

## Western Gateway Sub-national Transport Body

### Board Meeting

### Paper B

Date **24<sup>th</sup> June 2026**

Title of report: **Strategic Investment Plan refresh**

Purpose of report: **To report on the light touch refresh of the Western Gateway Strategic Investment Plan**

#### **Recommendations:**

The members of the Board are recommended to:

- I. Approve the revised list of priority schemes in the Strategic Investment Plan as set out in Appendix One.
- II. Delegate drafting of the updated Strategic Investment Plan to the Programme Team and Advisory Group for final agreement by the Chair and Vice Chair and submission to the Department for Transport.
- III. Approve bringing to the September 2026 Board a proposed list of schemes from the Strategic Investment Plan for early business case development funding.
- IV. Allocate up to £15,000 to produce a Strategic Environmental Assessment Addendum Report.

## **1. Background**

1.1 The Western Gateway's Strategic Transport Plan (STP) was approved in March 2024 and the associated Strategic Investment Plan (SIP) a year later in March 2025. At the time, Members agreed that both documents would be reviewed and, if necessary, revised following a) the identification of sites for new (enhanced) housing growth and b) the publication of the Integrated National Transport Strategy (now Better Connected).

1.2 Whilst maintaining a STP and SIP is no longer a requirement of Department for Transport (DfT) funding, they have clearly stated should STBs wish to take these forward, the DfT and their arms' length bodies will continue to take an interest in them and take them into account. At the 25 February 2026 Board meeting the DfT said this work is seen as a very valuable and baseline evidence document. The DfT recognises the value STBs bring where despite the funding decrease the momentum and collaboration does not have to stop and they are keen to keep working with the Western Gateway.

1.3 In May 2026 Transport for the South East STB submitted its updated SIP to the Secretary of State for Transport stressing the importance of the document as the region's advice on long term transport ambitions and the investment needed to support them. The Western Gateway SIP serves the same purpose. At a minimum, the SIP process will allow for the prioritisation of early business case development funding from the Western Gateway.

1.4 Four options for updating the SIP were presented to the Board on 25 February 2026.

Option 1: Do nothing - no refresh to existing SIP or STP documents

Option 2: Light touch - add housing and employment priorities to existing prioritisation list. No changes to other information in prioritisation.

Option 3: Light touch + Adjust weighting - weighting of priorities (instead of equal weighting) across prioritisation list. No changes in existing information supplied.

Option 4: Reopen submissions + more detailed review - as option 3 + additional call for items to assess in SIP prioritisation. Potential revision of wider assessment criteria.

1.5 It was agreed Option 3 would be taken forward allowing all authorities to review their schemes and if there are schemes that have moved forward exponentially, they can be put up for reconsideration. This was a majority decision.

1.6 At the Board the DfT's view was the light touch recommendation seems sensible considering other work to be done alongside this. Their advice was it is worth working towards the Spending Review with some of the schemes.

## **2. Light touch approach**

2.1 The 'light touch' approach has been undertaken by Western Gateway officers with input from the Advisory Group. No consultants have been used and all costs have been met from internal staff budgets.

2.2 In April 2026, the Western Gateway's constituent authorities, Network Rail and National Highways were invited to update supporting information and costs for all previously submitted transport schemes, and to supply additional schemes for consideration, as well as schemes to withdraw.

2.3 A total of 19 new transport schemes were added to the assessment, including the splitting of two transport projects submitted in 2024 into four separate transport ones. A total of six transport projects were requested to be deleted, due to the project being either underway or not being progressed. A total of 99 proposals were assessed as part of the 2026 light touch refresh.

2.4 An Advisory Group made up of officers from Gloucestershire County Council, Wiltshire Council, Bournemouth, Christchurch & Poole Council, South Western

Railway and the Western Gateway was set up to advise on weightings, which SIP objectives/themes to weight and peer review the draft scheme list.

- 2.5 The same methodology used in 2024/25 has been used for 2026 with the addition of the following:

**Housing growth** – this was added following comments from the Board on the 2025 SIP. Data was collected from the local authorities about known major housing growth areas in December 2025. The assumption is the closer the transport project is to housing growth locations, the more likely it is to serve and support that development. To achieve the maximum score against this criterion, a transport project would have to directly support housing sites of at least 2,500 new homes.

