

Western Gateway

Sub-national Transport Body

Western Gateway Strategic Investment Plan Refresh

September 2026



Sustainable growth
and economy



Decarbonisation
and air quality



Access to services
and opportunities



Facilitating strategic
north-south movement

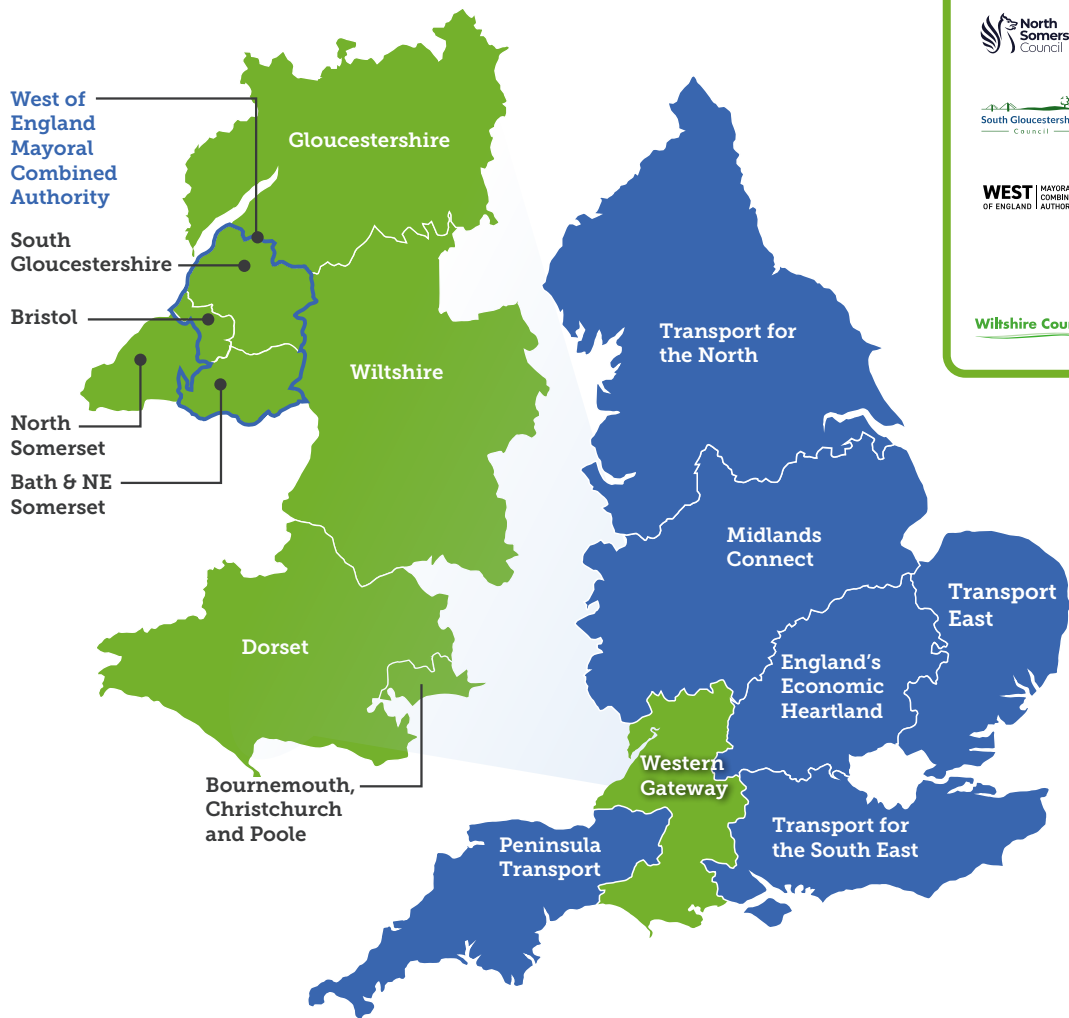


Movement of goods

1. Foreword

Western Gateway Sub-national Transport Body (Western Gateway STB) 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 Mayoral Combined Authority
-  Wiltshire

2. Executive Summary

The Western Gateway Strategic Investment Plan outlines 53 priority transport proposals for the region over the next ten years, totalling an estimated £9.7 billion.

The prioritised proposals can be seen in Section 6. They build on the schemes in our previous Strategic Investment Plan 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

- Top 3 proposals

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

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

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

(West of England) Mass Transit
Bus service frequency and rural bus service improvements - WEMCA
= South East Dorset Rural Mobility Pilot
= Bristol - Oxford direct train service
- Top 3 proposals

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

A31 Capacity and safety improvements package
Christchurch Town Centre sustainable access package
BCP Mass Transit
- Top 3 proposals

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

Westerleigh rail Junction upgrade
Heart of Wessex Line Service enhancement
Melksham Bypass
- Top 3 proposals

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

Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements
Westerleigh rail Junction upgrade
= Melksham Loop (Thingley Junction)
= Ashchurch for Tewkesbury Station & active travel corridor

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.

This is a revised version of our Strategic Investment Plan (SIP) following the publication of Better Connected and the Road Investment Strategy 3, as well as a change in Government and priorities. The SIP update assesses updated schemes from the previous SIP and brings in newly submitted schemes, ensuring the SIP remains current and well-aligned with national, regional and local priorities for transport, housing, economic growth and decarbonisation.



We are pleased to present this updated Strategic Investment Plan (SIP), setting out the transport investments that will help deliver our shared vision for the Western Gateway region over the coming decade.

Updated to reflect changes in national policy, increased housing and growth ambitions, and a stronger focus on equalities and resilience, the SIP provides a framework for partners to work together to improve connectivity, support sustainable growth, and contribute to our environmental objectives.

We thank our local authority partners and stakeholders for their valuable input in ensuring the plan remains evidence-based, regionally aligned and responsive to local needs.

Cllr Chris Willmore, Chair of Western Gateway
Cllr Ed Plowden, Vice Chair of Western Gateway



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 the board of our nine partner authorities in March 2024. It defines our shared transport aims and objectives for the region, organised under five Key Aims:



1) Sustainable growth and economy:

Supporting sustainable housing and employment growth by improving connectivity to enable all parts of our region to flourish



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



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. For the 2026 refresh there are three additional objectives. These came out of suggestions in Appendix 1 of the 2025 SIP to ensure alignment with national government policy and improve the assessment of the equity impact within the SIP. The new objectives are

- **Supporting strategic housing growth**
- **Ensuring an equitable impact**
- **Increasing resilience of the transport network**



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) along with directions set out in RIS3 and Better Connected
- represents our recommendations to government for investment in strategically important regional transport in the Western Gateway region.

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, but will look to provide early business case development funding for a number of these. Typically, the responsibility for delivery lies with a lead statutory stakeholder or partnership, with funding provided by the government through established channels. 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 Timeline of the SIP



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



February 2025: Transport modelling

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 of the Strategic Investment Plan (SIP)

The Plan was 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.



Refreshing of the SIP to reflect changing Government priorities.



April 2026: Review of proposals

Invitations for updates to existing schemes, and some limited submission of new schemes were sent to our core strategic partners. Additional objectives were added to the methodology to ensure that the updated SIP is in line with the current government policy direction.

A total of 19 additional proposals were submitted.



June 2026: Appraisal of Proposals

The 119 proposals in the SIP were assessed against the 15 objectives, as described in Section 5.



September 2026: Updated Sustainability appraisal

The Sustainability appraisal is in the process of being updated and will be available in Autumn 2026.



September 2026 SIP update adoption

Refreshed SIP to be adopted by Chair and Vice Chair.



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. An additional three criteria have been brought into the 2026 update in response to feedback to the previous SIP. 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 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 ¹ , 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.
	4. Support and inform planned strategic housing growth, new for 2026 SIP.	Proposals should facilitate and support strategic areas of new housing within the Western Gateway area.	1) Sift for impact on strategic housing growth areas (as supplied by local authorities in late 2025). 2) Assess level of support provided by the schemes.

¹<https://data.transportforthenorth.com/portal/apps/storymaps/stories/f9763ffd85544332b84fc48aa0e9b0b4>

STP key aim	SIP objective	Theory of change/assessment	Methodology
Decarbonisation and air quality 	5. 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 .
	6. 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.
	7. 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.

STP key aim	SIP objective	Theory of change/assessment	Methodology
Access to services and opportunities 	8. 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.
	9. 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).
	10. Equalities impact of the schemes, new for 2026 SIP.	Proposals should not discriminate against any of the nine protected characteristics defined in the Equalities Act 2010.	1) Sift for equalities impact score. 2) Undertake an Equalities Impact Assessment (EqIA). 3) Mitigate & monitor negative impacts as required.
	11. Improve the resilience of the transport network to mitigate or adapt to future risks to the transport network, new for 2026 SIP.	Proposals should maintain and support a transport network that can withstand and continue to function after extreme weather Events. This is integral to supporting the key aims of Sustainable growth and economy; Access to services and opportunities; facilitates strategic N-S movements; and movement of goods.	1) Sift for proximity to areas of potential resilience impact (GIS mapping tool). 2) Assess change in resilience provided through the scheme.

² Western Gateway STB Regional Centre of Excellence

³ <https://www.gov.uk/government/publications/local-transport-infrastructure-carbon-benchmarking-tool>

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 	12. 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, including the preferred option identified in the M4 to Dorset National Highways Study.	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.
	13. 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.

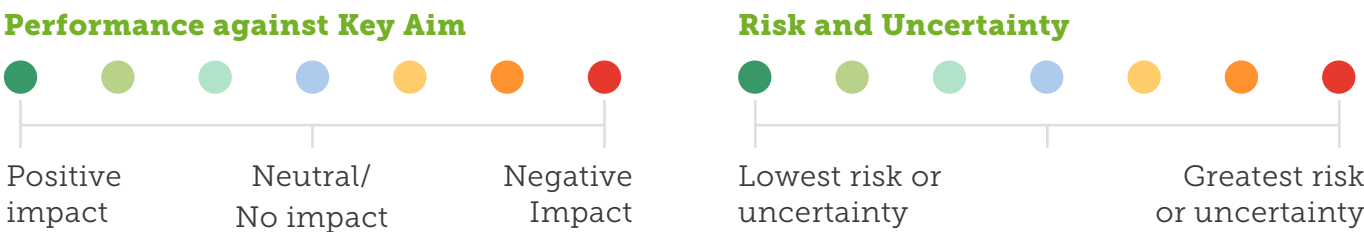
STP key aim	SIP objective	Theory of change/assessment	Methodology
Movement of Goods 	14. Increase ability for goods moved by road to shift to rail or coastal shipping.	The movement of goods by road is mostly covered by the Facilitating North-South Movement objectives. This objective focuses on transferring 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.
	15. 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.



