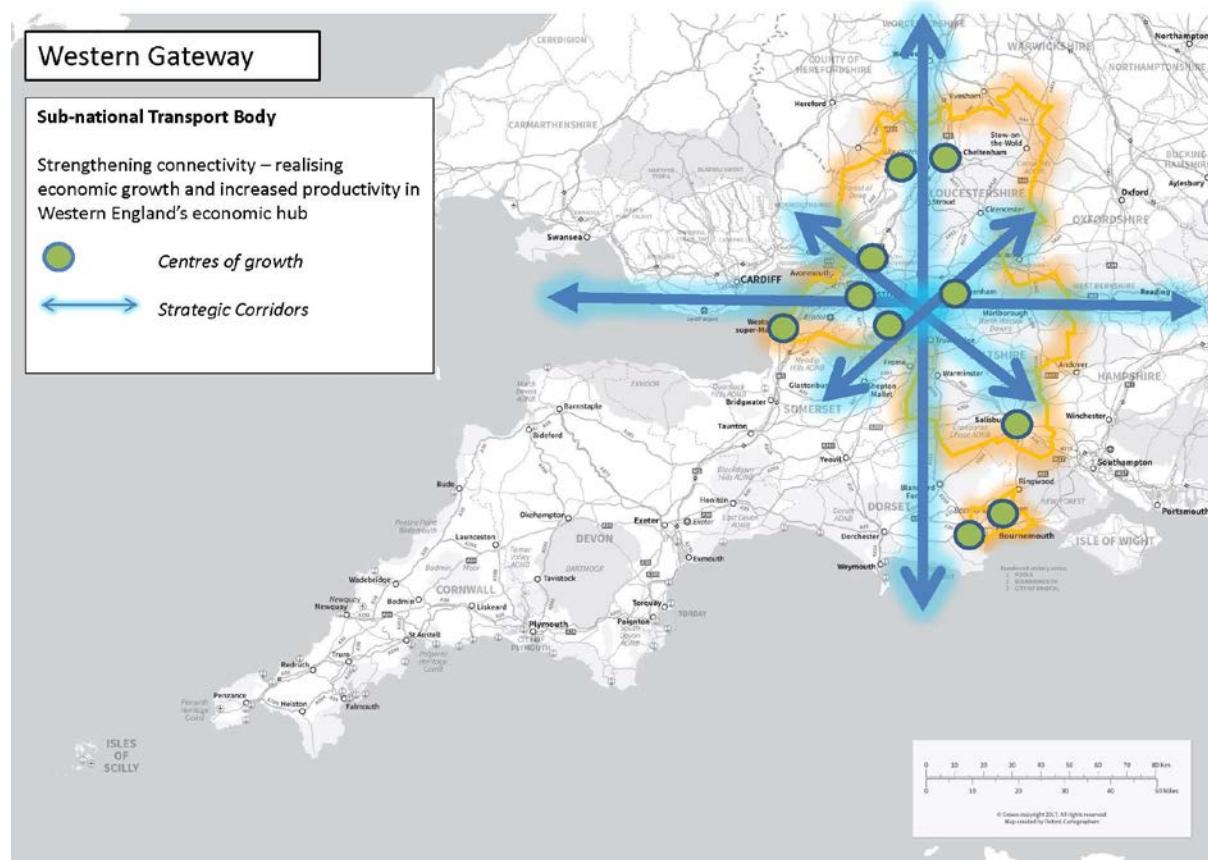


Draft case for establishing a Sub-National Transport Body –
Produced by the Western Gateway Transport Officers Group 6th June 2018

Western Gateway

Sub-national Transport Body

Strengthening connectivity – realising economic growth and increased productivity in Western England's economic hub



The Western Gateway is formed by an alliance of the following Local Authorities:

- Bath and North East Somerset Council
- Borough of Poole Council
- Bournemouth Borough Council
- Bristol City Council
- Gloucestershire County Council
- North Somerset Council
- South Gloucestershire Council
- Wiltshire Council
- West of England Combined Authority