**Resilience** - this was added following comments from the Board on the 2025 SIP. Data has been collected from a variety of environmental data sources relating to various climatic hazards across the Western Gateway and surrounding area. This includes data regarding flood risk from rivers, surface water flooding, coastal flooding, coastal erosion, landslips/ground movement, and shrink/swell movement. The data was combined into a hazard heatmap. To achieve the maximum score against this criterion, a transport project would have to have to directly improve transport resilience within a high-risk hazard area.

**Equality Impact Assessment** – this was added following a recommendation from the Sustainability Appraisal for the 2025 SIP that this needed further consideration including protected characteristics. The criteria used Census 2021 data to determine parts of the population that fall within the protected characteristics as under the Equality Act 2010. This data was combined in mapping software to assess the transport projects across the region on areas with higher concentrations of impacted groups. To achieve the maximum score against this criterion, a transport project would have to have to directly impact an area with higher-than-average protected characteristics within that location. This work was undertaken by two interns from the University of the West of England.

**Risk** - this was added following comments from the Advisory Group and concerns raised at the Senior Officers Group over the realism of some schemes. The risk of the project was assessed on the levels of (1) commitment/consultation, (2) supporting evidence, (3) stage of planning and (4) known constraints relating to each transport proposal. Data was provided by scheme proposers using criteria found within the Early Assessment and Sifting Tool (EAST) provided by the DfT. For the assessment, proposals that were deemed higher risk were scored worse than more developed, lower risk ones.

**Weightings** – Option 3 as agreed by the Board includes the weighting of priorities. The Advisory Group undertook a Miro Board workshop to identify which objectives should be weighted using the recently published Better Connected and Road Investment Strategy 3 as a guideline. This aligns the SIP

with current Government priorities. In all six objectives have been weighted. They are:

- Objective 1. Support the economy to thrive and level up across the whole region, particularly where prosperity is constrained by poor connectivity
- Objective 2. Facilitate sustainable visitor access to our key tourism areas
- NEW Supports and facilitates housing growth and revised National Planning Policy Forecast requirements
- Objective 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
- Objective 10. Improve journey time reliability on strategic routes (identified in STP)
- NEW Enhances equity and accessibility for disadvantaged groups

2.6 Alongside the addition of the new criteria, the following was undertaken as part of the 2026 assessment:

- A moderation / sense check of previously used 2024/25 scoring for all existing transport proposals.
- Addition of all longlist proposals into the scoring.
- Project costs up rated in line with inflation (based on Department for Transport TAG data book projections) to standardise costs to 2026.
- A revised spreadsheet used for the scoring, with the addition of weightings allowing for sensitivity testing and adjustments to be made.

### 3. Updated list of schemes and key findings

3.1 Following the 'light touch' refresh the updated 'top fifty' list of schemes can be found in Appendix One. The Advisory Group undertook a peer review of the scheme list, flagging up issues and enabling the Western Gateway team to do deeper dives into and review some of the schemes. A selection of the highest scoring schemes is shown in Table One.

Table One: High scoring SIP schemes

<b>Scheme</b>	<b>Proposer</b>
Improvement of gateline capacity and customer facilities at Bournemouth station	Network Rail/South Western Railway
Long distance coach connections (cross-boundary airport coach links): Lydney-Chepstow-Bristol Airport	Gloucestershire County Council
Package of improvements to deliver strategic sustainable travel network connecting South East Dorset to the BCP conurbation.	Dorset Council
South East Dorset Rural Mobility Pilot	Dorset Council
Heart of Wessex Line Service enhancement	Network Rail
Westbury station additional platform	Network Rail
Bristol - Oxford hourly direct train service (2)	Network Rail
Superbus Service Enhancements (1)	Wiltshire Council

Dorset Metro Shuttle (Wareham to Brockenhurst)	Network Rail/ Dorset/Bournemouth, Christchurch & Poole
Melksham Loop (Thingley Junction) (3)	Wiltshire Council

- (1) This is a new scheme and largely revenue based.
- (2) Two hourly Bristol to Oxford service started May 2026. Aspiration is for an hourly service which will require infrastructure enhancements.
- (3) New scheme emerging from the Westbury Platform 0 timetable capacity work