6. Priority proposals

As a result of our updated assessment process, 53 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					Risk and Uncertainty		
			Sustainable Growth and Economy	Decarb' and Air Quality	Access to Services	North-South Movement	Movement of Goods	Cost	Risk	Uncertainty
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 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.						£		
Long distance coach connections (cross-boundary coach links): Lydney-Chepstow-Bristol / Cheltenham-Bristol (GCC-2024-FODCSV-000)	Lydney, Cheltenham, Stroud, South Glos., Bristol	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.						£		

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 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.						£		
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. 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.						£		
Heart of Wessex Line Service enhancement (NR-2024-PTI-003)	Dorchester	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.						££		
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.						££		
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 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.						££		
Superbus Service Enhancements (WC-2026-PTS-001)	Bath, Trowbridge, Salisbury, Bournemouth, Larkhill, Swindon, Andover, Malmesbury, Chippenham, Devizes and Frome	Core interurban bus corridor routes with minium 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.						£££		

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			
										
Dorset Metro Shuttle (Wareham to Brockenhurst) (NR-2024-PTI-004)	Bournemouth	Additional 1tph shuttle service between Wareham and Brockenhurst, through the delivery of reduced signalling headways and junction margins, including potential closure of Poole LX.						££		
Melksham Loop (Thingley Junction)(WC-2026-PTI-014)	Melksham	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.						£		
Accessibility improvements to rail stations in WEMCA (WEMCA-2024-PTI-007)	Bristol	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.						£££		
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 can accommodate proposed future growth in passenger services, including MetroWest and Midlands Rail Hub delivery.						£		
A338 Harnham Gyratory to Downton Safety Improvements (WC-2026-RD-015)	Salisbury	A338 identified as a crucial link supporting the M4 to Dorest Strategic Study. Works to further enhance operational capacity and safety of Harnham Gyratory and safety enhancements to the A338 between Salisbury and Downton.						££		
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 and reinstatement of Platform 1.						£££		
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.						£££		
Bournemouth Airport and Aviation Business Park Sustainable Access Package (BCP-2024-MIX-001-B)	Bournemouth	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.						£££		

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			
										
B3097 (Station Road) Bridge Improvements (WC-2024-OTH-013)	Westbury	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.						£		
A350/A303 Two Mile Down Junction Improvements (WC-2024-RD-005)	Warminster	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.						£		
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.						£££		
A338 to Wessex Fields Sustainable Access Package (BCP-2024-MIX-001-A)	Bournemouth and Christchurch	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.						££		
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.						££		
Regeneration and rebuilding of Poole station (NR-2024-PTI-015)	Poole	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.						£		

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All BCP rail stations to be made fully accessible (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.						££££		
A354 multi-modal corridor improvements south of Dorchester to Weymouth and Portland. (DC-2024-MIX-002)	Dorchester, Weymouth, Portland	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.						£££		
Wilton Rail Station (WC-2026-PTI-012)	Wilton	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: https://www.bbc.co.uk/news/uk-england-wiltshire-56364700).						£££		
Yeovil to Salisbury Service Improvement (Tisbury Loop) (NR-2024-PTI-001)	Tisbury	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.						£££		
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 an optimised track layout which would improve performance and resilience by adding flexibility as well as unlocking capacity for additional local and freight services.						£££		
Cheltenham Spa Station and cycle access link to Gloucestershire Cycle Spine. (GCC-2024-CSV-057011)	Cheltenham	Cheltenham Spa Station & cycle access link to Gloucestershire Cycle Spine.						££		

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			
										
Moreton in Marsh Railway Station Regional Hub (GCC -2024-GEN-021)	Moreton in Marsh	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 built 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."						£		
Potential small scheme: A35 Dorchester Roundabouts (NH-2024-RD-003)	Dorchester	Proposed package of small-scale improvements to tackle congestion. Wider consideration needed on likely scale and complexity of improvements required to support growth.						£££		
Cirencester to Kemble Railway Station - cycle access improvements (GCC-2024-COT-0013)	Cirencester and Kemble	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.						£		
A30/A338 North of Salisbury Safety Improvements (WC-2026-RD-016)	Salisbury, Porton	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.						£		
Poole Travel Interchange (BCP-2024-MIX-003-B)	Poole	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.						£££		
M4 Junction 17 Improvements (WC-2024-RD-011)	Chippenham	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.						£££		

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			
										
Bristol Temple Meads Capacity hub improvements as part of Bristol Temple Quarter (WEMCA-2024-TI-001)	Bristol	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.						££££		
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.						££££		
South Wales Metro services between Cardiff and Bristol (WEMCA-2024-PTS-004)	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.						££££		
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.						££££		
Potential small scheme: A36 Salisbury (Southampton Rd Roundabouts) (NH-2024-RD-001)	Salisbury	Proposed package of small-scale improvements, which tackle congestion, improve safety and active travel provision. Scheme costs expected to be less than £25m.						£££		
Mass Rapid Transit & Strategic Interchange (Gloucester / Cheltenham) (GCC-2024-CSV-014)	Gloucester and 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.						££££		

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			
										
A37 package of improvements to improve safety and resilience between Dorchester and Yeovil onward connection to the M5(DC-2024-RD-001)	Dorchester	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 parially 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 ammenity 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.						££££		
Poole Town Centre sustainable access package (BCP-2024-MIX-003-A)	Poole	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.						££££		
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.						££££££		
(West of England) Mass Transit (WEMCA-2024-MAS-001)	Bristol, Bath	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.						££££££		
Bristol Temple Meads Platform 0 (NR-2024-PTI-012)	Bristol	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.						££££		
A31 Capacity and safety improvements package (BCP-2024-MIX-005)	Wimborne Mister, Ferndown	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.						££££££		
Corsham Rail Station (WC-2026-PTI-010)	Corsham	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 sustainble 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).						££		

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			
										
BCP Mass Transit (BCP-2026-MAS-001)	Bournemouth, Christchurch, Poole	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.						££££££		
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 comes forward.						£		
A38 Major Road Network (MRN) scheme package (NSC-2024-RD-001)	Bristol	Capacity improvements, bus prioritisation and active travel provision at key locations along route. Improved access to Bristol Airport and route journey time reliability.						£££		
Bus corridor package in Bristol (WEMCA-2024-PTI - 001)	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.						££££		
Melksham Bypass (WC-2024-RD-010)	Melksham	Melksham bypass lies along the preferred 'Route Package 5 (RP5)' as promoted in the 'M4 to Doset 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.						££££		
Bus service frequency and rural bus service improvements - WEMCA (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 four starting periods:

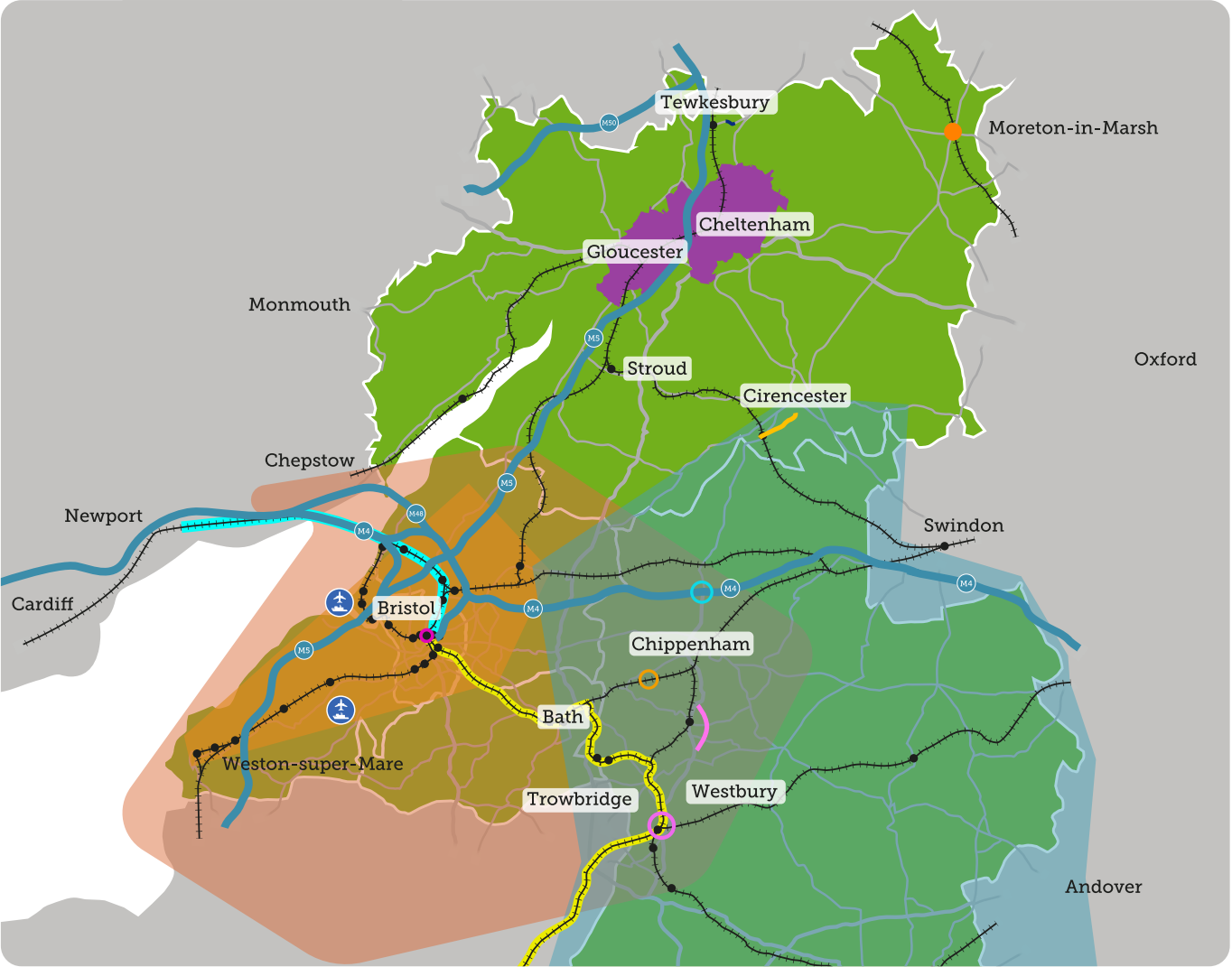
- 1) In Progress
- 2) 2025–2030
- 3) 2030-2035
- 4) 2035 +

