

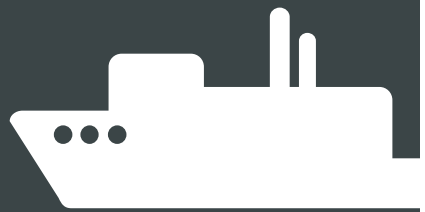
Western Gateway

Sub-national Transport Body



Draft Strategic Transport Plan 2020-2025





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1.0

Introduction

At the time of writing our nation and local communities are in the grip of the coronavirus pandemic. This outbreak will have significant and as yet uncertain implications for individuals, society, the economy and the environment for a long time to come. These implications especially in relation to transport need to be fully understood, considered and incorporated into the plan as it progresses.

Meanwhile, we will continue to plan for our future and support the recovery of our nation.

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

Our Strategic Transport Plan considers all modes of transport within the context of strategic travel. Strategic travel is defined within this plan as travel between two local authority areas, for example somebody living in Trowbridge, but working in Bristol or a road haulier travelling from the Port of Poole to Gloucester.

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

Depending on the travel corridor and the location of the travel issue requiring mitigation, the investment priority may include a variety of improvements including passenger transport schemes; strategic cycle schemes; highway capacity schemes; urban traffic management schemes; green travel infrastructure or integrated ticketing solutions.

All improvements identified will include the overarching need to decarbonise the transport network in line with the government's emerging Transport Decarbonisation Plan. Due to the scale of this challenge the STBs are in a better position to take strategic leadership of this matter on behalf of its local authority members.



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2.0 Western Gateway Sub-National Transport Body

The Western Gateway area offers a prosperous and resilient economy set in highly desirable areas of outstanding natural beauty and world heritage sites which are recognised globally. Collectively the Gateway area offers a place to live, work and invest in. It covers some of the country's most prosperous, fastest-growing conurbations and is home to over 3 million people. Figure 1 illustrates the communities covered by the Western Gateway Sub-national Transport Body.

As a collective the Western Gateway area has a strong and growing expertise in world leading industries including advanced engineering, high-value manufacturing, aerospace, military, financial and professional services, digital information and communications technology, cyber security and defence.

Over the next 20 years the Western Gateway area is planning for a step change in prosperity

and productivity. This will be achieved through an ambitious growth agenda delivering 300,000 new homes and over 190,000 new jobs. To maintain the quality of our environment it is vital to consider transport improvements appropriate to their setting, which also does not diminish the quality of life and the characteristics of our built and natural environments. Figure 2 illustrates the geographic extent of the Western Gateway STB area within the national context.

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