### 3.2 Key findings from the revised list of 'top fifty' schemes are outlined below:

- High performing schemes from the previous SIP for example South East Dorset Rural Mobility Pilot, Bournemouth station, Heart of Wessex Line, Westbury Platform 0 and long distance coach connections still perform well.
- For most schemes there is modest movement down reflecting new schemes have come in above them.
- Low cost schemes which scored well against one or more of the new criteria have generally done well with schemes formally on the longlist now making it into the 'top fifty' including Kemble to Cirencester Cycle Path and Moreton in the Marsh Transport Hub.
- Open to question as to whether some low cost schemes are better suited to be Local Transport Delivery Plan ones.
- Issue of some schemes being more revenue than capital based e.g. Wiltshire Superbus is a new largely revenue scheme with a capital cost of only £7m.
- Low cost resilience schemes have performed well including the B3097 bridge in Westbury and the A37 Dorchester to Yeovil.
- Major road schemes still perform less well even with the housing criteria and weighting. Those linked to the M4 Dorset Coast study recommendations have moved up for example including various schemes on the A338, A30 and A31.
- With the new risk criteria some schemes are now ranked as high risk and this has reduced their scoring significantly.
- 2025 SIP had a 'top thirty eight.' With new schemes the proposal is to extend to a 'top fifty' as shown in Appendix One. Beyond the 'top fifty' proposals score progressively less well where more sensitivity testing is unlikely to dramatically change their position. Fifty is thus a convenient cut off point.

### 3.3 The question as to whether some low cost schemes are better suited to be Local Transport Delivery Plan ones raises in turn the issue of whether the SIP list is being strategic and cross boundary enough. To note, however, the SIP assessment considered all proposals submitted by the local authorities with costs ranging from under £10m up to £1billion. The opening assumption was they were all strategic schemes. Proposals were then scored based on how they best fitted the strategic criteria provided through the Strategic Transport Plan. Those highly local in nature would generally struggle to score high against these strategic objectives. Nonetheless there are proposals which have scored well through low costs and low risk with modest scoring against strategic objectives being enough to push them into the 'top fifty.' A further

refinement of the SIP would be to separate out those proposals of a more local nature still recognising their importance and providing support for but not as a priority scheme for the region. Ultimately the SIP is not intended to form a complete catalogue of all transport schemes in the region.

- 3.4 It is important to note with regards to the key findings above that the methodology used previously has been retained with the addition of the new criteria and weighting. It was not proposed to revisit schemes that feature both in the previous SIP and the new list. This has been a light touch refresh to accommodate new criteria not a complete re-evaluation.

## Recommendation

### I. The revised list of priority schemes in the Strategic Investment Plan as set out in Appendix One is approved.

- 3.5 As with the 2025 SIP (Section 7.) there remain proposals that are of strategic importance in bringing forward economic growth and significant housing allocations which lie outside the SIP as they did not score as well against the existing and new criteria. They include schemes in the recently published Road Investment Strategy 3 (RIS3) and those named in the Western Gateway's previous short-term STP. Generally these schemes scored less well as they are high cost ones with major carbon impact and limited modal shift. Several did, however, score well against the new resilience criteria and the existing movement of goods ones. In some cases the nature of the SIP process (light touch refresh) has meant the full Strategic Road Network benefits of proposals has not been fully captured.
- 3.6 Notwithstanding the SIP assessment process these are regionally significant schemes which the SIP needs to recognise and support the case for investment. To this end these schemes are grouped under Table Two separate to the 'top fifty' list. The revised SIP document will highlight the importance of Table Two and stress the Western Gateway's continued support. We will work with the promoters of the schemes to strengthen the evidence base and case for them.

Table Two: Regionally significant supported schemes outside the SIP

<b>Scheme</b>	<b>Proposer</b>
A38 North Somerset (Major Road Network scheme)	North Somerset Council
M5 Junction 9	Gloucestershire County Council
M5 Junction 10	Gloucestershire County Council
M5 Junction 12	Gloucestershire County Council
M4 Junction 17	Wiltshire Council
A350 Melksham Bypass (Major Road Network scheme)	Wiltshire Council
Potential Route Optimisation (safety) scheme: A36 Bath to A303 (RIS3 scheme)	National Highways
Potential small scheme: A35 Dorchester Roundabouts (RIS3 scheme)	National Highways
Strategic Renewal - M5 J20-19 Bridge Cluster - Whynol Viaduct (RIS3 scheme)	National Highways

Activity resulting from the SRN in Urban Areas Strategic Study (RIS3 scheme)	National Highways
Activity resulting from the M4 Dorset Coast Strategic Study (RIS3 scheme) – Delivery Plan under preparation	National Highways
A46 Chippenham (Cold Ashton) (RIS3 scheme)	National Highways
Potential future pipeline scheme: M5 J14	National Highways

- 3.7 Some SIP schemes from 2025 have been removed from the 2026 list as they are already underway or are about to start (contracts signed). The Western Gateway maintains support for these schemes. These are shown in Table Three.