1. Map showing the locations of prioritised proposals in progress



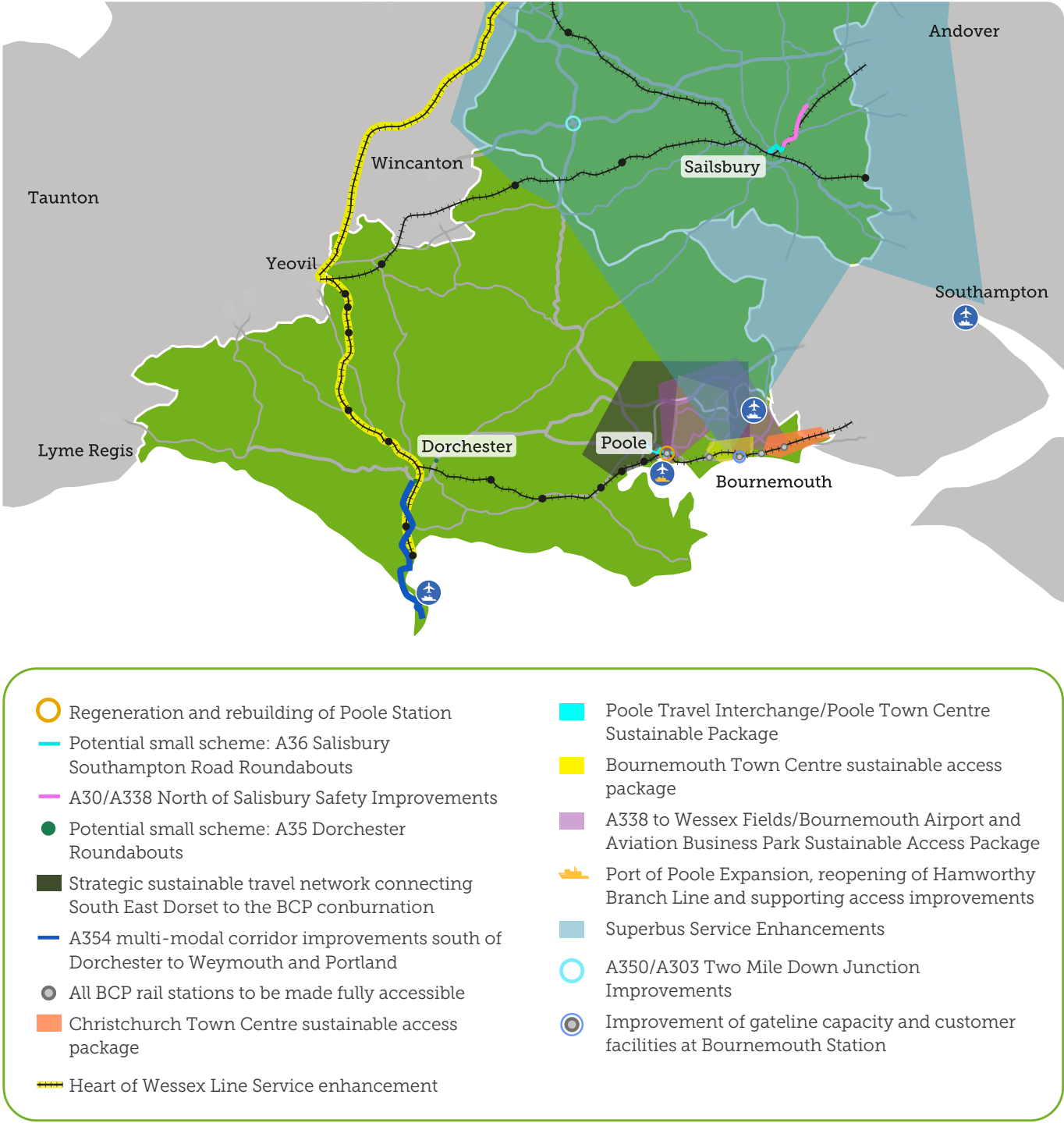
- Bristol- Oxford direct train service
- Bristol Temple Meads Capacity hub improvements as part of the Bristol Temple Quarter
- Accessibility improvements to rail stations in WEMCA
- A38 Major Road Network (MRN) scheme package
- Cheltenham Spa Station and cycle access link to Gloucestershire Cycle Spine
- Gloucester Rail Station
- Strategic Interchange Hubs (Gloucester, Cheltenham & Ashchurch for Tewkesbury Rail Stations)

2a. Proposals commencing between 2025-2030 (North)

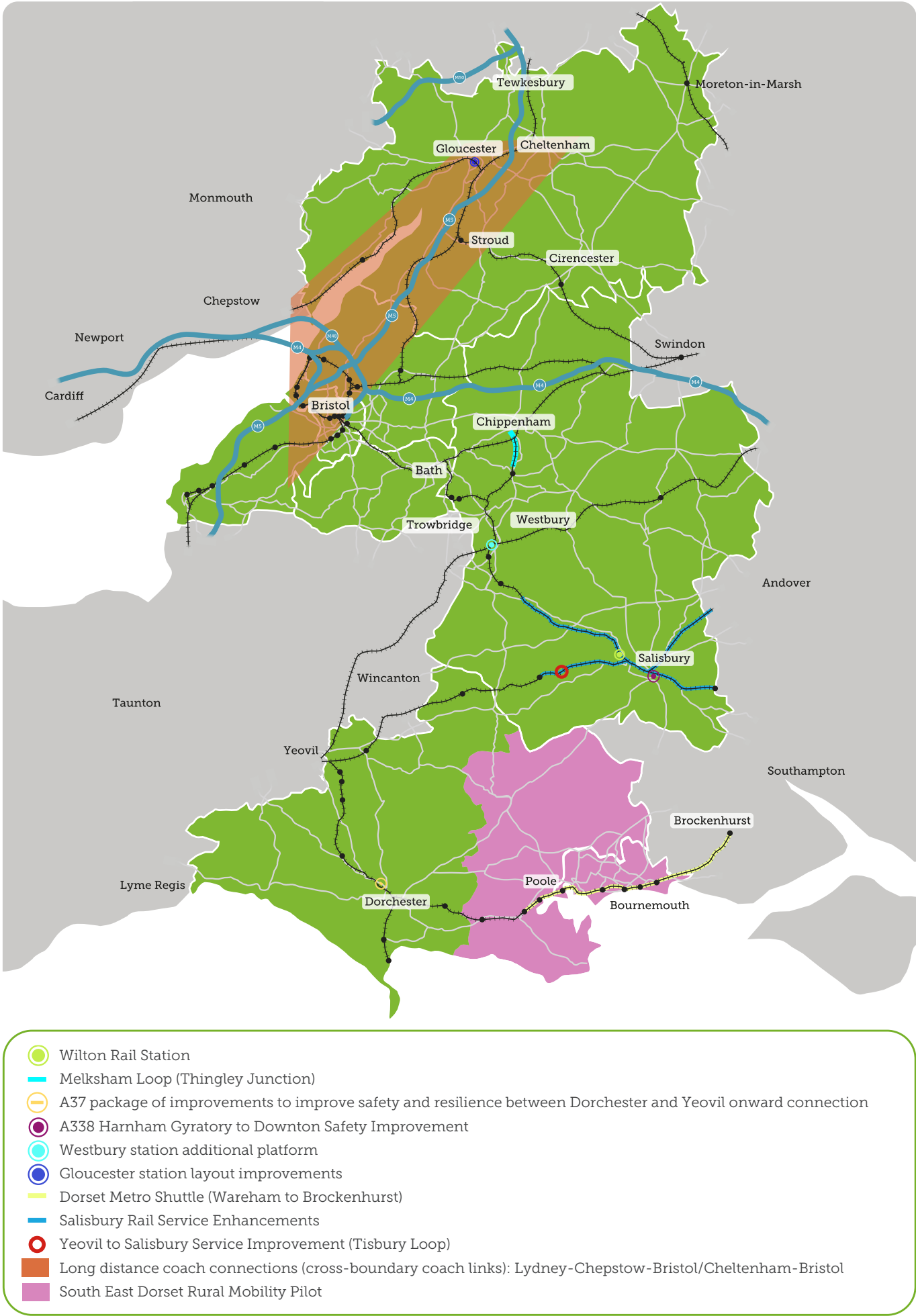


- Moreton in Marsh Railway Station Regional Hub
- Corsham Rail Station
- B3097 (Station Road) Bridge Improvements
- Ashchurch for Tewkesbury Station & active travel corridor
- Mass Rapid Transit & Strategic Interchange (Gloucester/Cheltenham)
- South Wales Metro services between Cardiff and Bristol
- Bus service frequency and rural bus service improvements - WEMCA
- Bus corridor package in Bristol
- Superbus Service Enhancements
- M4 Junction 17 Improvements
- Melksham Bypass
- Bristol Temple Meads Platform 0
- Heart of Wessex Line Service enhancement
- Cirencester to Kemble Railway Station - cycle access improvements

