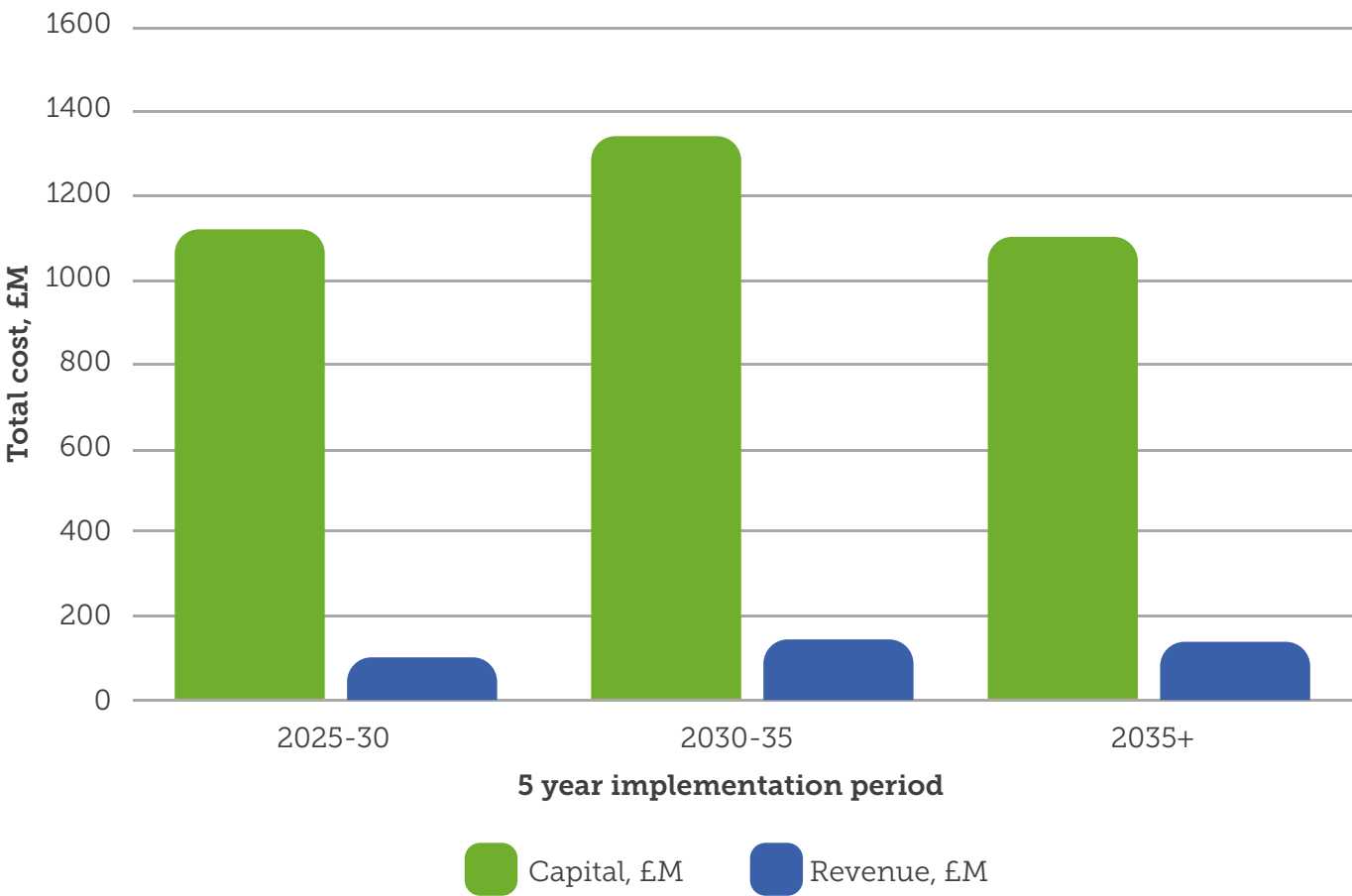
Costs of prioritised programme

The combined costs of the 38 prioritised proposals over the next 10-15 years totals an estimated £3.5 billion capital and £400 million revenue.

These costs are broken down into five-year implementation periods as follows:

	Capital, £M	Revenue, £M
2025-30	1,118	109
2030-35	1,345	149
2035+	1,104	142
Total	3,567	400

Combined costs of Prioritised Proposals in 5 year implementation periods



Priorities for the next five years

Our top ten priority projects that can be started before 2030 are:

	Risk	Uncertainty
South East Dorset Rural Mobility Pilot	●	●
Improvement of gateline capacity and customer facilities at Bournemouth station	●	●
Package of improvements to deliver strategic sustainable travel network connecting South East Dorset to the BCP conurbation	●	●
Cheltenham Spa Station & cycle access link to Gloucestershire Cycle Spine	●	●
A350/A303 Two Mile Down junction improvements	●	●
Heart of Wessex Line service enhancement	●	●
Strategic interchange hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations)	●	●
Gloucester Rail Station	●	●
Bristol - Oxford direct train service	●	●
Port of Poole expansion, reopening of Hamworthy Branch Line and supporting access improvements	●	●

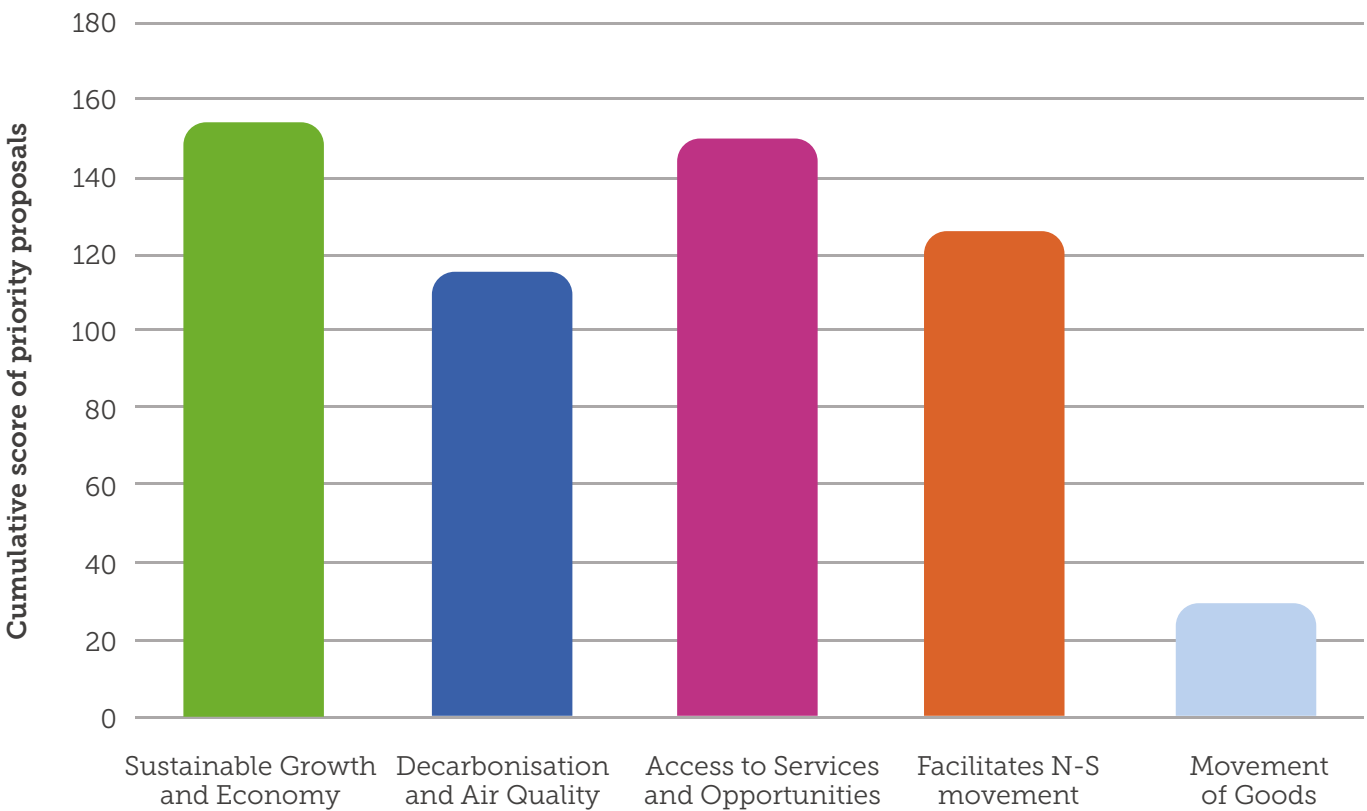
Due to the uncertainties in developing some of these proposals and the risks associated with their delivery it is essential to address these issues quickly to allow the proposals to start within the next five years as expected. Alternative proposals can be brought forward from elsewhere in the programme in the event of unavoidable delays.



