

Western Gateway

Sub-national Transport Body



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

Draft for consultation



Sustainable growth
and economy



Decarbonisation
and air quality



Access to services
and opportunities



Facilitating strategic
north-south movement



Movement of goods

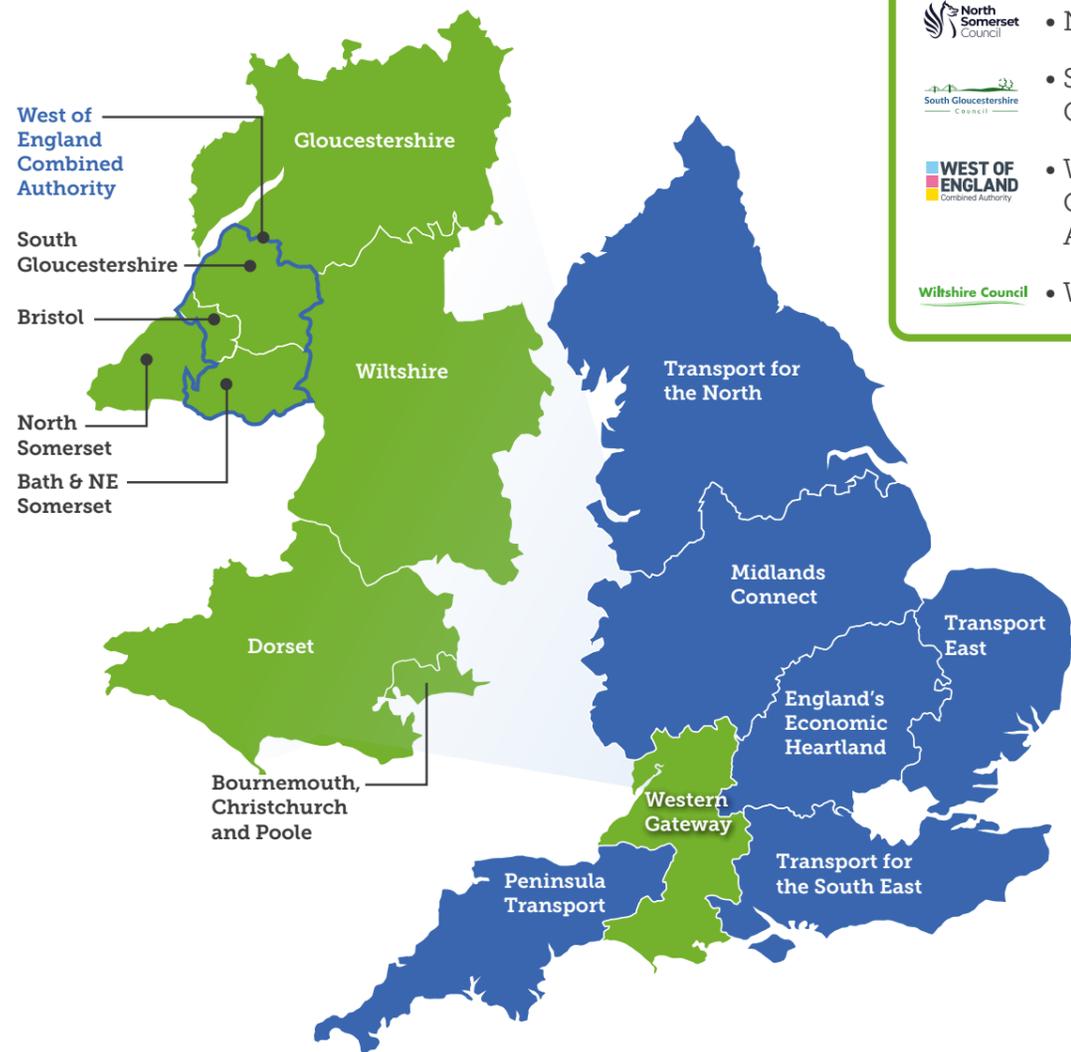
1. Foreword

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

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

Nine Authorities within the Western Gateway:

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



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



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

2. Executive Summary

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

The proposals cover a wide variety of transport types and projects that build on and complement the schemes named in our previous short term Strategic Transport Plan (2020-2025). Together, they will support the delivery of good quality housing and sustainable economic growth throughout the region and effectively achieve the five Key Aims of our adopted Strategic Transport Plan (2025-2050). These proposals represent our recommendations to government for investment in strategically important regional transport over the next ten years.