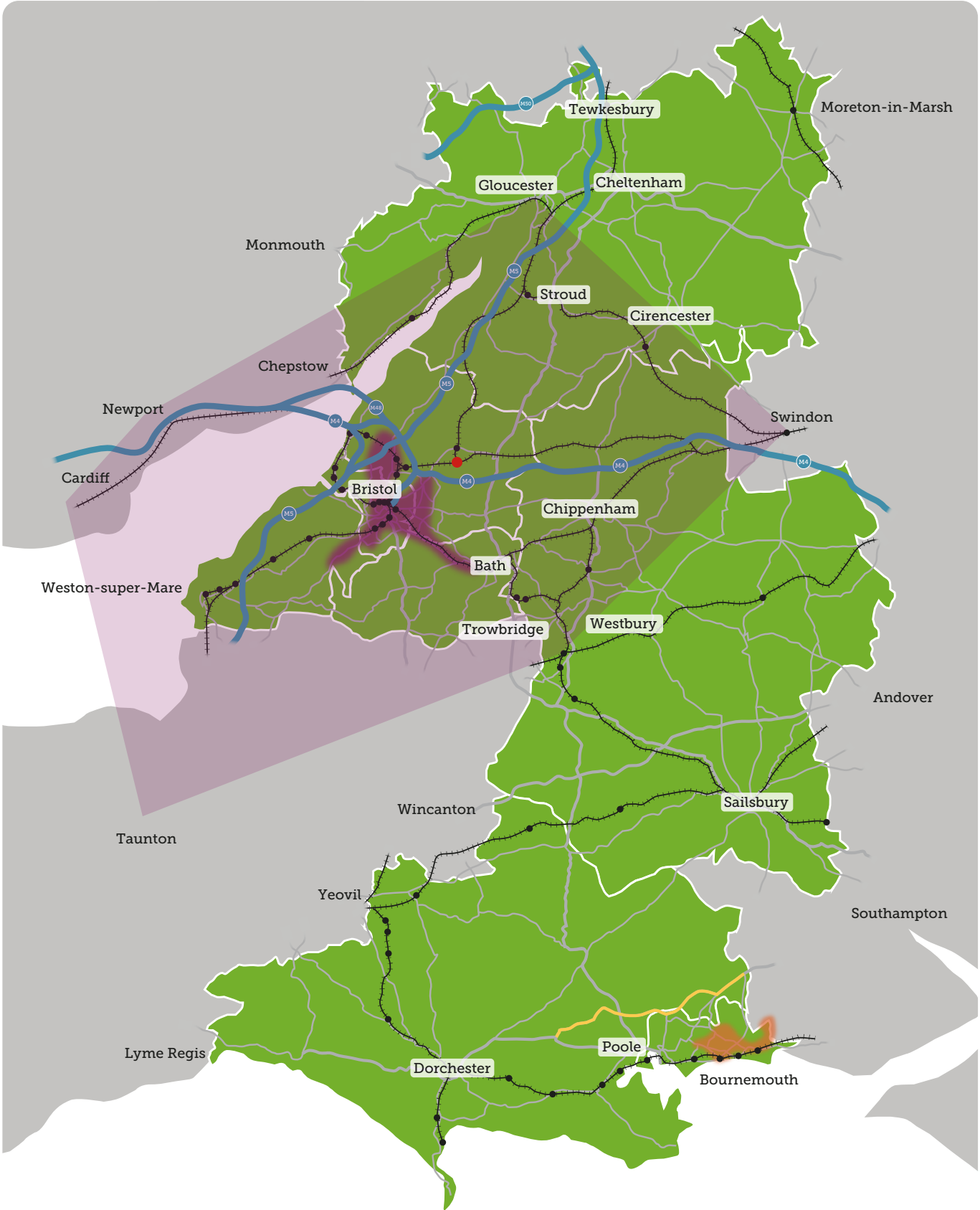
2b. Proposals commencing between 2025-2030 (South)



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



4. Map of proposals due to commence beyond 2035



- (West of England) Mass Transit
- (BCP) Mass Transit
- Rail service frequency enhancements to existing rail services in WEMCA
- Westerleigh Rail Junction upgrade
- A31 Capacity and safety improvements package

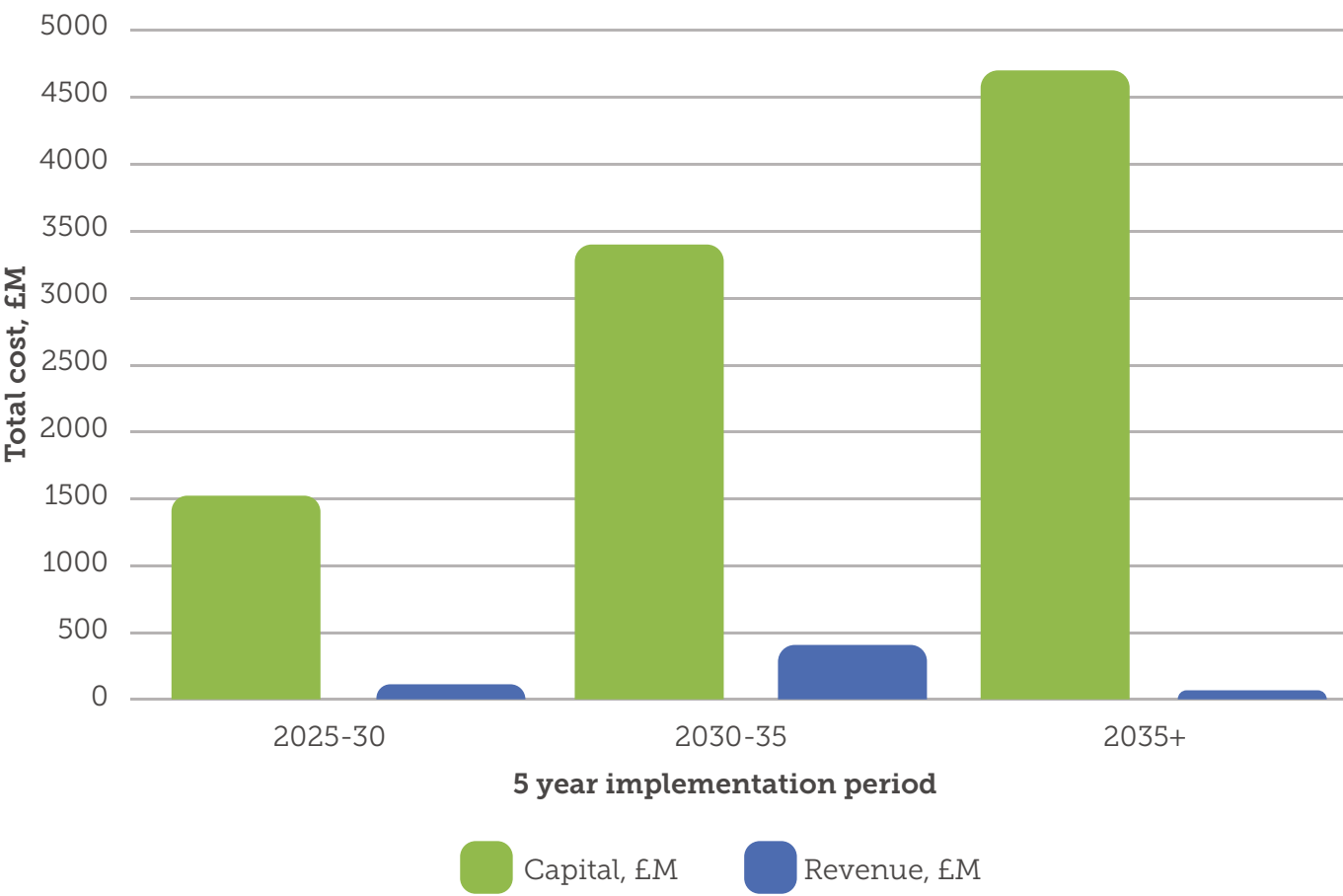
Costs of prioritised programme

The combined costs of the 53 prioritised proposals over the next 10-15 years totals an estimated £9.7 billion capital and £618 million revenue.

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

	Capital, £M	Revenue, £M
2025-30	1,536	121
2030-35	3,411	420
2035+	4,715	77
Total	9,662	618

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
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.		
Heart of Wessex Line Service enhancement		
Bristol - Oxford direct train service		
Superbus Service Enhancements		
Accessibility improvements to rail stations in WEMCA		
Gloucester Rail Station		
Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements		
Bournemouth Airport and Aviation Business Park Sustainable Access Package		
B3097 (Station Road) Bridge Improvements		

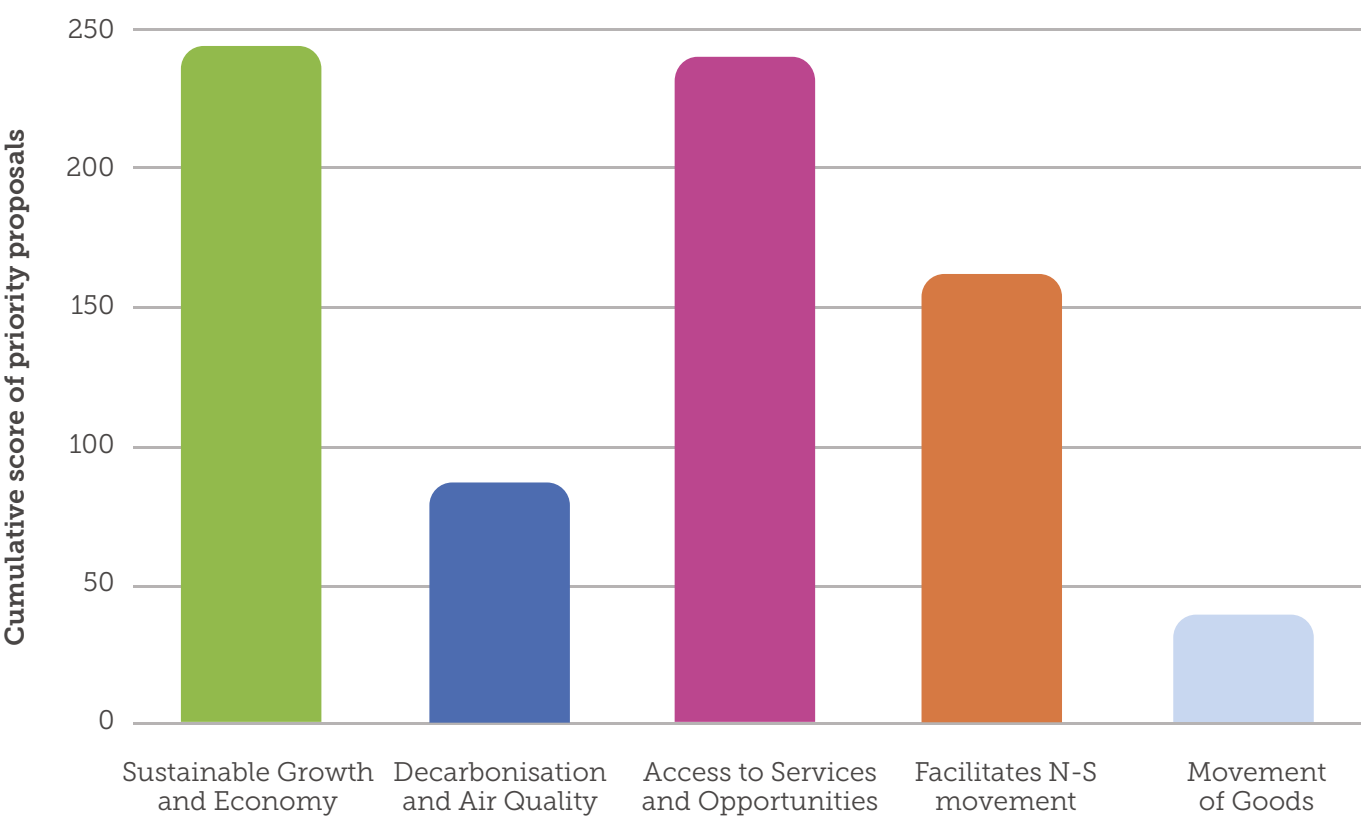
Due to the uncertainties in developing some of these proposals and the risks associated with their delivery it is essential to address these issues quickly to allow the proposals to start within the next three years as expected. Alternative proposals can be brought forward from elsewhere in the programme 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 Sustainable Growth and Economy, Access to Services and North to South Movement objectives. Decarbonisation and Air Quality represents a lower proportion of delivery. With new schemes in this updated SIP scoring lower on average against all three decarbonisation objectives than the schemes in the previous SIP. The reduction in contribution towards this aim is reflective of a lower priority within government objectives.