An outline case for the establishment of a Sub-national Transport Body in Western England

The Western Gateway

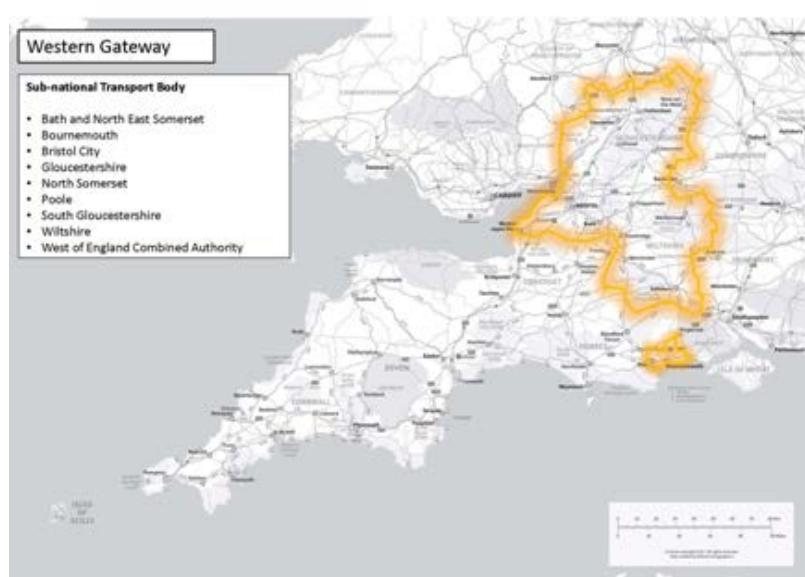
The Western Gateway Sub-National Transport Body is formed by an alliance of local authorities that have made a commitment to work together to drive innovation, maximise economic growth and improve industrial productivity by strengthening travel connections to local, national and international markets.

The Gateway area is home to over 2.6 million people and is set for a step change in prosperity and productivity through an ambitious growth agenda over the next 20 years delivering 260,000 new homes and over 150,000 new jobs. It is both a highly desirable destination as well as a facilitator of movement through nationally significant travel corridors. The Gateway area links England's South Coast to the Midlands; London and the South East to South Wales and the South West Peninsula to the rest of the UK.

Together with the South West Peninsula (Somerset, Devon, Dorset and Cornwall), the Western Gateway forms part of South West England. The relationship with the South West Peninsula is very important and there are a number of shared priorities between the two areas including the M5, A303 & A350 and the Peninsula rail improvements. But, there are clear distinctions between the two areas in terms of transport need reflecting the different economies and markets they serve.

The Western Gateway alliance is predominantly focused on maximising capacity and resilience of the strategic travel corridors within its geography. Prioritising transport investment within the Gateway area will not only benefit local connectivity, but improve connectivity to and for an area much wider than the immediate Western Gateway boundaries. This will open new and improved existing pathways to local, national and international markets resulting in economic success and prosperity for all. Investment in strategic travel corridors will enable the Western Gateway to connect:

- Local centres through our ambitious Metrobus and MetroWest public transport networks
- National markets through our strategic cross roads of highway and railway links
- International markets through our Airports and Deep Sea Ports



The strength of the Western Gateway area will be its ability to speak with one voice to Government on strategic transport priorities. This will be achieved through increased collaborative working between research institutions, the Local Enterprise Partnerships and local government which will ensure that transport is not a barrier but an accelerator of growth.

Our Growth Story

By 2036 the Western Gateway area will help to deliver.....

- **Over 260,000 new homes**
- **Over 150,000 new jobs**

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 that can compete with any place in the world.

As a body we will build on our existing strengths of strong leadership from both political, research and business sectors while seeking to establish new relationships outside the Gateway area. As a collective we have a strong and growing expertise in world leading industries including advanced engineering, high-value manufacturing, aerospace, financial and professional services, and digital information and communications technology, cyber security and defence. We have the right business environment, people and skills to support growth and productivity. The Western Gateway STB will enable us to work together to deliver the right transport infrastructure to deliver this.