5 Key Aims of our Strategic Transport Plan

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

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

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

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

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

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

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

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

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

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

The complete list of prioritised proposals can be found in Section 6 of this document. It is also possible to sort and filter the prioritised list to respond to specific policy objectives or funding opportunities. However, it is not intended to form a complete catalogue of all transport schemes in the region.

We will regularly re-evaluate our Strategic Investment Plan to ensure it remains current and well-aligned with regional and national priorities for transport, housing and sustainable economic growth and emerging local plans for delivery of that growth. We expect additional proposals to be brought forward for evaluation in future iterations of the SIP. These are likely to include:

- a) schemes proposed by National Highways for the forthcoming Road Investment Strategy 3
- b) proposals still in development and
- c) non-infrastructure proposals including digital, technological and economic measures that are not well represented in the current SIP.

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.

Our Strategic Transport Plan was jointly approved by our nine partner authorities in March 2024. It defines our shared transport aims and objectives for the region, organised under five Key Themes:



1) Sustainable growth and economy:

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



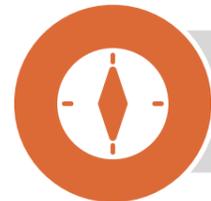
2) Decarbonisation and air quality:

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 Aims¹.

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 meeting 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 to the aims of the adopted Strategic Transport Plan.

The SIP:

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

The SIP does not:

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

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

¹ See section 5 for more information

4. Development of the SIP

This is the first regional Strategic Investment Plan (SIP) for Western Gateway. Development began in May 2024, following the release of our Strategic Transport Plan. Western Gateway is a partnership of nine local and/or combined authorities, so responsibility for the SIP is shared among these authorities. This consultation draft has been approved for publication by the Western Gateway Partnership Board, which consists of an elected Member representing each Authority.



May 2024: Consultation and engagement

The development of the SIP and the assessment process has been influenced by various contributors. These include senior and transport officers from each partner authority, as well as representatives from National Highways, Network Rail, the Department for Transport, other English Sub-National Transport Bodies, and specific business and transport sector through our regular forums.

A consultation with stakeholders and the public will take place between 20th Dec 2024 and 2nd February 2025. More details can be accessed at haveyoursaywesterngateway.participatr.io



July 2024: Call for proposals

In July 2024, invitations to submit proposals for assessment and inclusion were sent to our core strategic partners, which include our nine partner authorities, National Highways and Network Rail.

A total of 101 proposals were submitted between July and September 2024.



November 2024: Sustainability appraisals

A sustainability appraisal has been conducted on the impact of our prioritised proposals. This appraisal includes

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

The key findings can be found in section 8 and the complete report is available on [our consultation portal](#)

(It is important to note that these assessments are conducted at a high level based on the information supplied. Detailed appraisals will be performed as part of the subsequent development and implementation of individual schemes).



January 2025: Modelling

We are modelling the significant impacts of the prioritised proposals on the road and rail network. The findings will inform the final draft of the SIP and recommendations for the detailed development of proposals



February 2025: Post-consultation

After the consultation period, the responses will be analysed and combined with the findings from the modelling and sustainability appraisal to update the draft SIP.



March 2025: Adoption

We are aiming to have a final version of our Strategic Investment Plan agreed by 31st March 2025.



Alignment with government priorities

Our current STP was developed and approved in March 2024 under the previous Conservative government. The adopted objectives outlined in the plan align with the national transport and housing policies, objectives and funding priorities that were in place at that time. The STP and the SIP effectively support the delivery of good quality housing and employment growth at levels and locations currently planned across the region.

Over the last six months, the new Labour government has proposed a substantial acceleration of housing growth and announced changes to major planned transport development in our region. Western Gateway STB welcomes the opportunity to work with our strategic partners to effectively deliver this additional growth and meet the emerging priorities of our new government. Our Strategic Transport Plan and accompanying SIP will be reviewed as part of this process. This SIP should be taken as the current position until that review takes place. We also anticipate that the Call for Proposals will be circulated more widely at this time.