There is a smaller cumulative contribution towards the fifth Aim – Movement 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 pg. 14-30 highlights the proposals that can effectively meet all 15 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

- (West of England) Mass Transit
- Bus service frequency and rural bus service improvements - WEMCA
 - = Bristol - Oxford direct train service
 - = South- East Dorset Rural Mobility Pilot



Top 3 - Access to services and opportunities

- A31 Capacity and safety improvements package
- BCP Mass Transit
- Christchurch Town Centre sustainable access package



Top 3 - Facilitating north-south movement on identified routes

- Westerleigh Rail Junction upgrade
- Heart of Wessex Line service enhancement
- Melksham Bypass



Top 3 - Movement of goods

- Port of Poole expansion, reopening of Hamworthy Branch Line and supporting access improvements
- Westerleigh Rail Junction upgrade
 - = Melksham Loop (Thingley Junction)
 - = Ashchurch for Tewkesbury Station & active travel corridor



7. Other regionally significant schemes

As with the 2025 SIP, 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) as well as those named in the Western Gateway’s previous short-term STP and are listed below.

Table Two: Regionally significant supported schemes outside the SIP

Scheme
A38 North Somerset (Major Road Network scheme)
M5 Junction 9
M5 Junction 10
M5 Junction 12
A36 Bath to A303 (RIS3 scheme)
Strategic Renewal - M5 J20-19 Bridge Cluster - Wynhol Viaduct (RIS3 scheme)
Activity resulting from the SRN in Urban Areas Strategic Study (RIS3 scheme)
Activity resulting from the M4 Dorset Coast Strategic Study (RIS3 scheme) – Delivery Plan under preparation
A46 Chippenham (Cold Ashton) (RIS3 scheme)
Potential future pipeline scheme: M5 J14

These are regionally significant schemes for which the Western Gateway supports the case for investment. The Western Gateway will work with promoters of the schemes to strengthen the evidence base and case for investment.

Some SIP schemes from the 2025 SIP have been removed from the 2026 update as they are already underway or are about to start (contracts signed). These are shown in Table Three. These are:

Table three: Committed Schemes

Project name
Strategic Renewal - M32 Eastville viaduct
Portishead rail line (Metrowest - Phase 1)
M5 Bridgwater
Henbury Rail line (Metrowest Phase 2)
A350 Phase 4&5
A36 Southampton Road/ Churchill Way
Strategic Renewal - M5 J21 St Georges Bridge refurbishment
Strategic Renewal - A432 (M4) Overbridge Bridge replacement
A417 Missing Link

8. Sustainability Appraisal

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

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

Overall, the appraisal identified generally positive benefits from the Investment Plan, when compared to doing nothing or pursuing reasonable alternative options. It did 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 full reports, which included suggestions for mitigating potential issues, can be seen at westerngatewaystb.org.uk/sea-reports

- It is, however, necessary to undertake an update of this work given:
- Inclusion of new schemes in the refreshed SIP;
 - Splitting of two existing schemes in the SIP into four schemes;
 - The removal of six schemes from the SIP; and
 - Amendments to 55 existing schemes, including changes to project names, descriptions and costs.

The new schemes will need be assessed against the SEA framework established during the scoping stage of the original SIP. The methodology will follow the approach used previously, and the results of the assessments will be presented in a SEA Report Addendum, with detailed assessment matrices included in an appendix. To support assessment, GIS constraints analysis will be carried out for all new schemes, to identify general constraints including habitats and ecological designations, historic designations, and landscape designations. This will require provision of GIS shapefiles at the outset of the project.

For those schemes which have been amended a high-level screening exercise will be undertaken to identify any material changes to the scheme that may result in a change to the findings of the assessments. In this case, the assessment will be updated to reflect any changes, however it is assumed that any changes are not significant and would not result in updates to the SEA.

For those schemes which have been removed from the SIP these will be outlined within the SEA Report Addendum and identify any relevant amendments to the assessment of cumulative effects for the SIP as a whole.

The findings of the assessment of the additional schemes and implication of the removal of schemes will be outlined in the SEA Report Addendum. 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. It will outline any implications of this on other sections of the SEA Report, including on the findings of the cumulative effects assessment and assessment of reasonable alternatives.

The draft SEA Report Addendum will be produced by WSP who provided the original Sustainability Appraisal and will be published as a supporting document.

9. Public consultation

The previous 2025 version of the SIP was consulted between 20th December 2024 and 2nd February 2025. There was good support for the aims and methodology of the SIP. The full consultation report can be viewed in our consultation report westerngatewaystb.org.uk/sip25-consultation-report/

The 2026 update is only a limited update of schemes and information; as well as incorporating some of the recommendations from the 2025 SIP, and no further consultation has been undertaken.

10. Modelling of priority proposals

Modelling of significant impacts of the 2025 prioritised proposals on the regional transport network was 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

There has not been an update of this modelling for the 2026 update, given the light touch nature of the update.



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 light touch SIP refresh 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.

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 Mayoral Combined Authority – Bath & North East Somerset Council, Bristol City Council, North Somerset Council, South Gloucestershire Council)

[Dorset and Bournemouth, Christchurch and Poole Councils joint Local Transport Plan 2026-2041](#)

[Wiltshire Local Transport Plan 4](#)

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 \(2014\)](#)⁵

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

[Bristol Local Plan \(2023\)](#)⁶

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

[South Gloucestershire Local Plan Core Strategy \(2006-2027\)](#)⁷

[Wiltshire Council Core Strategy 2015](#)⁸

[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 Core Strategy 2012](#)

Neighbouring Sub-national Transport Body STPs

[Peninsula Transport Strategic Transport Plan](#)

[Transport for South East Strategic Transport Plan](#)

[Midlands Connect Strategic Transport Plan](#)

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

⁵ Dorset are working on a new local plan

⁶ Bristol City Council are working on a new Local Plan 2045

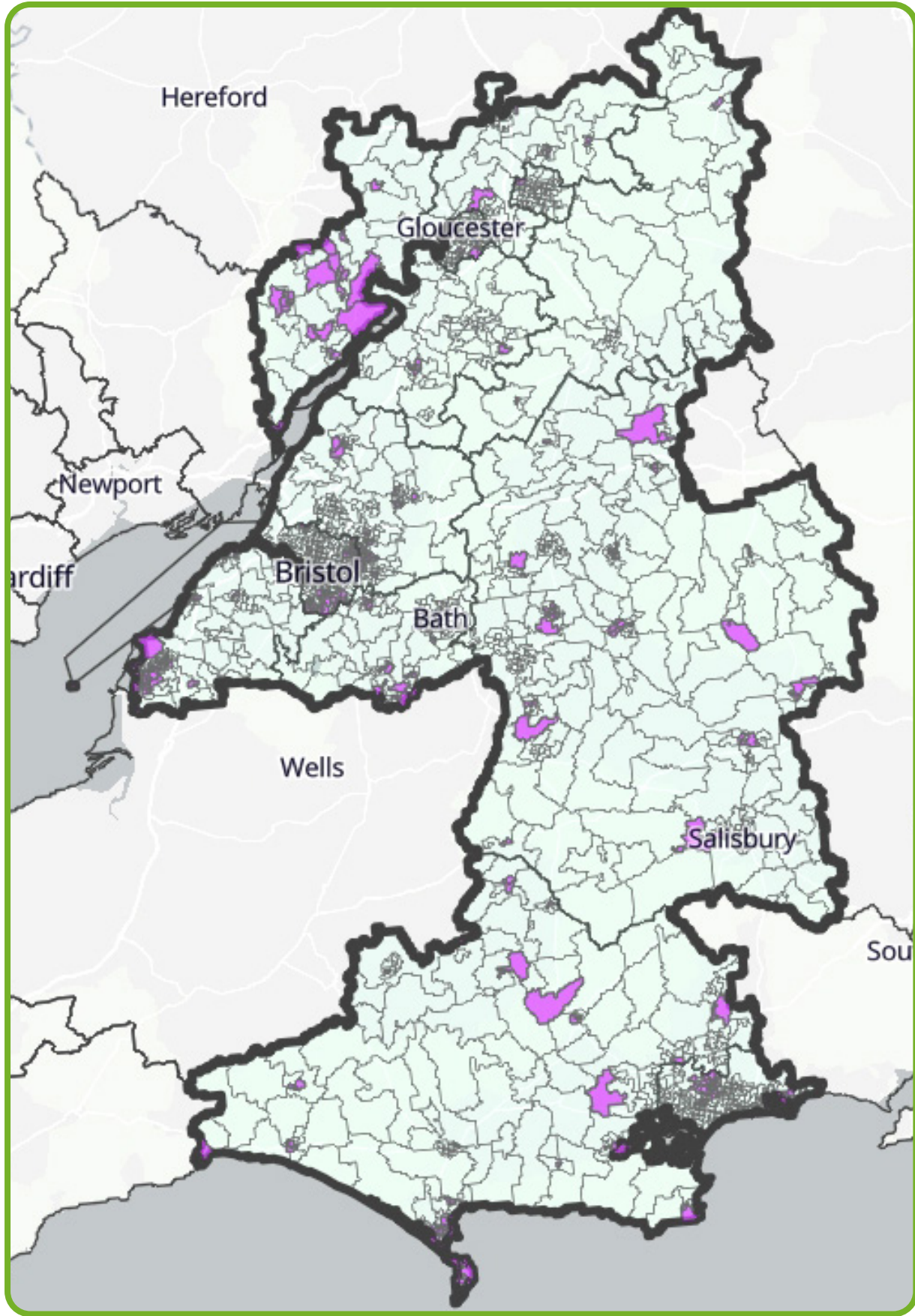
⁷ South Gloucestershire New Local Plan is under examination in 2026