Table Three: Schemes already underway or about to start

<b>Project name</b>	<b>Proposer</b>
Strategic Renewal - M32 Eastville viaduct	National Highways
Portishead rail line (Metrowest - Phase 1)	West of England Combined Authority
M5 Bridgwater	National Highways
Henbury Rail line (Metrowest Phase 2)	West of England Combined Authority
A350 Phase 4&5	Wiltshire Council
A36 Southampton Road/ Churchill Way	Wiltshire Council
Strategic Renewal - M5 J21 St Georges Bridge refurbishment	National Highways
Strategic Renewal - A432 (M4) Overbridge Bridge replacement	National Highways
A417 Missing Link	National Highways

## 4. Next Steps

- 4.1 Following Board approval of the list of schemes the updated Strategic Investment Plan document will be produced. It is proposed to delegate this to Western Gateway Programme Team working with the Advisory Group and to be agreed by the Chair and Vice Chair. The document will then be submitted to the DfT. The document will follow the same format of the previous SIP and will be more of an update than an entirely new version. It will include a foreword, executive summary, purpose and development, assessment criteria and methodology, priority proposals, maps costs, analysis of delivery of STP aims, other regionally significant schemes and an updated Strategic Environmental Assessment (addendum report). An alternative option would be for the updated SIP document to be brought back to the Board in September 2026 for approval and submission to the DfT.
- 4.2 The Western Gateway Work Plan for 2026/27, agreed at the Board on 25 February 2026, allocated £341,000 for early business case development. For 2027/28 £278,000 is allocated. It is proposed to bring to the September 2026 Board meeting a list of schemes drawn from the Strategic Investment Plan for early business case development funding. The proposals list, alongside each proposal's stage in development, will provide the main steer and guiding

direction for which ones to fund. Whilst it is likely these will be the proposals in Table One other factors may influence recommendations. Advice will be provided on which schemes to fund with the Board asked for its approval. The Advisory Group will input into the process. To note agenda Item 6 Paper B to this Board already proposes an allocation of up to £30,000 for taking forward the economic case for Westbury Platform 0 and the Swindon to Melksham Line.

### **Recommendation**

**II. Delegate drafting of the updated Strategic Investment Plan to the Programme Team and Advisory Group for final agreement by the Chair and Vice Chair and submission to the DfT.**

**III. Approve bringing to the September 2026 Board a proposed list of schemes from the Strategic Investment Plan for early business case development funding.**

4.3 For the 2025 SIP a Strategic Environmental Assessment (SEA) was undertaken. With new schemes coming into the SIP, the splitting of two existing schemes into four, the removal of some schemes and updates to the remaining ones it is necessary to refresh the SEA. To this end it is proposed to allocate up to £15,000 for a Strategic Environmental Assessment Addendum Report. The report will provide a summary of each assessment for new schemes and will outline any key changes to the findings of the SEA due to revision and removal of existing schemes. The Report Addendum will also outline any implications of this on other sections of the SEA Report from 2025. This is a technical pieces of work which ca

### **Recommendation**

**IV. To allocate up to £15,000 to produce a Strategic Environmental Assessment Addendum Report.**

### **5. Consultation, communication and engagement**

5.1 An Advisory Group of officers was set up to steer the use of weightings and peer review the draft scheme list. Updates were regularly provided to the Senior Officers Group and the Transport Officers Group. An early version of the scheme list was shared with the Senior Officers Group. The Chair and Vice Chair have been kept up to date with progress and their views sought.

### **6. Equalities Implications**

6.1 No adverse impact on any protected groups. The schemes on the Strategic Investment Plan list will improve connectivity, enable new opportunities to travel and greater accessibility to key destinations and services.