Analysis of delivery of STP Aims

A key purpose of the SIP is to deliver against the 5 Key Aims of the Strategic Transport Plan. The graph below illustrates the performance of the combined prioritised proposals to each of these aims (scaled by the number of objectives to which they contribute).

Gap analysis - contribution of prioritised proposals to 5 STP Key Aims



It shows that the overall prioritised programme effectively delivers consistently against the first four Key Aims, with no significant gaps identified.

There is a smaller cumulative contribution towards the fifth Aim – Movements of Goods. This is not surprising, as the objectives underpinning this aim relate particularly to a limited subset of proposals aimed at shifting road-based goods movement to more sustainable alternatives such as rail, coastal shipping and zero-emission vehicles). Traditional goods movement, particularly through diesel powered vehicles), primarily benefits from the facilitation of strategic north-south routes and the Access to National/International Gateways objective under Sustainable Growth and Economy.

The table of priority proposals on p.13-24 highlights the proposals that can effectively meet all 12 objectives at the lowest cost. Additionally, the list can also be sifted and filtered to identify proposals that excel in addressing specific individual objectives or funding opportunities, such as those most likely to reduce carbon emissions or those that fall within a particular cost range.

For example, the tables below show the Top 3 interventions from the prioritised list that are most effective in achieving each of the 5 Key Aims:



Top 3 - Sustainable growth and economy

- Accessibility improvements at rail stations (WEMCA)
- Rail service frequency enhancements to existing rail services (WEMCA)
- = Long distance coach connections (Lydney-Chepstow-Bristol)
- = Dorset Metro Shuttle (Wareham to Brockenhurst)



Top 3 - Decarbonisation and air quality

- Bus service frequency and rural bus service improvements through Bus Strategy (WEMCA)
- South East Dorset Rural Mobility Pilot
- Bristol - Oxford direct train service



Top 3 - Access to services and opportunities

- Dorset Metro Shuttle (Wareham to Brockenhurst)
- Accessibility improvements at rail stations (WEMCA)
- Rail service frequency enhancements to existing rail services (WEMCA)



Top 3 - Facilitating north-south movement on identified routes

- Westerleigh Rail Junction upgrade
- Heart of Wessex Line service enhancement
- Provision of new power infrastructure to support removal of diesel-only passenger rolling stock



Top 3 - Movement of goods

- Port of Poole expansion, reopening of Hamworthy Branch Line and supporting access improvements
- Westerleigh Rail Junction upgrade
- Additional loops for trains between Yate and Gloucester



7. Other regionally significant schemes⁶

Some proposals that are likely to be of strategic importance in bringing forward economic growth and significant housing allocations have not been included in the list of priority proposals in Section 6. These include schemes named in our previous short-term STP that are already underway or are in the final stages of scheme approval. Western Gateway maintains support for the completion of these schemes.

In addition, there are schemes that are awaiting further development or approval before sufficient information can be provided.

Schemes of regional significance in our previous short-term Strategic Transport Plan, 2020-2025

Our short-term Transport Plan (2020-2025) listed a number of schemes that have received approval and committed funding from government investment programmes such as Major Roads Network (MRN), Large Local Majors (LLM), RIS2 or Homes Investment Fund (HIF) or are awaiting key decisions. Western Gateway maintains support for the completion of these approved schemes and a positive outcome from pending decisions, including:

- A38 North Somerset
- A350 Chippenham Bypass
- M4 Junction 17
- A350 Melksham Bypass
- A417 Missing Link
- M5 Junction 9
- M5 junction 10 (pending Development Consent Order decision in June 2025)

Regionally significant schemes in development

Proposals in development within the Western Gateway region that are not yet sufficiently advanced to appraise in the current SIP but are expected soon include bus service improvement proposals (BSIPs), alternative proposals for tackling issues in and around Stonehenge following the cancellation of the A303 tunnel scheme, as well as a number of candidate schemes for the third Road Investment Strategy, as below.

National Highways' proposals on the Strategic Road Network (SRN)

Due to the timetable for the SIP and that of the Road Investment Strategy as it transitions from Roads Period 2 to Roads Period 3, National Highways have been unable to provide the specific information requested to support consideration of their proposals. Development of the Roads Investment Strategy 3 is still being progressed with Government, and therefore no National Highways schemes are currently committed or funded. Given that proposals on the SRN are likely to be important in delivering future housing and supporting economic activity – particularly throughout the transition to low carbon modes – it has been determined that these proposals should be temporarily held as a separate list within the SIP, pending government decisions that will allow for the development and release of sufficient information to support a thorough assessment within the regular programme.

We have therefore decided to place the following proposals for the SRN in a development pool while we await additional information that will allow us to conduct a full evaluation during the next revision of the SIP. These proposals have been prioritised based on their likely ability to deliver the regional STP priorities, considering the limited details and cost estimates currently available.

Potential small scheme: A36 Salisbury (Southampton Road Roundabouts)

Improvements to two roundabouts on the A36 to the east of Salisbury to ease congestion on this strategic north-south route for both private vehicles and HGVs travelling to/from ports on the south coast. The current concept scheme will enable through-traffic travelling west on the A36 to bypass the existing junctions.

Potential small scheme: A35 Dorchester Roundabouts

Improvements to two roundabouts between the A35 near Dorchester to reduce delays for vehicles travelling north-south. At Monkey Jump Roundabout (A35/A37), the A35 westbound approach to the roundabout would be widened, and an additional lane added on the A35 westbound exit arm. At Stadium Roundabout (A35/A354), a segregated left turn lane would be added for movement from the A35 (East) to A354 towards Weymouth.

Potential small scheme: A36 Beckington Roundabouts

Improvements to two roundabouts on the A36 between Bath and Beckington to address delays on this strategic north-south route for both private vehicles and HGVs travelling to/from ports on the south coast. The current concept solution adds capacity for through-traffic on the A36.

Potential Route Optimisation (safety) scheme: A36 Bath to A303

A package of route treatments to improve safety and resilience along a 29 mile stretch of the A36 between Bath and the A303 near Salisbury. This currently scores 1 (lowest rating) in the iRAP safety rating. Typical interventions proposed include safer roadsides (crash barriers or vehicle restraint systems), improvements to signage, road markings, junction improvements and pedestrian crossing upgrades.

Potential future pipeline scheme: M5 J12

National Highways are exploring the potential for a future pipeline major scheme at M5 J12 in Gloucestershire (South Gloucester and Stroud) aimed at addressing typical weekday and seasonal peaks of congestion as well as collisions at the junction, with some queues reaching back onto the mainline M5 potentially causing safety considerations. The study will look at scheme options to deliver improved safety, potentially improve journey times, and will consider how additional growth proposed by the Stroud local plan can be supported.'

Strategic Renewal – M32 Eastville Viaduct

Significant Renewal project to maintain and renew the Eastville Viaduct – the 1.1km elevated section of the M32, which is a major transport link from the M4 into Bristol. The viaduct was built in the 1970s and requires maintenance and renewal. The objective of this significant renewal scheme is to repair the structure and ensure it continues to fulfil the rest of its design life. Delivery of this work will ensure that a major transport link within Bristol is maintained and remains safe and open to all users. It will benefit residents living in the vicinity of the structure, businesses, and the wider community by creating a renewed structure with appropriate noise mitigation.

Strategic Renewal - M5 J20-19 Bridge Cluster - Wynyhol Viaduct

Significant Renewal project to maintain and renew the Wynyhol Viaduct, which is made up of nine structures on the M5 between junctions 19 (Portishead) and 20 (Clevedon). The section is split-level and is 6.6 miles long. Delivery of this essential work will ensure the M5, which connects the South West with the Midlands and the North (including connections to two international gateways – Avonmouth port and Bristol Airport), remains safe and open to traffic.

⁶ Note that proposals in this section are not included in the cost estimates for the SIP above, nor will they be part of the sustainability appraisals or modelling of the prioritised programme.