⁸ Wiltshire council have commenced preparation on a new local plan in 2026

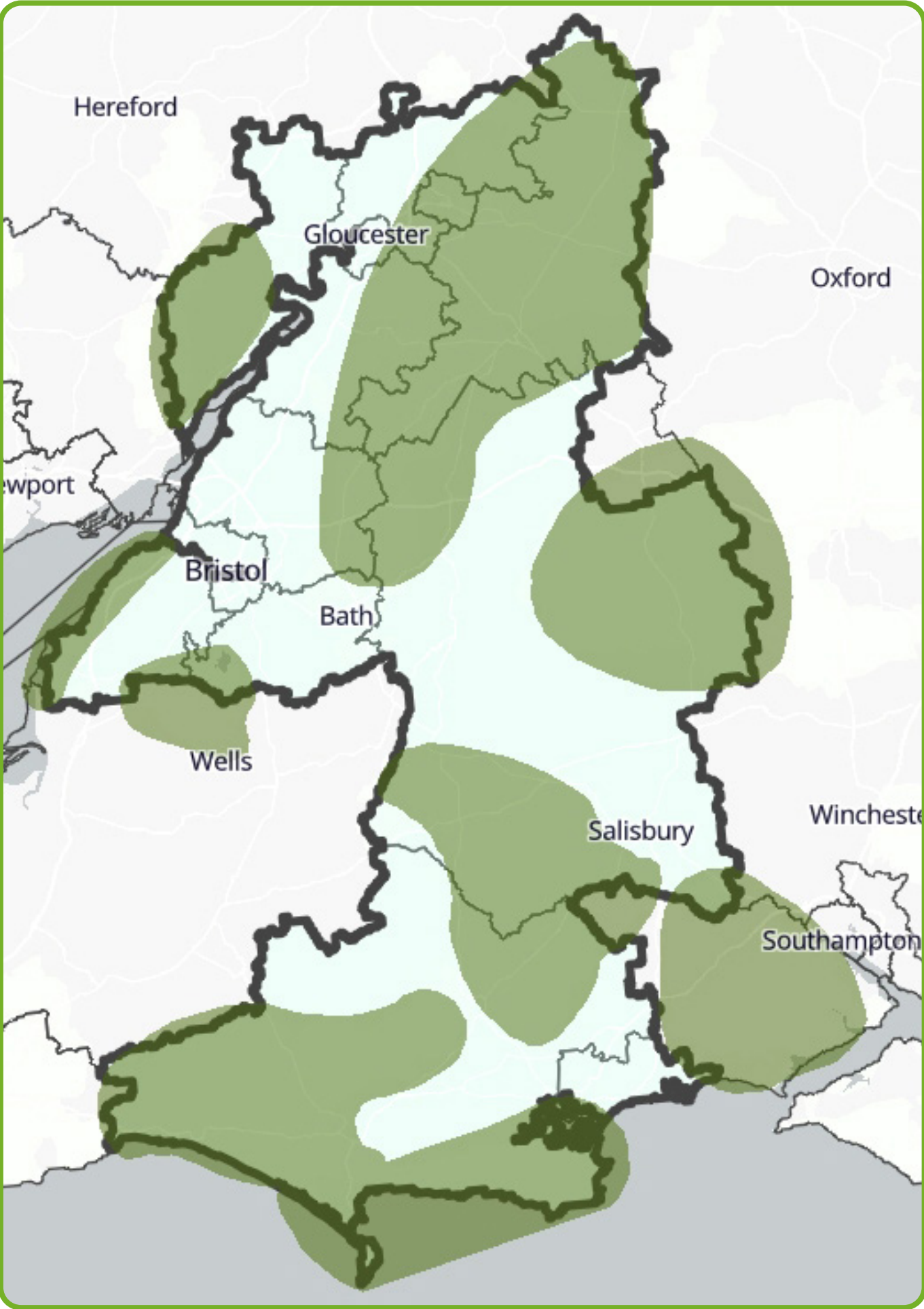
Appendix 3: Maps of assessment objectives

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>

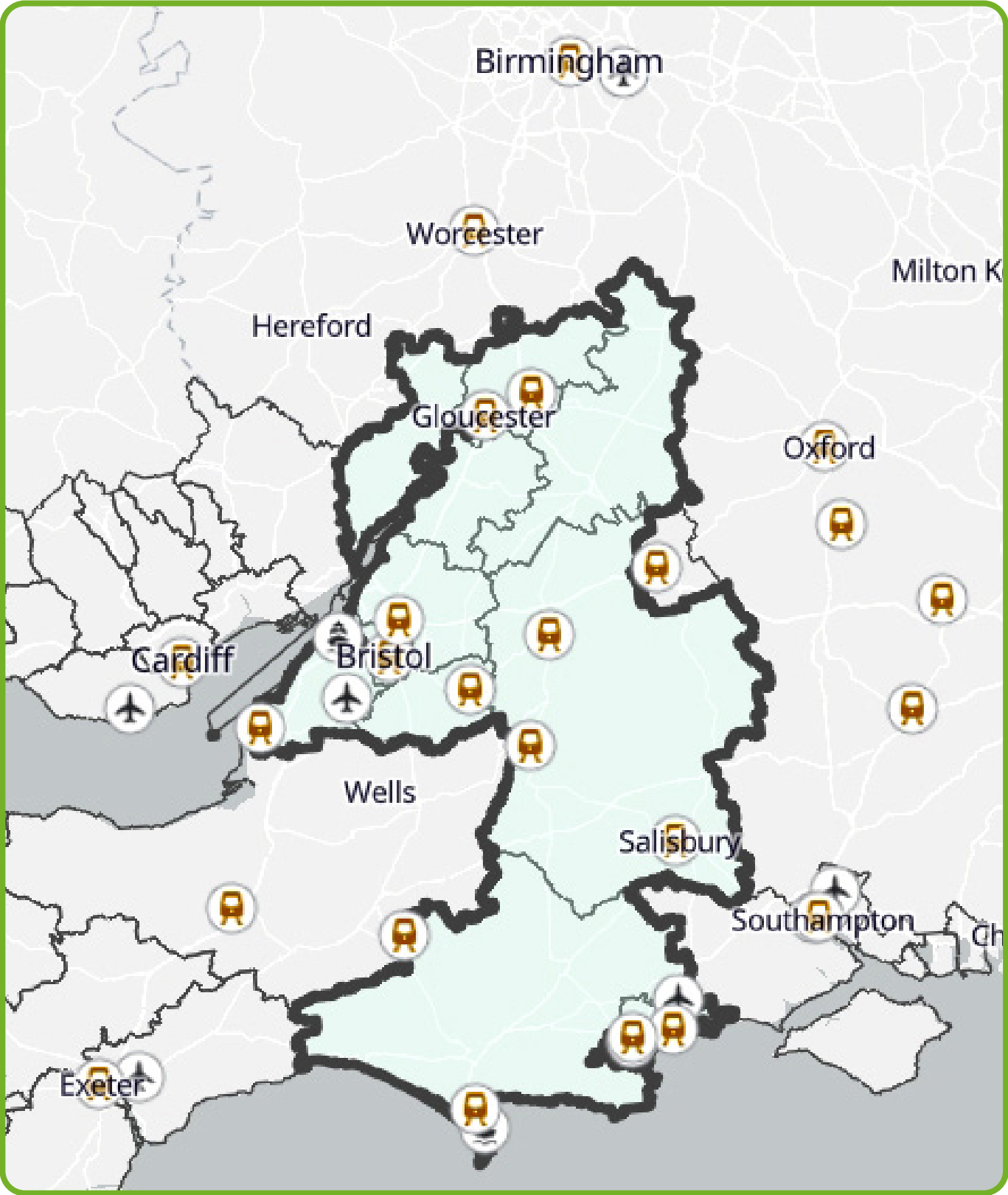
Map Objective 1: Areas at high risk of transport related social exclusion to employment



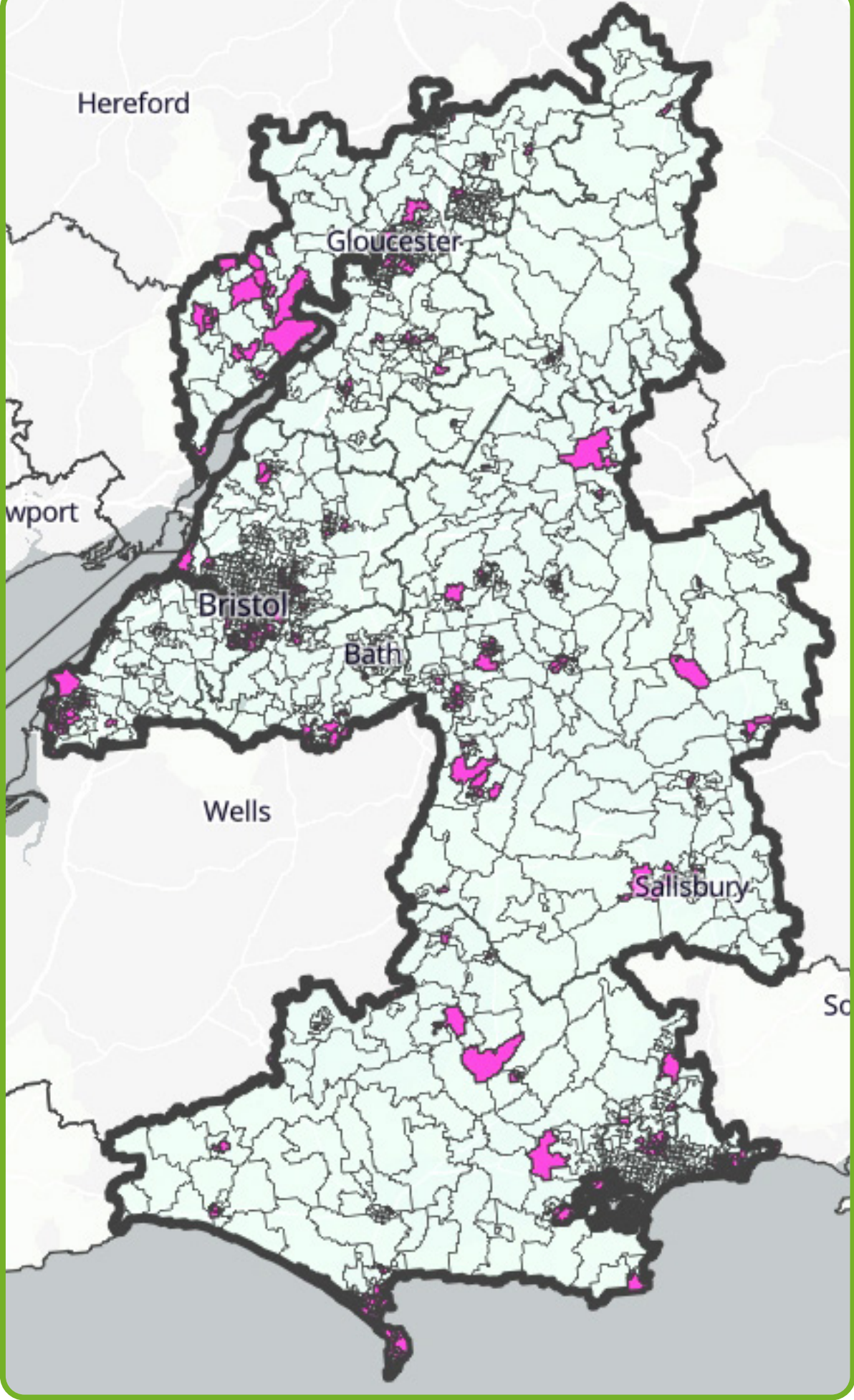
Map Objective 2: Western Gateway key rural tourism areas