### **7. Legal considerations**

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

## **8. Financial considerations**

- 8.1 The Western Gateway Work Plan for 2026/27 agreed at the Board on 25 February 2026 to allocate £341,000 for early business case development. The cost of the Strategic Environmental Assessment Addendum Report can be met from existing budgets.

## **9. Conclusion and recommendations**

- 9.1 The Board is asked to approve the recommendations set out at the beginning of this report.

### **Contact Officers**

James White, Technical Lead, Western Gateway Sub-National Transport Body  
Email – [james.white@westofengland-ca.gov.uk](mailto:james.white@westofengland-ca.gov.uk)

## Appendix One: Priority proposals

Project name	Description (provided by proposer)	Proposer (lead authority)
Improvement of gateline capacity and customer facilities at Bournemouth station	Series of improvements to downside and upside station facilities to improve capacity and safety and significantly enhance the customer experience at a station with over 2.6m entries and exits per annum. Scope includes: - Relocating and expanding staff office accommodation to a new location in the car park to release space for customer facility improvements and create much needed expanded accommodation for both Cross Country Trains and British Transport Police, joining planned South West Ambulance service hub as part of new public sector accommodation 'village'. This will reduce future operating costs for GBR by the ending of leases in externally owned facilities - Relocating and consolidating ticket office and gateline facilities to a new location to enable expansion of the gateline and reduce queuing - Creation of new and improved waiting room facilities on both main platforms - Expansion of downside toilets and upgrades to facilities to meet modern standards with option to include Changing Places facility - Creation of new lettable commercial spaces on upside and downside platforms Provision of new footbridge and lifts at country end of the station to replace or enhance existing substandard footbridge and subway ramps	Network Rail / South Western Railway
Long distance coach connections (cross-boundary airport coach links): Lydney-Chepstow-Bristol Airport	Chepstow Transport Strategy identifies a package of public transport scheme priorities which includes the Chepstow - Lydney corridor. This will overcome severance and connectivity issues that unlock regional benefits of resilience and access to international gateways - Bristol Airport. Strategic airport coach links will increase sustainable journeys and reduce congestion on the M5 SRN, releasing capacity for essential long-distance journeys N-S regional connectivity.	Gloucestershire County Council
Package of improvements to deliver strategic sustainable travel network connecting South East Dorset to the BCP conurbation.	Delivery of a strategic cross boundary sustainable travel network including active travel routes and bus corridor improvements seeks to reduce road congestion and promote safe, and healthy alternatives to car use, especially for shorter journeys. The sustainable travel corridors to be delivered include: -Wareham to Poole town centre - Ferndown to Bournemouth town centre - Wimborne to Bournemouth Airport and aviation park - Wimborne to Poole town centre	Dorset Council

South East Dorset Rural Mobility Pilot	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. Early stage development work is now underway, following the funding award from the Western Gateway STB, matched with local funding. 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.	Dorset Council
Heart of Wessex Line Service enhancement	Delivery of 1 Train Per hour train service (skip-stop Chetnole and Thornford) along the Heart of Wessex Line, through the delivery of a new passing loop between Castle Cary and Yeovil Pen Mill.	Network Rail
Westbury station additional platform	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.	Network Rail
Bristol - Oxford direct train service	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 modal shift. The delivery of route connections between Bristol Temple Meads and Oxford and realised additional line capacity, allows for the delivery of a new Railway Station at Corsham as advocated in Network Rail/Wales and Western's 'Wiltshire Rail Strategic Study.	Network Rail
Superbus Service Enhancements	Core interurban bus corridor routes with minimum hourly frequency and an enhanced peak, with routes operating between 7am and 7pm, 7 days a week. Linking the destinations that include Bath, Trowbridge, Salisbury, Bournemouth, Larkhill, Swindon, Andover, Malmesbury, Chippenham, Devizes and Frome.	Wiltshire Council
Dorset Metro Shuttle (Wareham to Brockenhurst)	Additional 1tph shuttle service between Wareham and Brockenhurst, through the delivery of reduced signalling headways and junction margins, including potential closure of Poole LX.	Network Rail
Melksham Loop (Thingley Junction)	A new loop along the Melksham single rail line to provide additional capacity on a significantly constrained corridor. Any additional services beyond existing freight and a regular 1tph TransWilts service will require additional infrastructure which the loop addresses. In combination, or in the absence of the Melksham Bypass, the loop will facilitate significant growth aspirations along the A350 and TransWilts corridor.	Wiltshire Council
Accessibility improvements to rail stations in WEMCA	Improvements to 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.	West of England Combined Authority