8. Sustainability Appraisal

A sustainability appraisal has been conducted on the impact of our prioritised proposals. This appraisal is high-level, proportionate to the nature of this Investment Plan and the development of the proposals contained. The following documents have been produced:

- Strategic Environmental Assessment (SEA)
- Non-technical SEA summary
- Equalities Impact Assessment (EQIA)
- Health Impact Assessment (HIA)

Overall, the appraisal identifies generally positive benefits from the Investment Plan , when compared to doing nothing or pursuing reasonable alternative options. It does also identify potential issues with some of the proposals, which will need to be further considered in line with relevant legislative requirements and good practice guidance, as the proposals develop. The key positive and negative findings are summarised below.

Health Impacts (refer to SEA and HIA)

Benefits	Potential issues that need further consideration as proposals develop
Increase in physical activity, particularly as a result of active and public transport proposals	Safety in the public realm and on public transport, particularly for vulnerable users, should be designed in to proposals
Increased access to education, employment and other opportunities, particularly in deprived areas	Some proposals have the potential to increase vehicle use which can reduce air quality and increase noise in neighbouring communities, particularly where HGV volumes increase
Proposals support the delivery and integration of good quality housing beyond the central urban areas	Large infrastructure schemes should be carefully planned and managed to avoid impeding walking, cycling and public transport during construction

Equalities Impacts (refer to SEA and EqIA)

Benefits	Potential issues that need further consideration as proposals develop
Benefits to older and younger travellers particularly through improvements to public transport	Safety in the public realm and on public transport, particularly for vulnerable users, should be designed in to proposals
Benefits to disabled users through generalised improvements to travel environment plus specific schemes to increase accessibility	Access for mobility impaired users, suitable lighting and safety matters should be maintained through construction phases
Benefits to black and ethnic minority users (who are less likely to drive) from active and public transport proposals	Representatives of users with protected characteristics and relevant organisations should be engaged in the further design of each proposal

Environmental and Socio-economic Impacts (refer to SEA)

Benefits	Potential issues that need further consideration as proposals develop
Improvements to air quality, including potentially in or near air quality management areas, by the schemes providing infrastructure to support a reduction in petrol and diesel vehicle use; contributing to reducing vehicle traffic and improving accessibility to sustainable transport modes, encouraging shift from private vehicle use.	Some of the proposals could result in a loss of best and most versatile agricultural land as a result of land take
Positive effects in terms of population and economic growth where proposals improve access and connectivity.	Some schemes have been identified as potentially having detrimental effects upon climate change and also to be vulnerable to the adverse effects of climate change due to their location within Flood Zones 1, 2, or 3. To mitigate these risks, advice will be provided to relevant partners to conduct Flood Risk Assessments for all developments situated in Flood Zones 2 and 3. This will ensure that appropriate mitigation measures, such as the implementation of sustainable drainage systems, are integrated at the project level to reduce the significance of any residual flood-related impacts.
Likely to have significant positive effects on the emission of greenhouse gases by supporting a mode shift to active and public transport from private vehicles.	Following a precautionary approach, the majority of options are identified as likely to have significant negative effects on designated heritage assets and/or landscapes due to the location scheme currently being planned within 1km from a designated heritage asset. Appropriate timely consideration as individual proposals develop may not only mitigate potential adverse effects but could also bring benefits in terms of improving access to heritage assets.
	Potential to have significant negative effects on biodiversity, but the impacts can only be quantified when the proposals are developed in more detail. Early consideration and compliance with relevant policy and legislation throughout the project life cycle will help minimise the extent and severity of potential adverse effects.

The full reports, which include suggestions for mitigating potential issues, can be seen at westerngatewaystb.org.uk/sea-reports

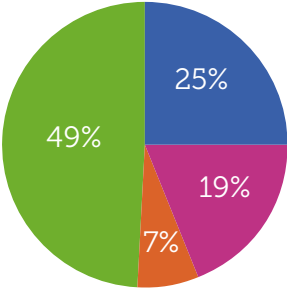
9. Public consultation

Public consultation on the draft SIP took place between 20th December 2024 and 2nd February 2025

733 responses were received (646 from individuals, 87 on behalf of organisations). These representations have been used to inform and update the final Strategic Investment Plan. Overall, representations indicated good support for the aims and methodology of the SIP.

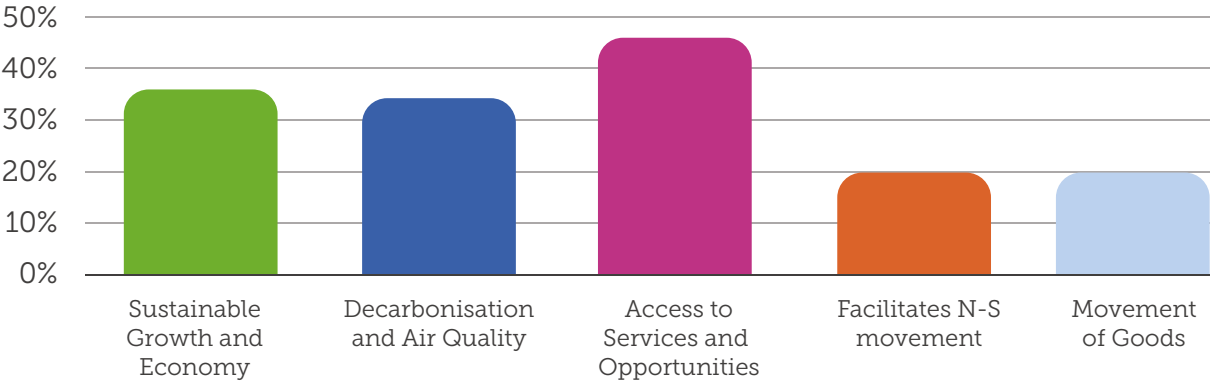
Do you feel the methodology described is appropriate for identification of proposals to meet our Aims?

- Unknown/no opinion
- No
- Yes
- Partially



There was stronger support for three of the five Key Aims (Sustainable Growth and Economy, Decarbonisation and Air Quality and Access to Services and Opportunities) than the other two (Facilitating Strategic North-South Movements and Movement of Goods) but not enough to establish an over-riding priority.

Do you feel any of these five aims are more important than the others and should be given great weight in our scoring?



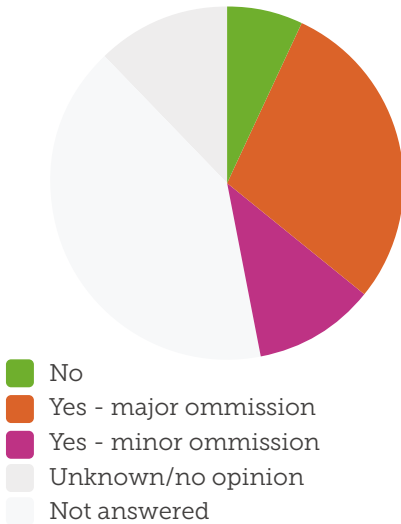
40% of respondents felt there had been an omission from the SIP and over 80 additional proposals were suggested for inclusion. These were individually assessed but none were yet suitable to be taken forward for inclusion in the current SIP. A quarter had already been appraised for the current SIP (sometimes as a component of a larger proposal). Others are local schemes (rather than regional) and will be referred to the appropriate Local Authority for consideration.

Around 20 proposals are not yet sufficiently developed for appraisal in the current SIP, but have been allocated for further review and development with partners, with the potential to be included in future versions. These can be viewed in our consultation report.

westerngatewaystb.org.uk/sip25-consultation-report

The consultation also identified a number of challenges, considerations and opportunities that will be used to inform an update to both the Strategic Transport Plan and the Strategic Investment Plan in around 12 months' time.

Do you feel there is anything significant missing from this proposed programme?



10. Modelling of priority proposals

Modelling of significant impacts of the prioritised proposals on the regional transport network has been undertaken using a SATURN model of the Western Gateway region with forecast years of 2041 and 2051. The model findings support the SIP assessment.