The **Bournemouth, Christchurch and Poole city region** is planning for growth of circa 30,000 homes and 20,000 jobs will be created across the city region by 2026, with 80 hectares of new employment land delivered through the Bournemouth International Growth (BIG) Programme. Improved connectivity to Bournemouth Airport, Port of Poole and the town centres will unlock key strategic sites developing the region's presence in internationally competitive sectors including Advanced Manufacturing, the largest Financial Services sector outside London and a national leading start-up location for creative and digital businesses.

Gloucestershire aims to deliver over 60,000 new homes and over 35,000 new jobs by 2031. The growth is focused around unlocking employment and housing land within the M5 Growth Zone. This includes delivery of a new Cyber Business Park near Cheltenham and extensions to Gloucester's Southern Fringe. The District Planning Authorities have embarked on review of their local plans. The County Council will support this by facilitating a coordinated approach to secure improvements to transport networks that provide safe, reliable and convenient transport choices.

West of England's growth aims to deliver over 100,000 new homes and create over 80,000 jobs by 2036. The majority of the new jobs will be at Enterprises areas/ zones close to the strategic transport network. Bristol is at the heart of the regions transport networks and the removal of key congestion pinch points is a priority as this impacts connectivity to all parts of the region. Bristol International Airport and the Port of Bristol are recognised as vitally important to enhance the region's national and global standing.

Wiltshire aims to deliver over 73,000 new homes and over 27,500 new jobs by 2036. This will support local innovation, promote the growth of skills and businesses, and improve transport connectivity in three priority growth zones: Swindon-M4, Salisbury-A303 and along the North/South A350 corridor. The Council has embarked on an ambitious review of the local plan, proposing to accelerate growth in key locations. Unlocking that potential requires upfront investment in infrastructure, and a strategic approach to delivery, which the Council proposes to lead.

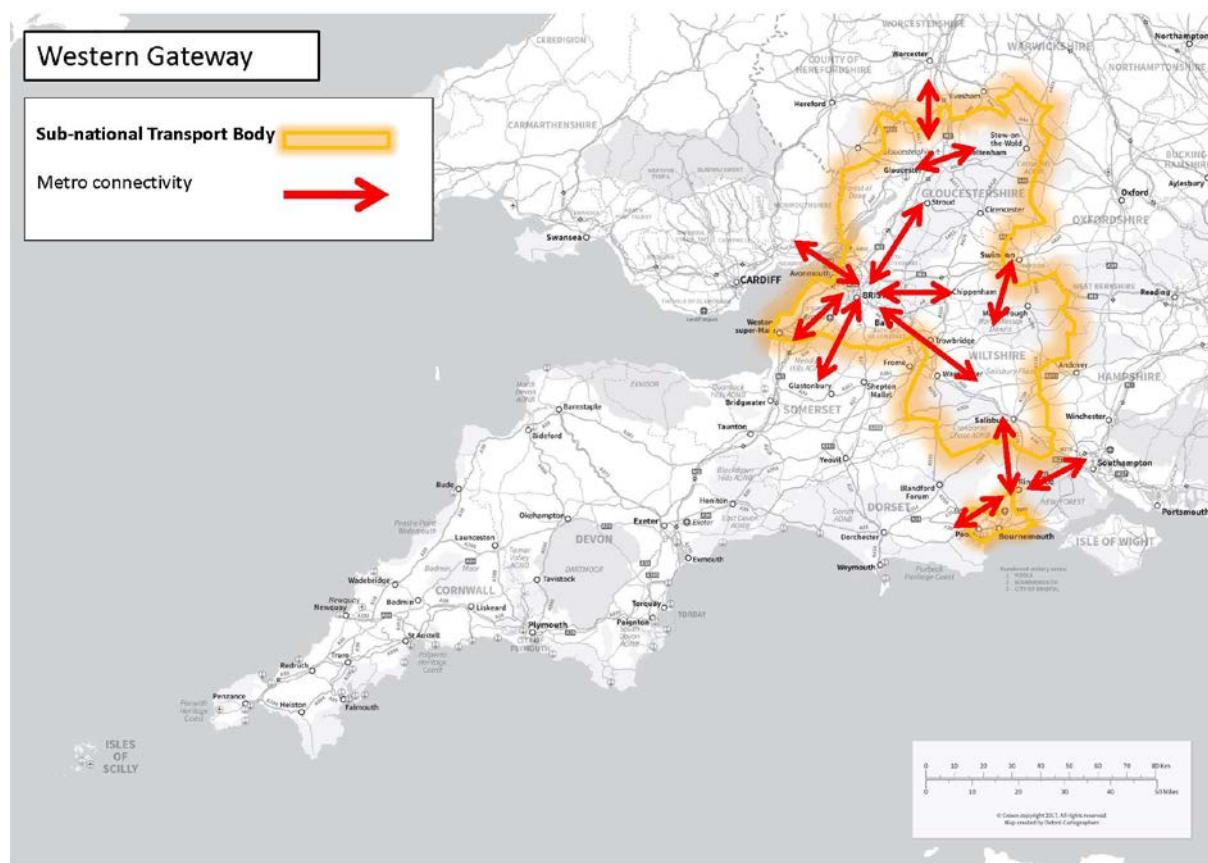
Our Challenges:

Improving metro connectivity

As the population of the Western Gateway area grows there will be increased need to travel within the area. Servicing local connectivity is vitally important for business to business, employees to employers and leisure trips. This will include the opening up of passenger transport routes, increasing service frequencies and ensuring new communities have access to a full range of travel choices by delivering:

- MetroBus network within the West of England area
- Extending MetroWest rail services from the West of England area to Gloucester & Westbury
- Improving connections around Bournemouth and Poole.

By delivering real alternatives to car use within and between urban areas this will mitigate the impacts of growth and help improve the quality of place for our communities.



Expected outcomes:

- Multi-modal travel that unlocks the wider economic benefits associated with improved access and increased economic activity
- Minimised increase in car based travel demand derived from the scale of planned growth
- The move to a low carbon transport network resulting in less journey delay and improved air quality

Improving network resilience

Resilience in this context is broadly described in terms of journey time reliability and the opportunity to manage existing and forecasted demand. If not addressed a failing transport network with poor journey times and network saturation is harmful to productivity and growth. Poor journey times and network saturation will have a detrimental impact on local business activity and undermines inward investment.

By improving the reliability of the Major Road Network it reduces reliance on the existing motorway network including strategic junctions and river crossings. Any incident occurring at the following pinch points has a wide spread impact across the Western Gateway areas:

- Avonmouth Bridge (M5)
- Severn Bridges (M4)
- Almondsbury Interchange (M4 and M5 interchange)
- A31 Bournemouth/Poole

Further work will be required to identify other strategic pinch points and identify investment priorities.

Expected outcomes:

- A transport network resilient to extreme events
- Increased journey time reliability
- The smart operation and management of the transport network through increased use of technology and live travel information

Improving access to Bristol International Airport

Bristol International Airport is the largest regional airport in the South West and one of the top 10 largest UK airports. It primarily serves a mixture of UK and European destinations on both a scheduled and chartered basis. It is also increasing its non-European destination including North America and the Middle East. The airport has planning consent to handle up to 10m passengers per annum. This is likely to be reached in the early 2020's. Future growth is supported by the designation of a strategic employment zone.

Connectivity is a major issue for the airport. It has no direct access onto the motorway network and is served by the single-carriageway A38. There is also no direct rail access. This lack of access impacts negatively on the reputation of the airport and increases leakage to Birmingham and the South East airports.