Gloucester to Abbotswood Rail Corridor Enhancements including Gloucester Station	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.	Gloucestershire County Council
A338 Harnham Gyratory to Downton Safety Improvements	A338 identified as a crucial link supporting the M4 to Dorset Strategic Study. Works to further enhance operational capacity and safety of Harnham Gyratory and safety enhancements to the A338 between Salisbury and Downton.	Wiltshire Council
Salisbury Rail Service Enhancements	Enhancements to signalling within the Salisbury area to increase capacity and resilience for services in the area. Initial proposals include reduction in signalling headways and reinstatement of Platform 1	Network Rail - Strategic Planning
Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements	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.	Bournemouth, Christchurch and Poole
Bournemouth Airport and Aviation Business Park Sustainable Access Package	Package of sustainable access and connectivity improvements linking the A338 to Aviation Business Park and Bournemouth Airport to provide enhanced transport options, access and connectivity to support employment growth and international travel.	Bournemouth, Christchurch and Poole
B3097 (Station Road) Bridge Improvements	Station Road provides connection between the residential areas of Westbury and the West Wilts Trading Estate. Along the connection lies an existing railway bridge with a 7.5T max weight limit applied, with bus routes rerouted away from the trading estate thereby removing sustainable connectivity between the trading estate, the immediate town and towns to the south. Access to the Railway Station is provided on the southern side of the bridge and hence towns and communities to the north that wish to access the station by bus, or freight related access to the station, are routed through the town centre thus exacerbating existing congestion and air quality issues and reducing the viability and attractiveness of town centre regeneration and use. The delivery of strengthening works are considered complimentary to the delivery of Westbury Platform 0, which will facilitate increased usage of the Westbury Railway Line and the station, thereby requiring enhanced multi-modal access infrastructure.	Wiltshire Council
A350/A303 Two Mile Down Junction Improvements	Improvement of the existing A303 / A350 grade separated single carriageway junction, to incorporate widening and extension of the existing ghost island priority junction, increase stacking capacity for westbound right-turn movements and improved conspicuity of signage and junction arrangement. The existing A303 overbridge has additional width which can be used to improve visibility for mainline users and those waiting on the side road wishing to gain access to the A303.	Wiltshire Council

Strategic Interchange Hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations)	Strategic Interchange Hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations) for onward multi-modal connectivity to the region by rail.	Gloucestershire County Council
A338 to Wessex Fields Sustainable Access Package	Package of sustainable access and connectivity improvements linking the A338 to key employment sites at Wessex Fields to provide enhanced transport options, access and connectivity to support employment growth at this key growth location	Bournemouth, Christchurch and Poole
Rail service frequency enhancements to existing rail services in WEMCA	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.	West of England Combined Authority
Regeneration and rebuilding of Poole station	Replacement of current temporary station building which is in poor condition and rebuilding with an improved forecourt and car parking capacity to integrate with future regeneration of surrounding area and supported significant housing growth. Also linked to Dorset Metro scheme.	Network Rail / South Western Railway
All BCP rail stations to be made fully accessible	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.	Bournemouth, Christchurch and Poole
Wilton Rail Station	The Wilton Parkway rail station project aims to build a new four-platform railway station near Wilton's park and ride site, providing crucial transport links between the TransWilts line and the West of England line (Salisbury to Exeter). The estimated £20m project aims to reduce road congestion, boost tourism, and support economic growth in South East Wiltshire (source: <a href="https://www.bbc.co.uk/news/uk-england-wiltshire-56364700">https://www.bbc.co.uk/news/uk-england-wiltshire-56364700</a> ).	Wiltshire Council
Yeovil to Salisbury Service Improvement (Tisbury Loop)	Improvement of 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 1tph to 2tph. Infrastructure requirement is extension of Tisbury Loop; Eastward for additional service; Westward for performance benefits. This aligns with wider policy on improving performance and should impact/align with Peninsula Transport strategy in their region.	Network Rail/Wiltshire Council