The model forecasts a net reduction in vehicle mileage on the modelled network with the programme, compared to a Do Minimum reference scenario. There is an associated reduction in tailpipe carbon emissions, net congestion (volume over capacity) at junctions and journey times.. The overall modelled impact of the SIP therefore forecasts a net beneficial contribution to the Key Aims of the STP and, more generally, on the modelled regional road network. Where future negative impacts have been identified we will work with partners to help manage those impacts. A summary report can be seen at westerngatewaystb.org.uk/sip25-model-report

11. Future developments

We intend to review the Strategic Transport Plan and Strategic Investment Plan in approximately 12 months' time when national policies (including the Integrated National Transport Strategy), guidance, investment priorities and housing and economic growth targets are further developed, along with local plans to deliver that growth. The key aims and objectives will be reviewed to ensure strong alignment with these emerging priorities. The assessment methodology for the SIP will be reviewed to respond to any changes in objectives and to incorporate feedback and learnings from our current approach. At that time, we will re-evaluate proposals already submitted and invite stakeholders to bring forward additional proposals for appraisal under this updated framework. In particular, we will seek to encourage submission of proposals that are under-represented in the current SIP, such as:

- non-infrastructure proposals, including technology, behaviour change or financial initiatives
- measures to support sustainable movement of freight
- a wider range of technologies and modes, such as tram, light rail and mass transit
- proposals from beyond Western Gateway's boundaries (and in border regions) which may have a significant effect within our region
- proposals in rural areas
- proposals that support the appropriate use of vehicles, including options to reduce their impact

We will also seek to engage more with transport user groups, particularly those who experience barriers to opportunity and access. We will also consider how we can better evaluate additional factors affecting accessibility, such as affordability and reliability of public transport.

12. National or pan-regional issues

Our consultation and engagement on the plan also highlighted a number of over-arching pan-regional or national issues that could have a significant impact. Some of these maybe addressed through the emerging Integrated National Transport Strategy. We will monitor and, where appropriate, advocate for progress on the following:

- Integrated ticketing and routing across operators, regions and modes of transport
- Economic policies to influence modal choice
- Future pan-regional freight movements, including national strategy for transition to lower carbon alternatives and fuels
- Energy availability to support vehicle fuel transition
- Interim national targets (by mode or place) leading to decarbonisation by 2050
- Approach to climate change planning, resilience and adaptation
- National data sets (including post-Covid) and updates to transport appraisal guidance.

Appendices

Appendix 1: Assumptions and limitations

- 1) No independent assessment of costs or deliverability has been conducted or is implied by inclusion in the SIP. Although the assessment process has been informed by DfT approved processes such as EAST, TAG, the Carbon Assessment Playbook, the Connectivity Tool and the Local Transport Infrastructure Carbon Benchmarking Tool (LTICBT), it has not been carried out in full compliance with these standards and does not meet the necessary standards for business case development. Additionally, some of these emerging tools were not available in time to be used directly for the assessment.
- 2) The detail provided for each proposal is limited, and many of the proposals are still at an early stage of development. As a result, there is a high degree of uncertainty and risk associated with some of these proposals. An indicator of the levels of risk and uncertainty is provided with each proposal in Section 6.
- 3) All proposals have been assessed independently, meaning that no interactions between proposals or cumulative impacts were evaluated.
- 4) The evaluation was conducted against the present-day conditions in the region, including those proposals that are not expected to begin for another 5 to 10 years. The time horizon for the SIP has been limited to proposals expected to commence within the next 10 years in order to restrict changes in baseline conditions, but this should be noted as a limitation. Additionally, while planned development has not been explicitly included in the assessment of every individual scheme, it is considered within the cumulative modelled impacts.
Existing proposals will be re-evaluated in each new SIP iteration based on updated baseline conditions.
- 5) The SIP assessment process is primarily designed for evaluating costs and benefits arising within our own boundaries. While cross-boundary impacts have been included where known, additional information will be gathered during this consultation, though some omissions may still exist.
- 6) As noted previously, the Strategic Transport Plan that underpins this SIP assessment was developed under the previous government and reflects the transport and housing policies of that time.
- 7) This first SIP includes only those proposals that could be submitted by our core partners within a limited timeframe. We acknowledge that valuable proposals may have been excluded due to these constraints such as those from other stakeholders, or instances where essential data could not be compiled in time. We hope that the second round of the SIP process, which will take place once new government priorities are established and defined, will enable more submissions to be considered for assessment.

Appendix 2: Relevant strategies, local transport plans and local plans in the region

Local Authority Local Transport Plans

[Gloucestershire Local Transport Plan \(2020-2041\)](#)

[Joint Local Transport Plan 4 2020-2036](#)

(West of England Combined Authority – Bath & North East Somerset Council, Bristol City Council, North Somerset Council, South Gloucestershire Council)

[Bournemouth, Poole and Dorset Local Transport Plan 3](#)

[Wiltshire Local Transport Plan 3⁷](#)

Local Authority Local Plans

[Gloucestershire County Council Local Development Guide 2021](#)

[Bath and North East Somerset Core Strategy](#)

[Re-setting the Bath and North East Somerset Local Plan and District-wide Spatial Strategy](#)

[Bournemouth Local Plan Core Strategy \(2012\)](#)

[Christchurch and East Dorset Local Plan \(2014\)](#)

[Poole Local Plan \(2018\)](#)

[Bristol Local Plan \(2023\)](#)

[Dorset Council Local Plan \(Consultation Jan 2021\)](#)

[North Somerset Local Plan \(consultation July 2024\)](#)

[South Gloucestershire Local Plan Core Strategy \(2006-2027\)](#)

[Wiltshire Council Local Plan \(pre-submission draft September 2023\)](#)

[West of England Strategic Framework](#)

Gloucestershire District Council Local Plans

[Gloucester City Plan \(2011-2031\)](#)

[Cheltenham Plan](#)

[Tewkesbury Borough Council Plan \(2024-2030\)](#)

[Stroud District Local Plan](#)

[Cotswold District Local Plan \(2011-2031\)](#)

[Forest of Dean District DRAFT Local Plan \(2021-2041\)](#)

Neighbouring Sub-national Transport Body STPs

[Peninsula Transport Strategic Transport Plan](#)

[Transport for South East Strategic Transport Plan \(Draft – Dec 2024\)](#)

[Midlands Connect Strategic Transport Plan](#)

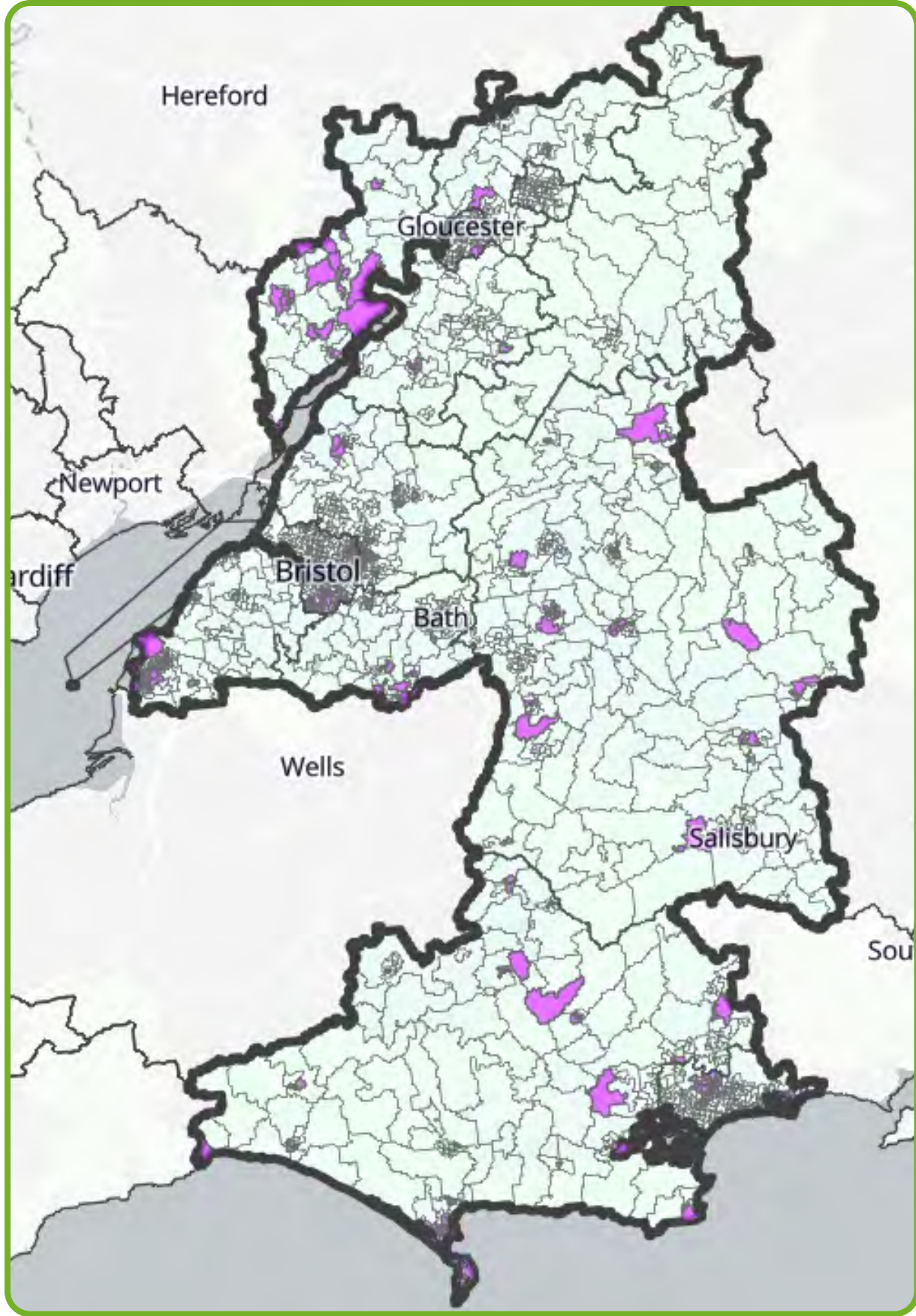
[England's Economic Heartland Regional Transport Strategy](#)