Expected outcomes:

- Improved multi-model access improvements linking Bristol International Airport to national and sub-regional transport networks
- Bristol International Airport fulfils its potential to become a leading national airport
- Business operational benefits provided by better connectivity with international markets

Improving Access to Bournemouth Airport and the Port of Poole

There are no motorway connections to Bournemouth Airport or the Port of Poole and the existing strategic road network connection experiences resilience issues. Significant growth is planned for both, with the Port of Poole recently opening its new £10m South Quay cruise berth, significantly increasing its capacity for conventional cargoes and cruise ships. The Bournemouth International Growth programme (BIG) aims to transform accessibility to the airport and Wessex Fields sites; releasing 70 hectares of employment land with the potential for creating up to 10,000 new jobs over the next decade. In alignment with the government's Industrial Strategy, it is imperative our international gateways are well connected to the market and that access is not a barrier to growth and enhanced productivity.

Expected outcomes:

- Improved highway connectivity improvements linking Bournemouth Airport and the Port of Poole to national and sub-regional transport networks enabling growth at our international gateways.

Improving strategic connectivity

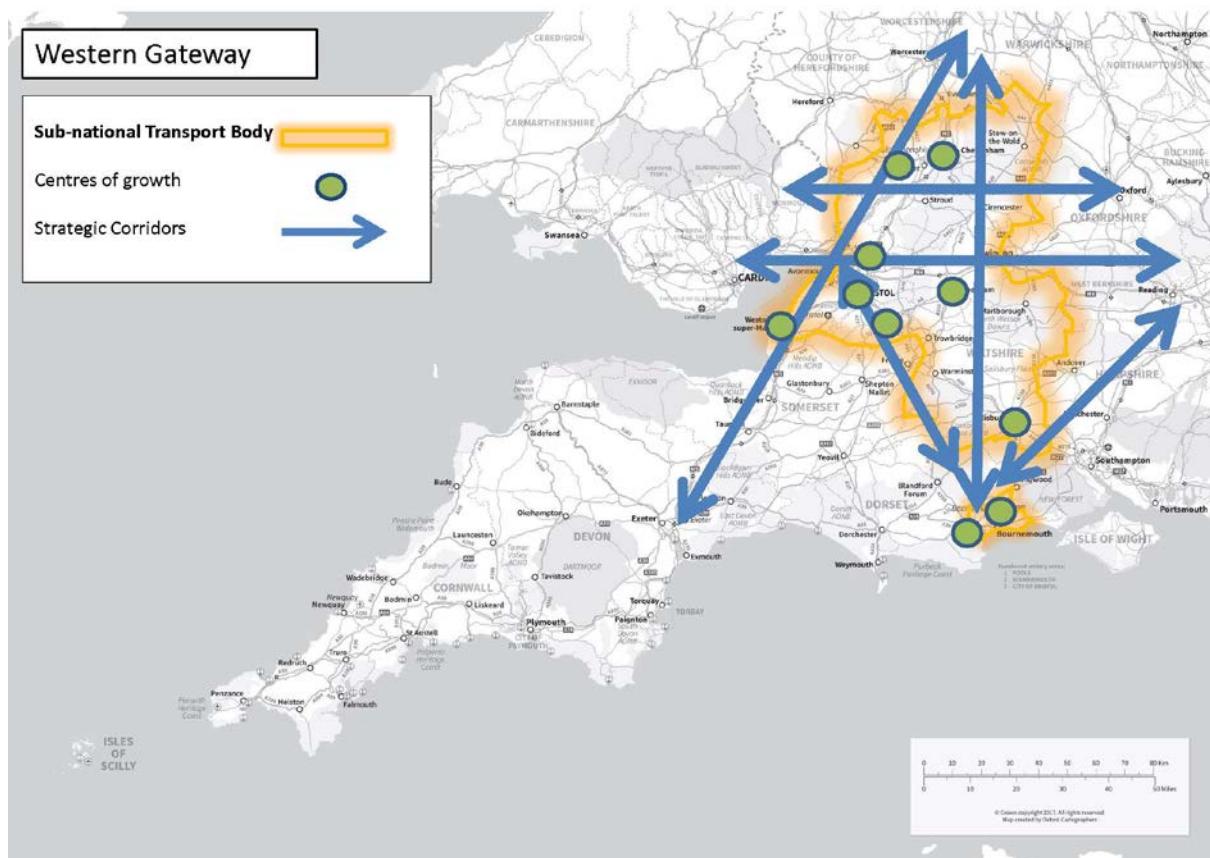
The Western Gateway area is a crossroads of national connectivity. Prioritising local transport investments to remove pinch points within these strategic corridors creates gateways of economic activity by opening up new and improving existing pathways to local, national and international markets resulting in economic success and prosperity for all. Better connectivity will help close current 'productivity gaps' by maintaining and enhancing external transport linkages through a number of strategic corridors including:

- Midlands to the South West Peninsula
- South Coast to the West of England and the M4 corridor
- London and the South East to South Wales
- Oxfordshire and South Wales

Further work will be required to understand the role of these corridors and the economic benefits they bring the Western Gateway area.

Expected outcomes:

- An efficient, safe and resilient transport network which enables the delivery of residential and employment growth by minimising its impacts on the transport network.
- Managed vehicle movements on strategic corridors to improve access and journey time reliability
- The separation of local and strategic traffic which will significantly improve the quality of place and reduce community severance.
- Delivery of new and enhance sections of highway through the removal of network pinch points
- A thriving tourist industry which benefits from ease of access to the Sub-regions built and historic environmental assets enhancing its desirability as a destination



Improving digital technology and innovation

The Western Gateway area will take a collective approach to the development and delivery of transformational technology to provide for the transport systems of the future. This recognises that technology has a major role to play in helping to address our current congestion/transport issues. The Gateway area wants to be the forefront of global digital technology and innovation to ensure our transport networks are digitally enabled and ready to meet the needs of private travel and the transition from petrol and diesel powered vehicles. This would include a range of technological improvements where their development would benefit from economies of scale including shared research development.

- A strategic approach to the installation of electric vehicle charging points
- The delivery of smart city technology
- The use of smart technologies to manage urban transport environments and assets
- Embrace other emerging technologies, such as the integration of autonomous and semi-autonomous vehicles onto the network

Expected outcomes:

- Supports delivery of the Government's Clean Growth Strategy
- Enables investment in transport innovation with research and business sectors
- Reduces the risk of piecemeal delivery across the Gateway areas
- Improves highways assets, network management and user experience

The Western Gateway Sub-National Transport Body

The Sub-National Transport Body is not about taking decisions and responsibilities away from local communities. It is about strengthening delivery by demonstrating strategic leadership and working collaboratively for material advantage for the Western Gateway area.

The Western Gateway enables big picture visioning to be expressed in a way that collectively benefits the area through the development of shared priorities. It enables our collected resources and expertise to be shared. This will benefit the area by having a larger more influential lobbying base. It makes working with Department for Transport, Highways England and Network Rail easier by having fewer, but more coordinated conversations and removing the risk of competing local priorities and enhancing the areas ability to attract national investment. By working together to address our transport challenges this will strengthen local and strategic connectivity and improve the desirability of the Western Gateway area as a destination to live, work and invest in.

A Western Gateway Transport Strategy will be required to identify sub-national transport priorities and enable the delivery of sustainable economic growth. Developing a long-term strategic transport plan and delivery programme across a wider area brings greater certainty for investors from both, the public, as well as the private sector. Our Transport Strategy will emphasise the importance of minimising adverse impacts of development to ensure an efficient, safe and resilient transport network. It will recognise the role of 'place' and the need to remove strategic traffic from local networks. Addressing our shared transport challenges identified will be instrumental in creating high quality, vibrant and successful communities.

Our Timescales:

Summer 2018
Seek political approval for the formation of a shadow
Sub-National Transport Body

Autumn 2018
Hold first Shadow Partnership Board – (the decision
making body for the Sub-National Transport Body)
Agree 'asks' of Government to improve quality of sub-
national evidence base

Winter 2018
Commence production Sub-National Transport Strategy