<p>A354 multi-modal corridor improvements south of Dorchester to Weymouth and Portland.</p>	<p>A package of enhancements to improve travel between Dorchester, Weymouth and Portland, supporting planned economic growth and regeneration by 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: - 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 the Weymouth park and ride site to provide a new mobility hub with enhanced park and ride bus services. Improving access to strategically important development and regeneration sites in Weymouth and on Portland, including those related to clean energy, port activity and employment growth across south Dorset.</p>	<p>Dorset Council</p>
<p>Gloucester station layout improvements</p>	<p>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 an optimised track layout which would improve performance and resilience by adding flexibility as well as unlocking capacity for additional local and freight services</p>	<p>Network Rail</p>
<p>Cheltenham Spa Station and wider pedestrian access between the emerging BRT corridor and cycle link to Gloucestershire Cycle Spine</p>	<p>Cheltenham Spa Station &amp; cycle access link to Gloucestershire Cycle Spine</p>	<p>Gloucestershire County Council</p>
<p>Moreton in Marsh Railway Station Regional Hub</p>	<p>Moreton in Marsh Station is Gloucestershire's future gateway to the cyber hub from the north east and vice versa for the 'Growth Arc' from the west. Rail station improvements will also alleviate capacity on the A429 Fosse Way corridor. A project to enhance the station forecourt and improve bus access is currently being led by GWR with GCC support. GCC's ambition is to build upon committed improvements to create a regional hub, defined in the Western Gateway Rail Strategy as "A station of regional significance that will often provide an interchange function ... that provides strategic connectivity".</p>	<p>Gloucestershire County Council</p>
<p>Cirencester to Kemble Railway Station - cycle access improvements</p>	<p>Cross border growth in Oxfordshire and Wiltshire, which is also seeing significant future growth within proximity to Gloucestershire's border, may put additional pressure upon the local highway network, however, there is potential for improved local and cross border public transport, via bus and/or rail from Cirencester and Kemble. Kemble station now has an hourly service to London an addition to an hourly service to London, changing at Swindon.</p>	<p>Gloucestershire County Council</p>
<p>A30/A338 North of Salisbury Safety Improvements</p>	<p>A30/A338 improvements identified as a crucial complimentary objective to support the M4 to Dorset Strategic Study. Works to further enhance operational capacity and pedestrian/cyclist access and safety between Salisbury and Porton.</p>	<p>Wiltshire Council</p>

Poole Travel Interchange	Creation of a new Poole Travel Interchange to better integrate and connect the rail and bus stations in the town, including the removal of the Poole high street rail level crossing to support the Dorset Metro proposal and wider town centre regeneration in Poole. Supports sustainable local, regional and national travel, and housing and employment growth	Bournemouth, Christchurch and Poole
M4 Junction 17 Improvements	Junction 17 improvements represent a capacity enhancement of the terminal junction at the end of the preferred 'Route Package 5 (RP5)', as promoted in the 'M4 to Dorset Coast Strategic Study' and mandated in the Road Investment Strategy 2. Junction 17 therefore represents a key node in the freight network of the region and has attracted implemented development and live planning applications (as of March 2026) served by the junction that amount to 47.55ha of logistics related employment. Junction improvements are necessary to accommodate current and forecast traffic conditions, the logistics related development, but also to ensure that National Planning Policy Framework advocated levels of housing and employment growth can be accommodated along the A350 corridor and to the north along the A429.	Wiltshire Council
Bristol Temple Meads Capacity hub improvements as part of Bristol Temple Quarter	Improvements to Bristol Temple Meads station, as well as capacity improvements, improved (on and off site) interchange opportunities (including Airport connectivity), and improvements to passenger experience and overcrowding.	West of England Combined Authority
Bournemouth Town Centre sustainable access package	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.	Bournemouth, Christchurch and Poole
South Wales Metro services between Cardiff and Bristol	Transport for Wales services between Cardiff Central and Bristol Temple Meads as part of the South Wales Metro - services will call at new stations along the South Wales Mainline providing a two-way commuter service between Bristol and Cardiff.	West of England Combined Authority