⁷ Wiltshire's 4th Local Transport Plan has been published since the completion of this SIP.
<https://www.wiltshire.gov.uk/localtransportplan>

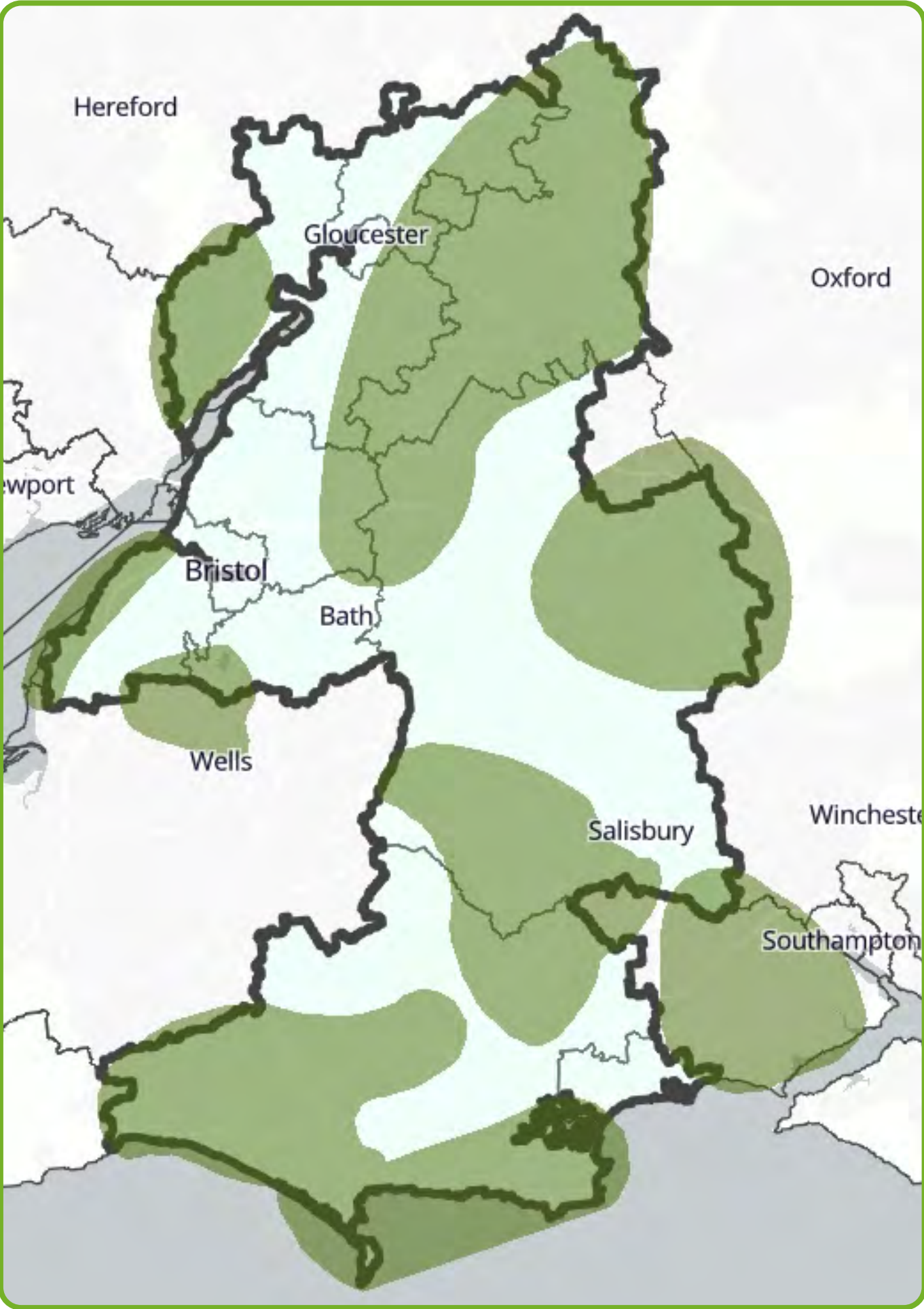
Appendix 3: Maps of assessment objectives

In this section you can view relevant maps relating to the criteria for the objectives used to assess the proposals, as described in Section 5. You can also view an interactive version online at <https://experience.arcgis.com/experience/88a0f66ebd8a4ce7abb234f5e491cc57>

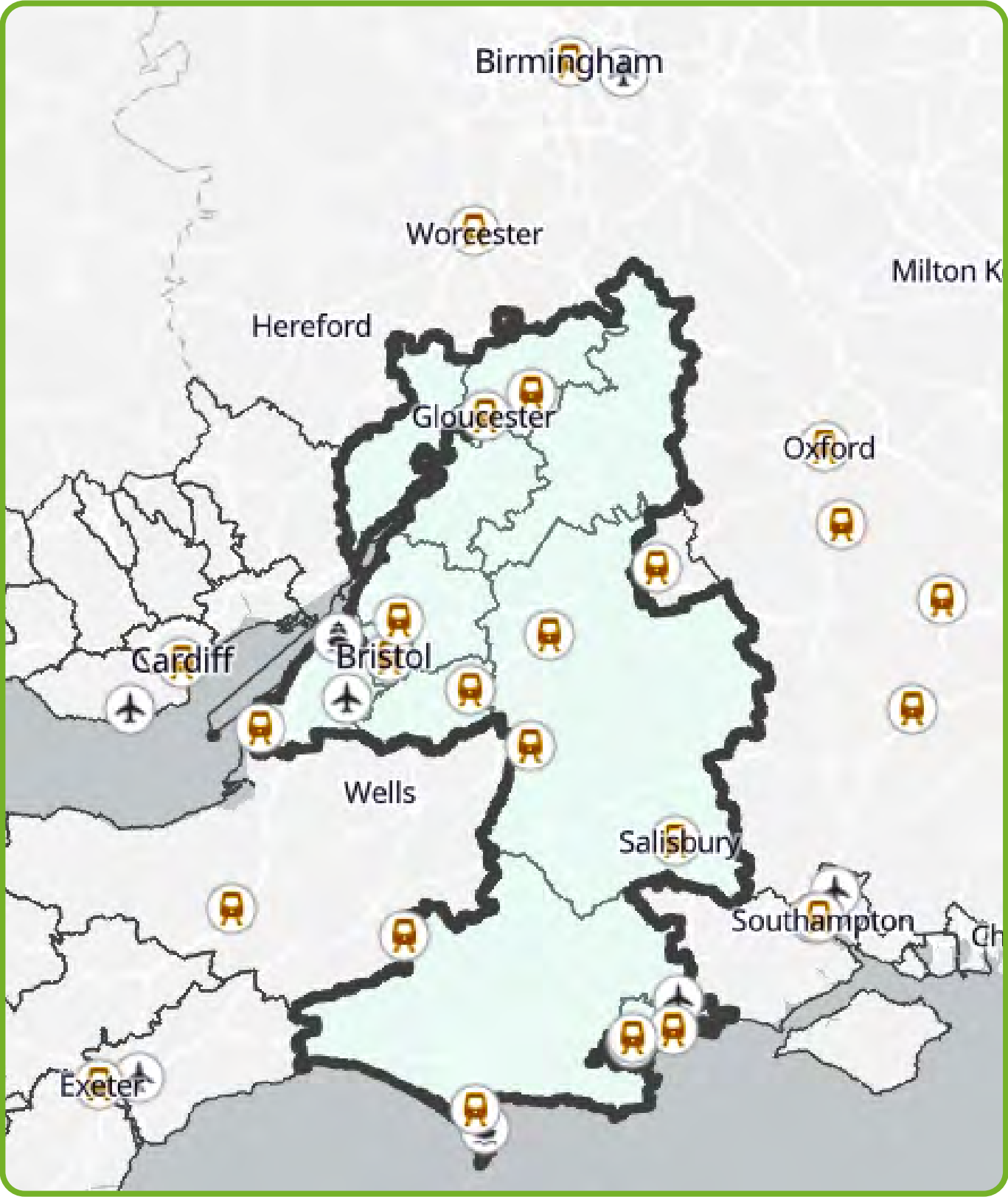
Map Objective 1: Areas at high risk of transport related social exclusion to employment