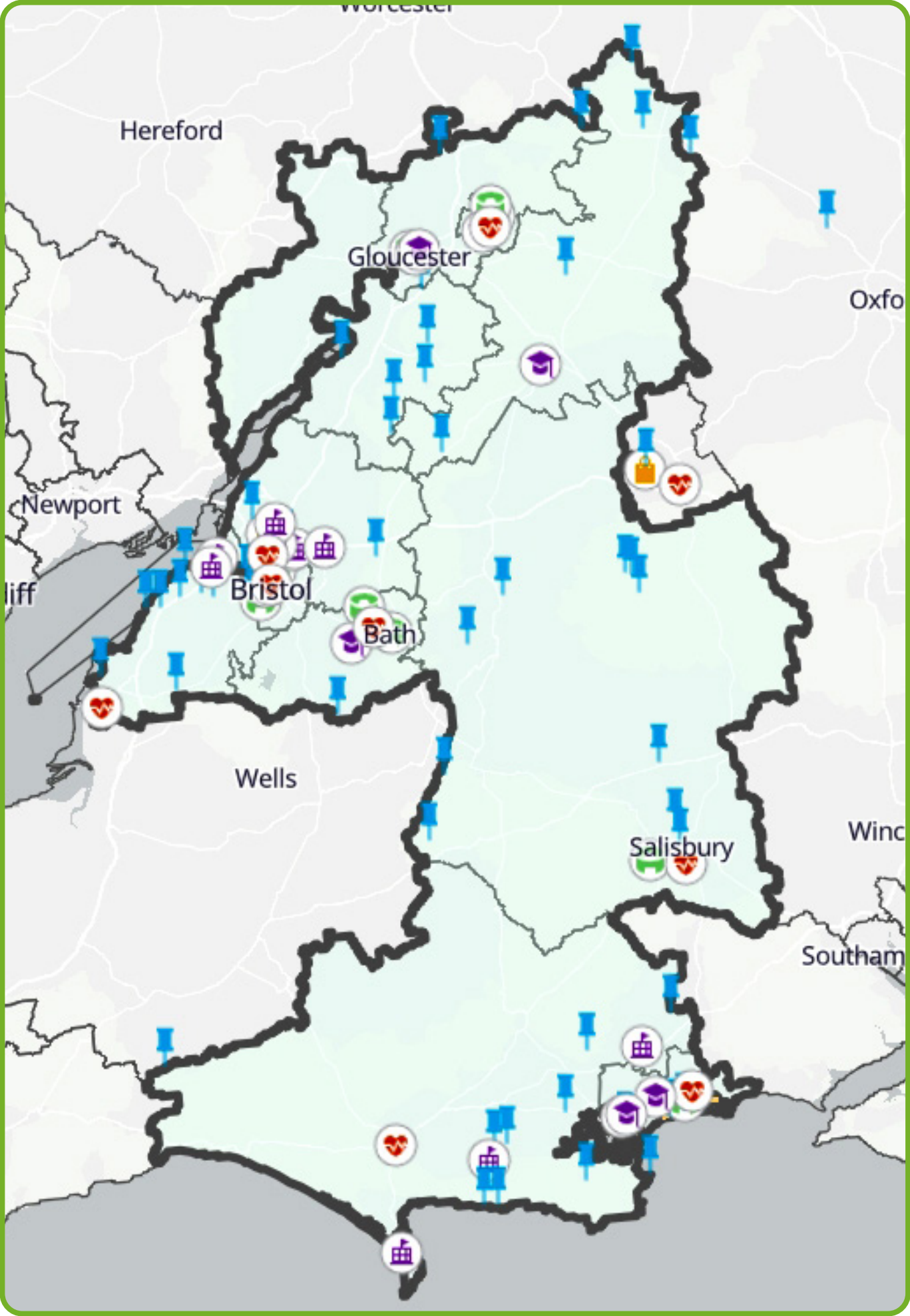
Map Objective 3: National and international gateways



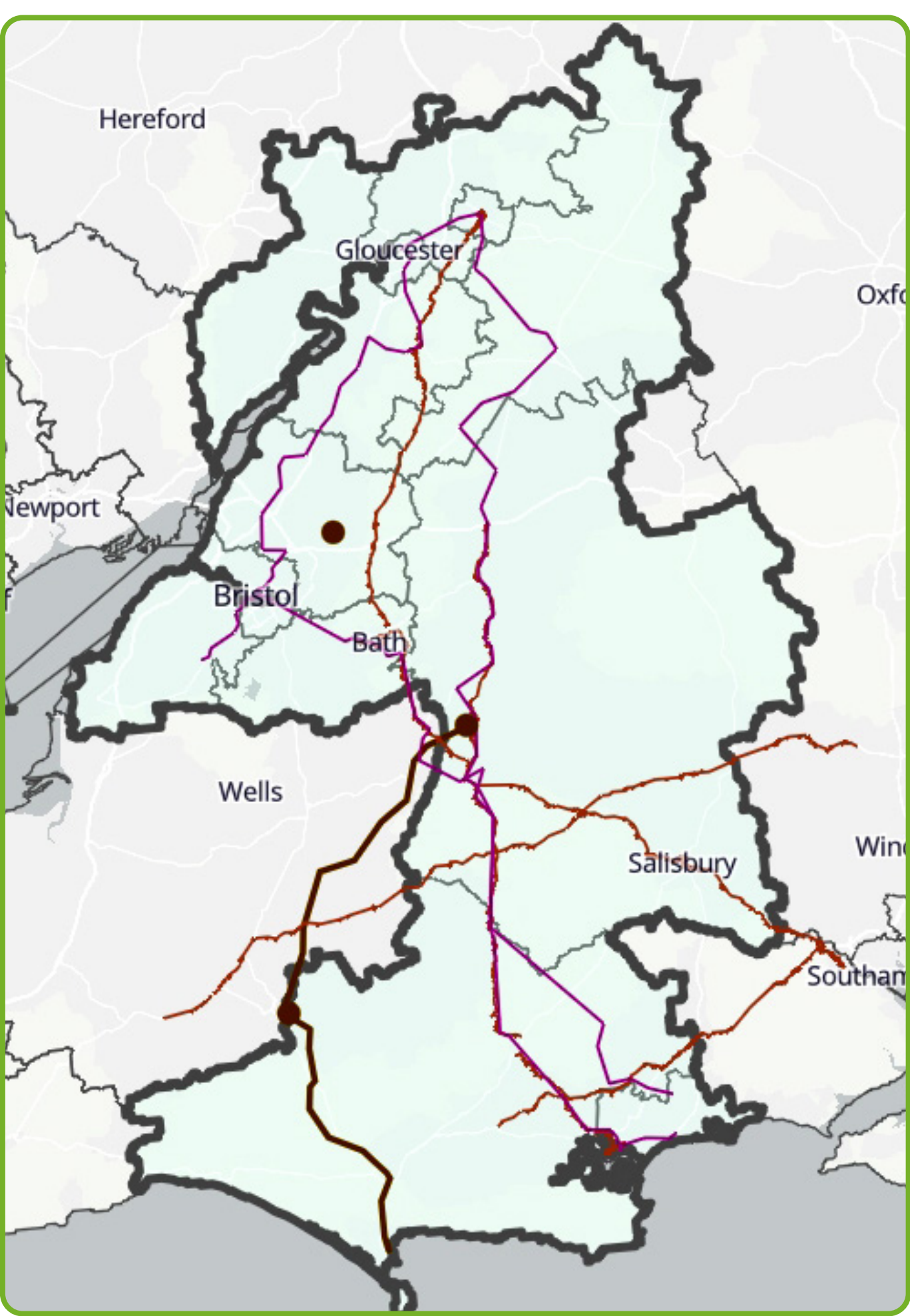
Map Objective 8: Areas at high risk of transport related social exclusion (all factors)