Christchurch Town Centre sustainable access package	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.	Bournemouth, Christchurch and Poole
Potential small scheme: A36 Salisbury (Southampton Road Roundabouts)	Proposed package of small-scale improvements, which tackle congestion, improve safety and active travel provision. Scheme costs expected to be less than £25m.	National Highways
Bus Rapid Transit Network & Strategic Interchange (Gloucestershire Wide)	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.	Gloucestershire County Council
A37 package of improvements to improve safety and resilience between Dorchester and Yeovil onward connection to the M5	Highways improvements on A37 at Stratton Railway Bridge, north-west of Dorchester, to reduce impacts of frequent and serious flooding events on highway network. During winter flooding the A37 corridor, a principal route between Dorchester/Weymouth and the A303/M5, is frequently partially or completely closed. The frequency and severity of these events is increasing and parallel routes are wholly unsuitable for A road traffic and also impacted by the same flooding events. There is severe impact on local, freight and business traffic to the detriment of local amenity but more importantly, strategic traffic and economic performance. Highway realignment also required at Dorchester Railway Bridge, South of Yeovil, to improve highway safety. Frequent incidents here cause similar delays and disruption on the A37 corridor.	Dorset Council
Poole Town Centre sustainable access package	A package of sustainable access and connectivity improvements to improve access in Poole Town Centre including at the George Roundabout and between Poole Rail Station and Poole Town Centre. Interventions will include bus priority measures, active travel provision and mobility hubs. Supports sustainable local, regional and national travel, and housing and employment growth	Bournemouth, Christchurch and Poole
Westerleigh rail Junction upgrade	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.	Network Rail

(West of England) Mass Transit	Development of a mass transit system serving the Bristol and West of England area, based on four broad corridors to the North Fringe, East Fringe, Bath and Bristol Airport. Exact corridor alignments still being developed.	West of England Combined Authority
Bristol Temple Meads Platform 0	Building a new platform adjacent to Platform 1 at Bristol Temple Meads would support additional local and regional services - in particular strengthened connections with Cardiff and South Wales and an enhanced service to Henbury. The scheme also complements wider improvement of the station.	Network Rail
A31 Capacity and safety improvements package	Capacity and safety improvements for vehicular traffic and walking and cycling and public transport at strategic junctions and sections along A31 to support the delivery of housing growth. Includes junction improvements and improved cycling, walking and public transport provision. Supports the delivery of housing and growth sites along the corridor as well as local and regional connectivity. This is a shared strategic corridor proposal supported by Dorset Council and National Highways.	Bournemouth, Christchurch and Poole Supported by Dorset Council and National Highways
Corsham Rail Station	Corsham Station forms part of a strategic vision for the A4 corridor that is secured in policy through Core Policy 66 of the Wiltshire Core Strategy and promoted in Wiltshire Rail Strategic Study (Network Rail, 17/7/24). The station would aim to provide accessibility to high tech employment centres, Ministry of Defence employment industries, opportunities for growth and sustainable connectivity to local communities and enhanced access to Bath, Bristol, Chippenham, Oxford and London et al. The station delivery compliments Bristol to Oxford direct service (NR-2024-PTS-007) and may be facilitated by Bristol Temple Meads Platform 0 (NR-2024-PTI-012).	Wiltshire Council
BCP Mass Transit	Delivery of a light rail/ultra light rail system across the BCP conurbation to support the delivery of housing and employment growth and improve cross conurbation travel.	Bournemouth, Christchurch and Poole
Ashchurch for Tewkesbury Station and active travel corridor	Ashchurch for Tewkesbury Station access to new settlements & active travel corridor enhancement including link to Gloucestershire Cycle Spine (Tewkesbury - Bishop's Cleeve) and Bus Rapid Transit corridor.	Gloucestershire County Council
A38 Major Road Network (MRN) scheme package	Capacity improvements, bus prioritisation and active travel provision at key locations along route. Improved access to Bristol Airport and route journey time reliability.	North Somerset Council
Bus corridor package in Bristol	A series of improvement along key bus routes within and radiating out from Bristol city centre across the wider urban area to improve opportunities and unlock bottlenecks for bus, walking and cycling, including P&R, network remodelling, improved interchange and public domain enhancements.	West of England Combined Authority
Melksham Bypass	Melksham bypass lies along the preferred 'Route Package 5 (RP5)' as promoted in the 'M4 to Dorset Coast Strategic Study', as mandated by Road Investment Strategy 2. Improvement of the link thereby conforms with regional aspirations for north-south connections and accessibility. The current route through Melksham generates significant levels of severance between the town centre, the railway station and convenience food shopping etc., thereby suppressing rail mode share and promoting car usage contrary to local, regional and national policy.	Wiltshire Council

Bus service frequency and rural bus service improvements - WEMCA	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.	West of England Combined Authority
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