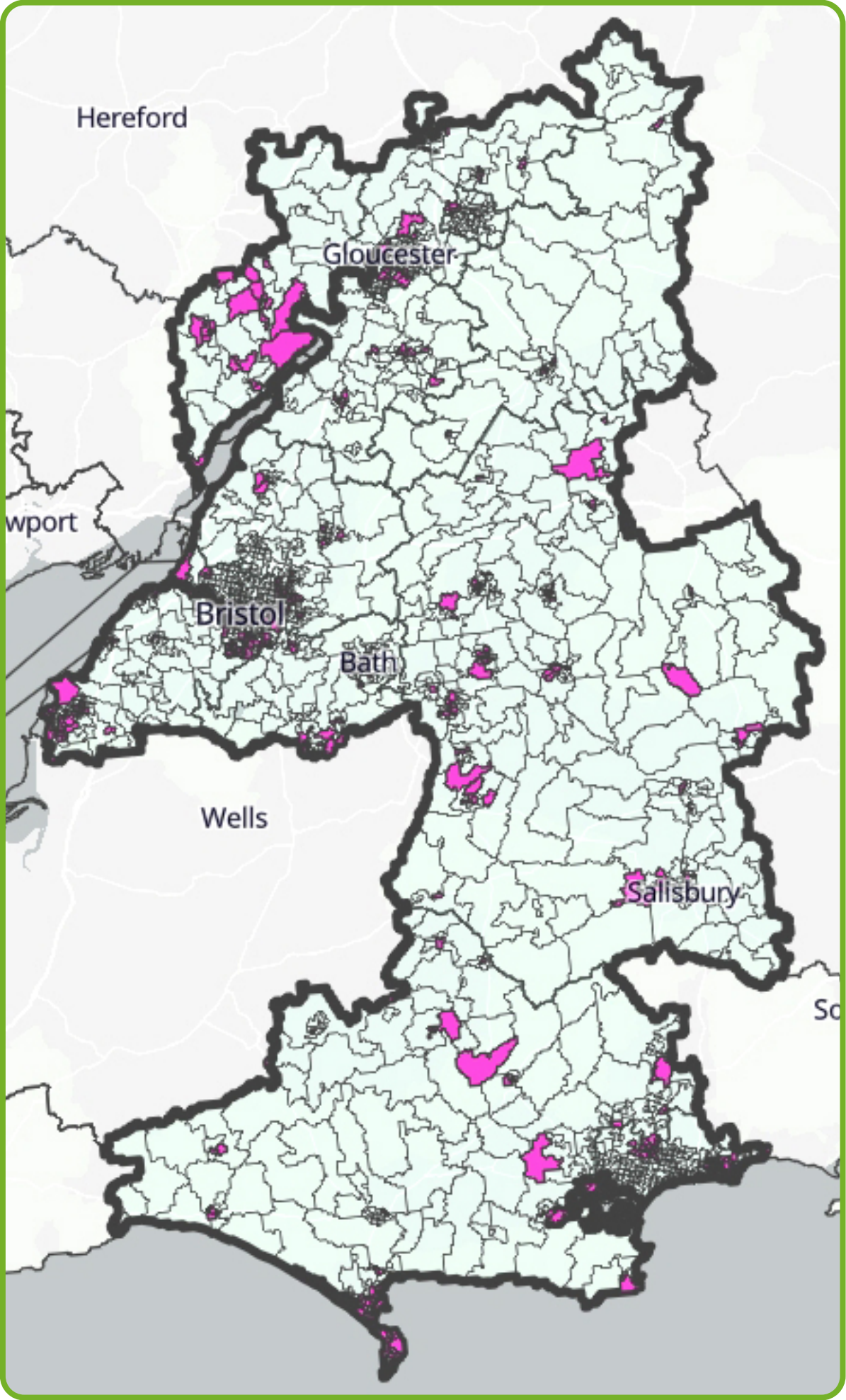
Map Objective 2: Western Gateway key rural tourism areas



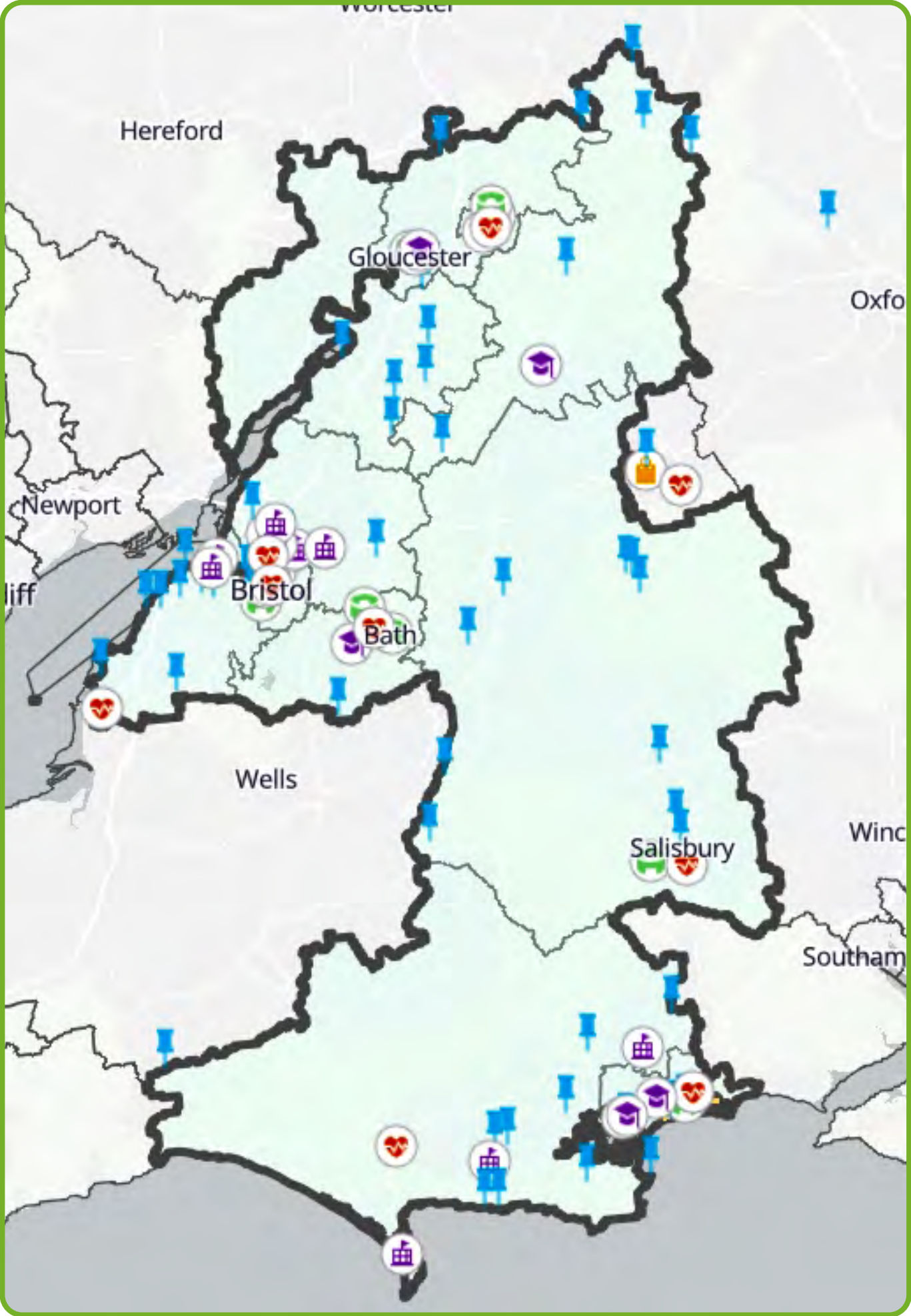
Map Objective 3: National and international gateways