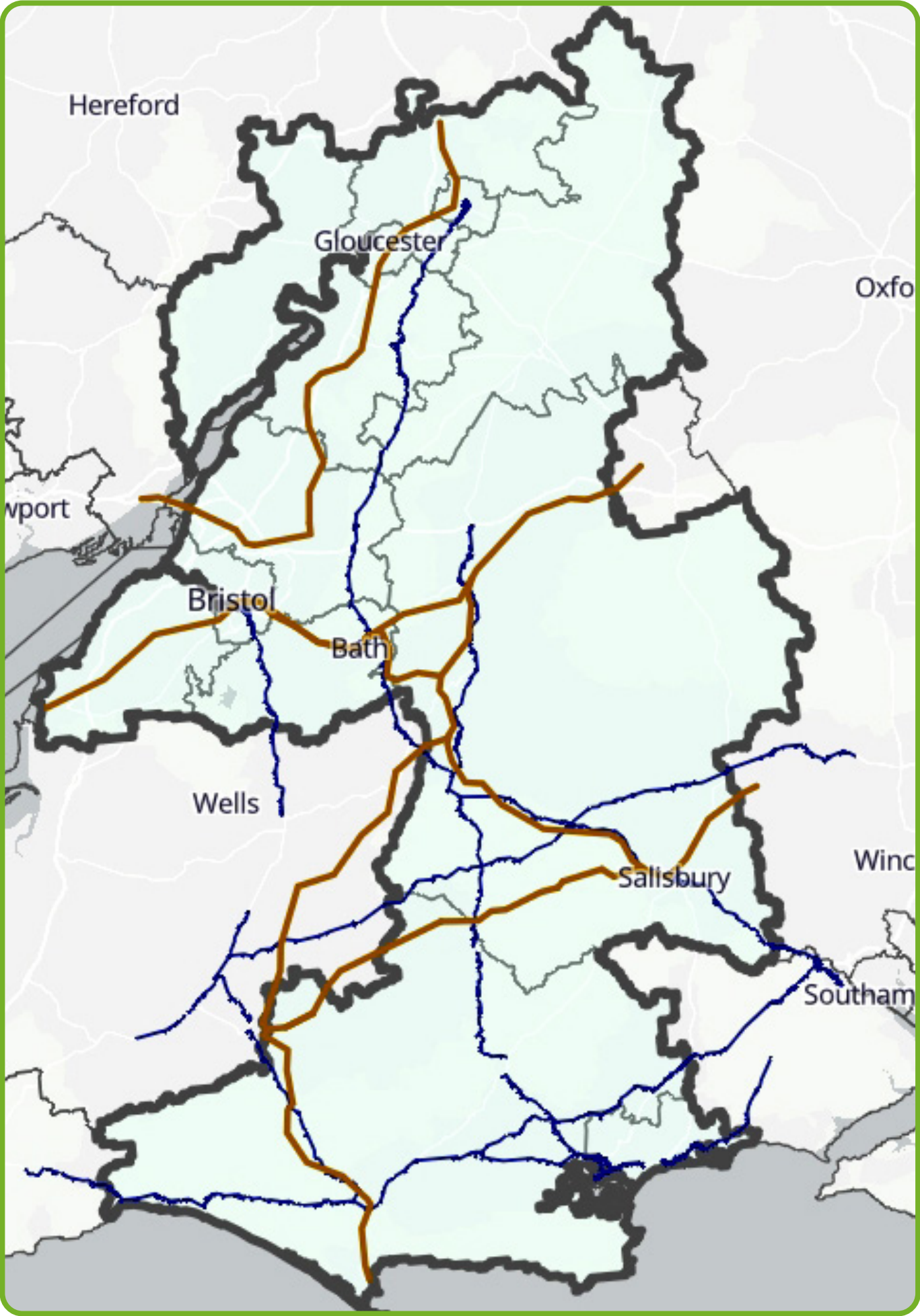
Map Objective 9: Western Gateway regionally significant destinations



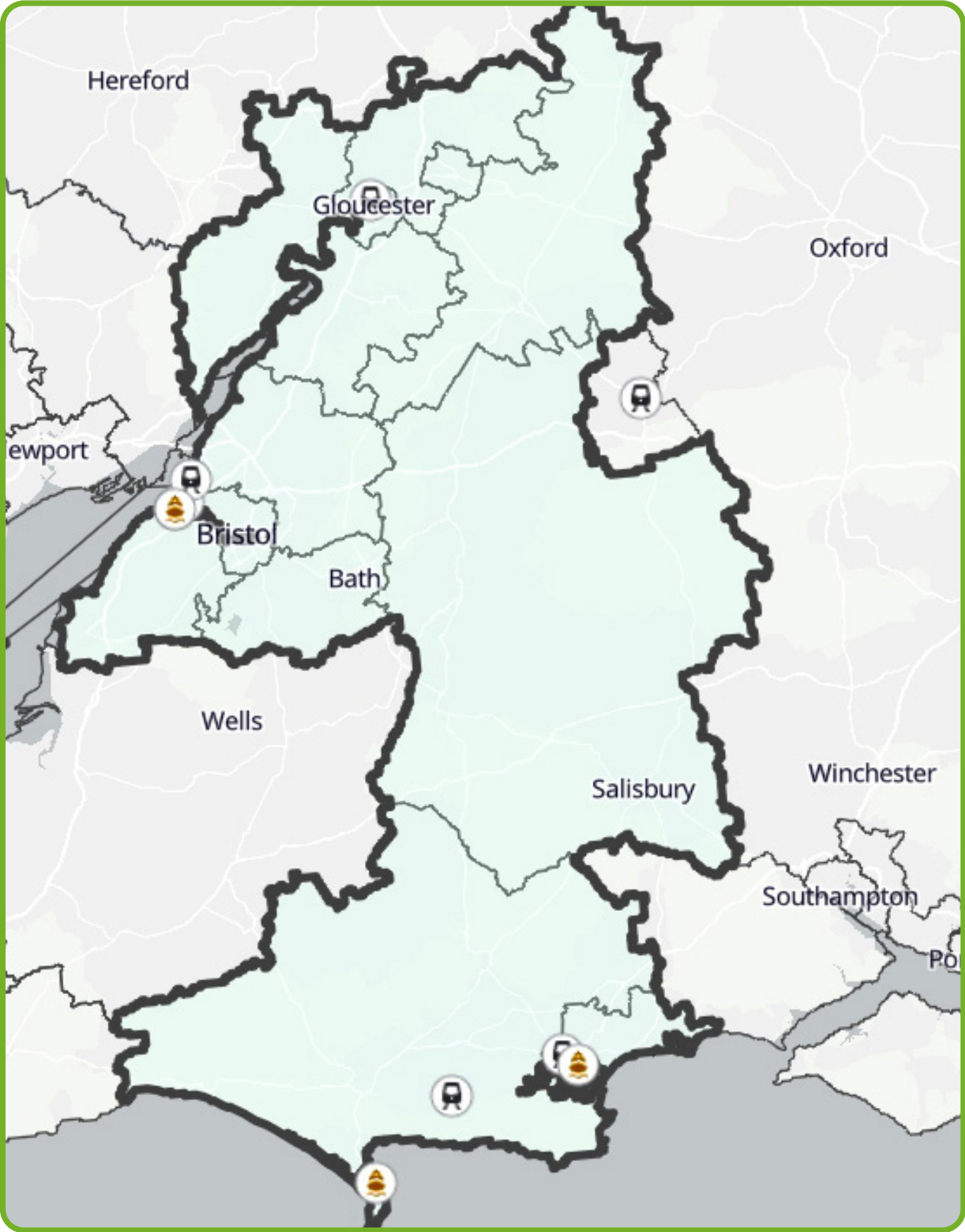
Map Objective 12: Target north-south road and rail routes (identified in STP)

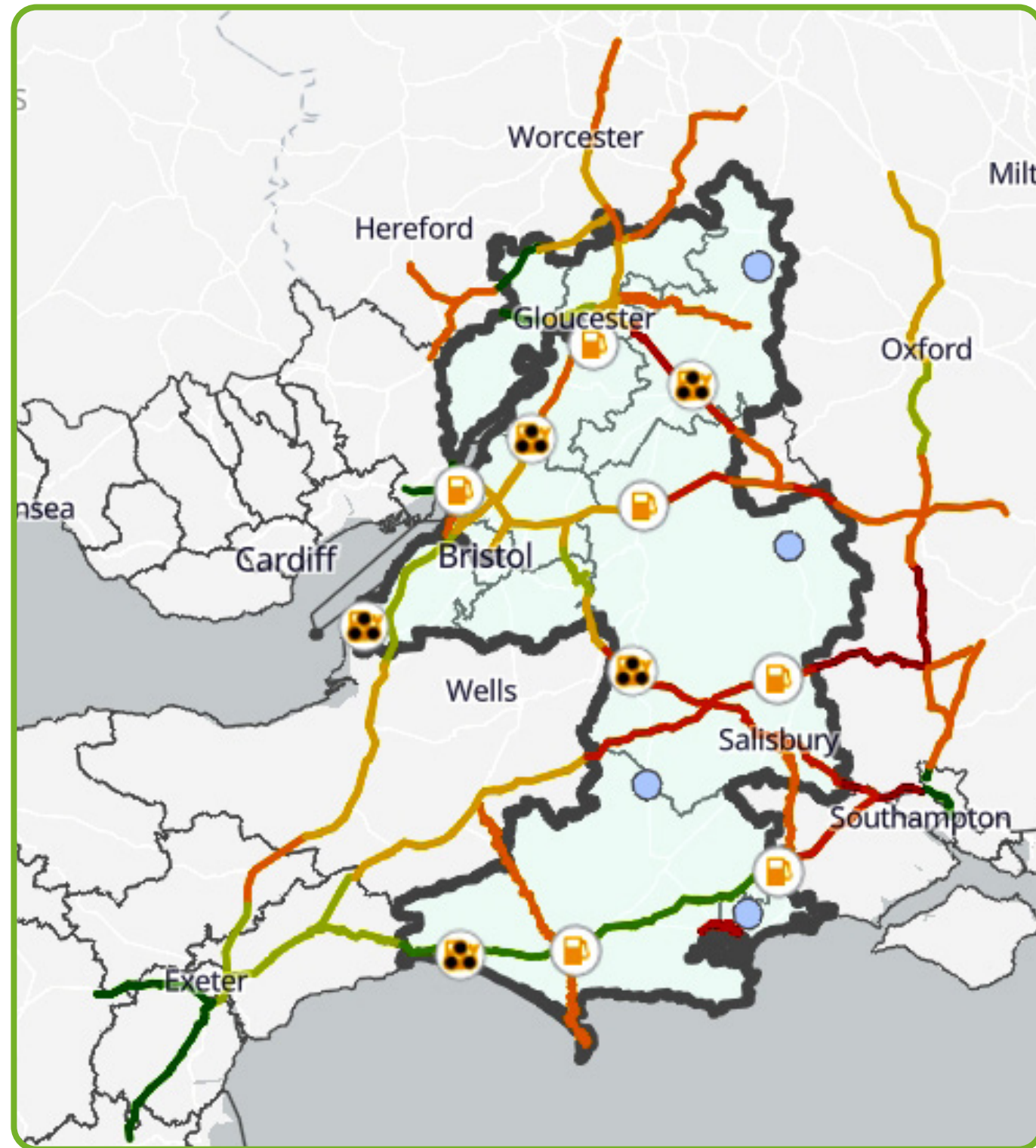


Map Objective 13: Target routes with poor journey time reliability (identified in STP)



Map Objective 14: 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.

September 2026