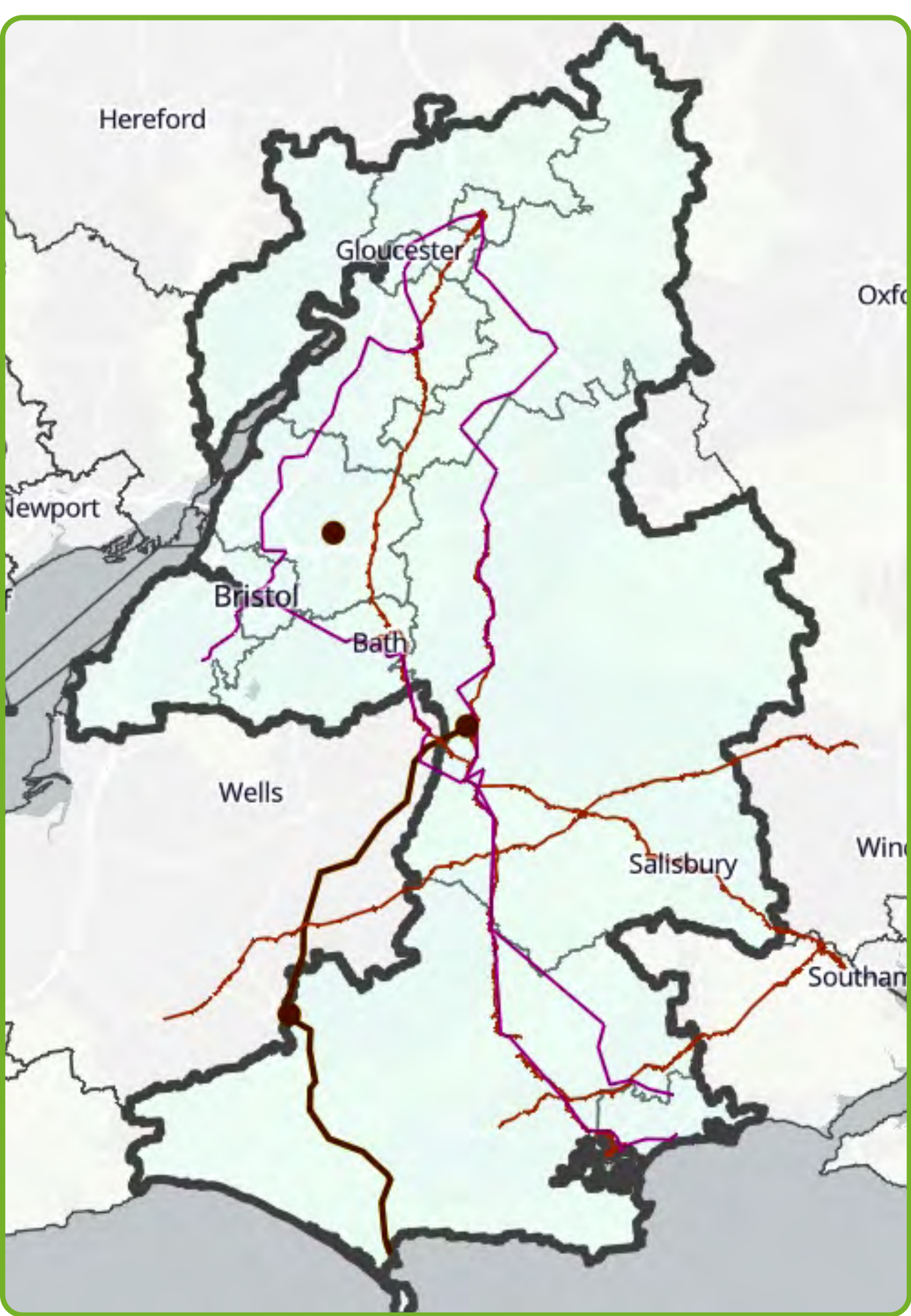
Map Objective 7: Areas at high risk of transport related social exclusion (all factors)



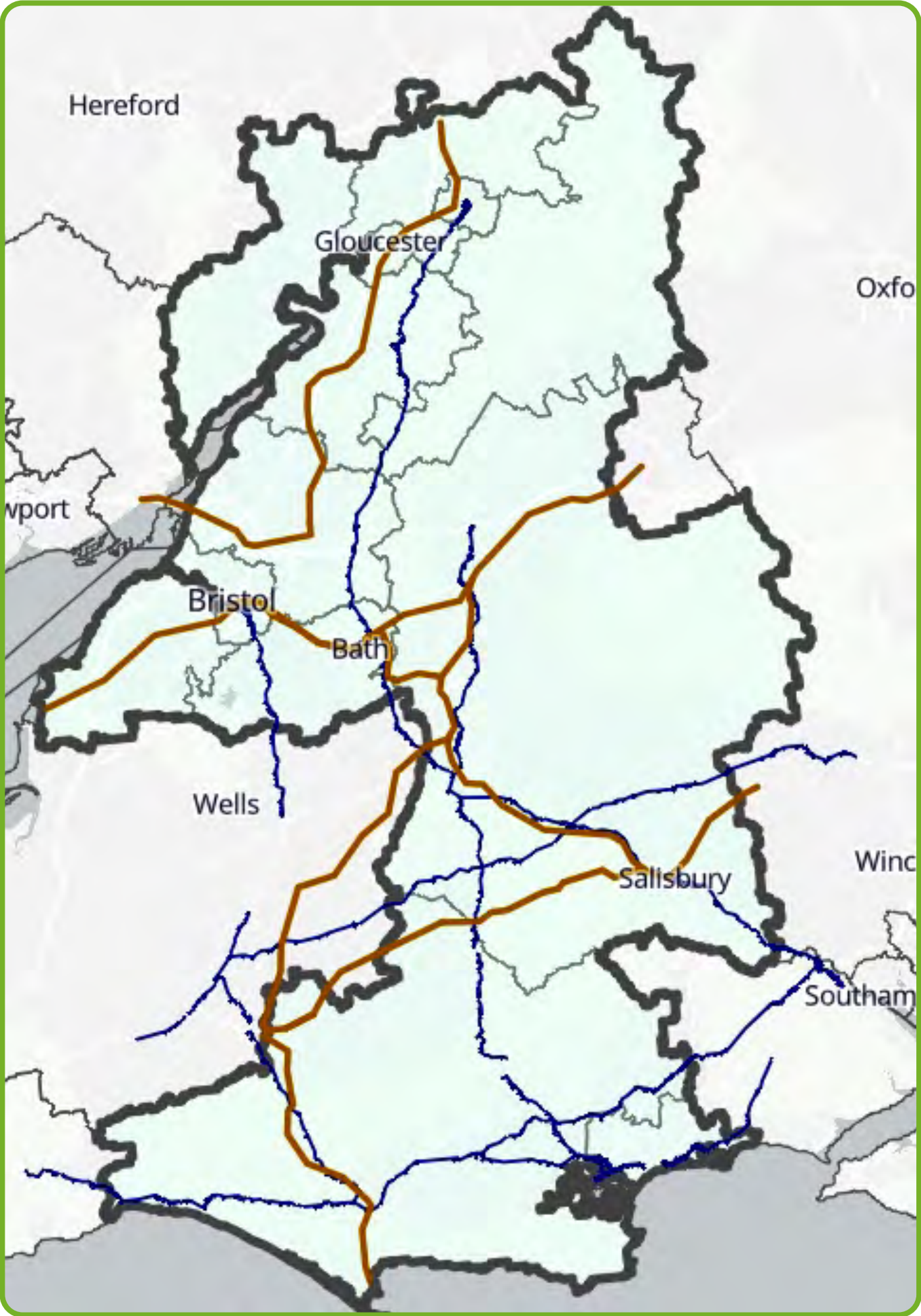
Map Objective 8: Western Gateway regionally significant destinations



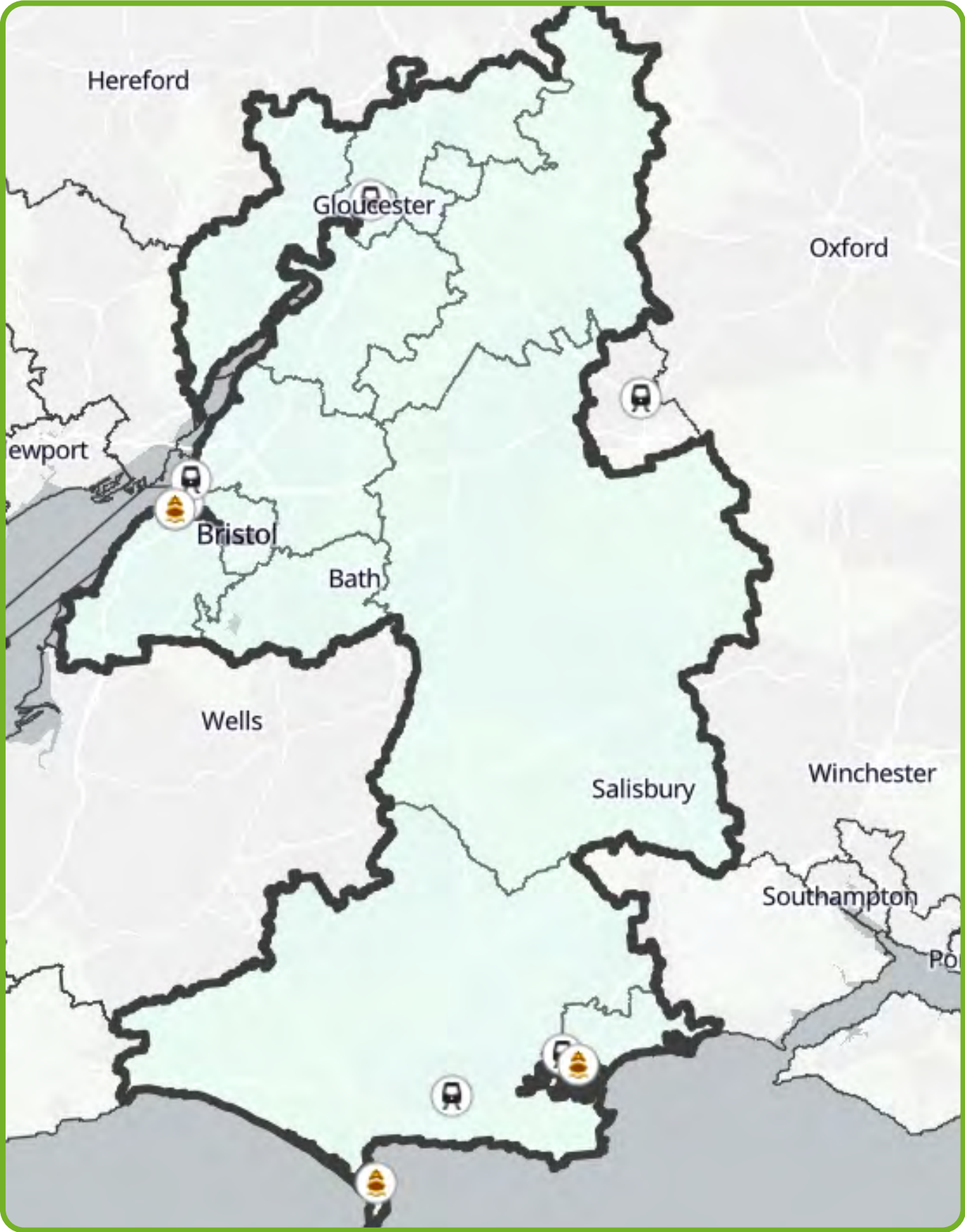
Map Objective 9: Target north-south road and rail routes (identified in STP)

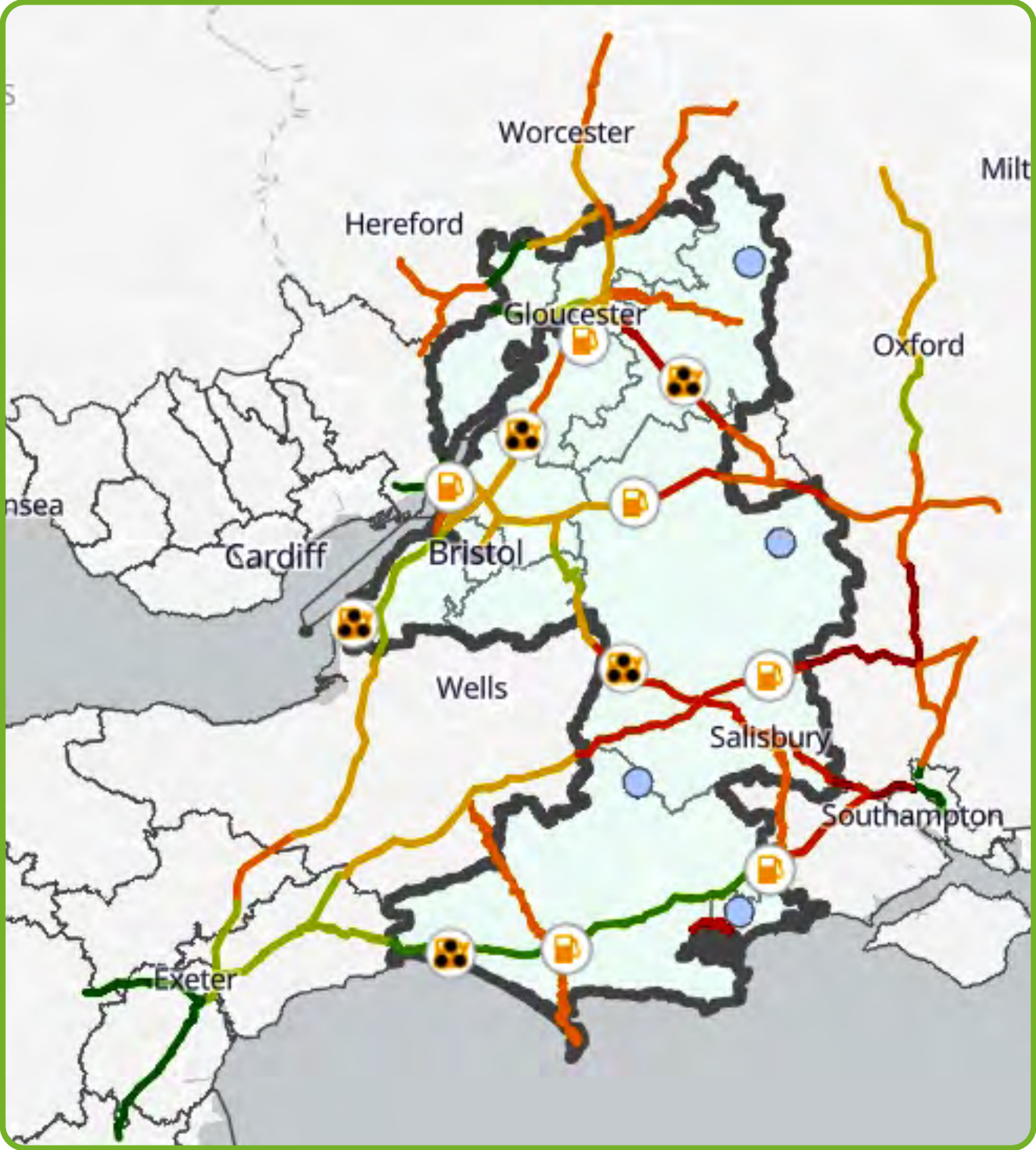


Map Objective 10: Target routes with poor journey time reliability (identified in STP)



Map Objective 11: Potential sites for intermodal freight facilities





Our Strategic Investment Plan will be regularly reviewed and updated.

If you would like to keep up to date with our work or participate in the development of the next Strategic Investment Plan, please do visit our website www.westerngatewaystb.org.uk or email us at westerngatewaystb@westofengland-ca.gov.uk.

March 2025