5. Assessment criteria and methodology

The impacts of each proposal submitted have been assessed against 12 criteria drawn from the Strategic Transport Plan and related to the 5 Key Aims. The benefits identified have been compared to the estimated cost of each proposal to calculate a high level benefit-cost ratio that forms the basis of the overall prioritisation in Section 6 below.

A summary of the theory of change and assessment methodology is provided below, along with a discussion of the assumptions and limitations in Appendix 1. 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, assumes that the information provided by partners is accurate. Prioritisation has been undertaken on this basis and may be revised if the cost or benefit information for any proposal changes.

Information and maps that further define the 12 criteria can be found in Appendix 2.



STP key aim	SIP objective	Theory of change/assessment	Methodology
Sustainable growth and economy 	1. Support the economy to thrive and level up across the whole region, particularly where prosperity is constrained by poor connectivity	Proposals should increase access to employment opportunities through sustainable modes of transport in areas currently underserved, including areas that have been identified as facing significant transport related social exclusion (TRSE ²) from employment.	1) Sift for impact on areas with high risk of TRSE to employment. (See Appendix 2, 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 2, 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 2, Map Objective 3) 2) Assess change in connectivity to gateways within a 60 min travel time radius.

²New tool helps local authorities reduce carbon emissions - Western Gateway

STP key aim	SIP objective	Theory of change/assessment	Methodology
Decarbonisation and air quality 	4. Reduce annual regional transport carbon emissions from 6,250kt CO2e (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 ³ .
	5. Minimise embodied carbon	Carbon emissions from the provision, construction, maintenance and disposal of assets must be included in the overall impact assessment of the proposal.	Evaluate the embodied carbon of the proposal components, informed by The Local Transport Infrastructure Carbon Benchmark Tool ⁴ . Additionally, consider also increase in lifespan, resilience or use of existing infrastructure.
	6. Deliver the infrastructure/conditions/services necessary to prioritise a shift to low carbon modes	A proposal may not, in itself, directly deliver carbon, accessibility or connectivity benefits, as assessed by the other metrics. but may establish the conditions that enable other proposals to happen or be more successful, or enhance conditions for background change. e.g. reducing speed limits or space for private vehicles, adding EV chargepoints, and enhancing interchange and place-making proposals.	Qualitative assessment. Multiple factors may contribute to this objective, for example the provision of EV chargepoints, place-making, accessibility, safety improvements, multi modal interchanges, road space allocation, public transport facilities, vehicle speed reductions, car parking availability and pricing, information and marketing, travel planning, fare support and ticketing improvements. Additionally, proposals that increase network resilience.

STP key aim	SIP objective	Theory of change/assessment	Methodology
Access to services and opportunities 	7. Improve access to essential goods, services and opportunities in target areas	Proposals should increase opportunities and reduce car dependency by improving sustainable access to daily services and facilities, particularly in areas facing such challenges. This can also include the introduction of new facilities or services, new models of service delivery (e.g. mobile, online, drone, other), as well as improvements in digital connectivity.	<ol style="list-style-type: none"> 1) Sift for impact on areas with high risk of TRSE (all factors)⁵. (See Appendix 2, Map Objective 7, 2) Assess change in access to services within a 30 min travel time radius using sustainable modes.
	8. Maintain and improve access to important regional and national destinations through our strategic transport networks	Key regional destinations have been agreed through our STP. Proposals should improve access by any mode within a 30 min travel time radius.	<ol style="list-style-type: none"> 1) Sift for proximity/connectivity to key destinations. (See Appendix 2, Map 8) 2) Assess change in destination access by all modes (30 min travel time radius).



³New tool helps local authorities reduce carbon emissions - Western Gateway

⁴Department for Transport tool. Not yet published for general use.

⁵<https://data.transportforthenorth.com/portal/apps/storymaps/stories/f9763ffd85544332b84fc48aa0e9b0b4>

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

STP key aim	SIP objective	Theory of change/assessment	Methodology
Movement of Goods 	11. Increase ability for goods moved by road to shift to rail or coastal shipping	The movement of goods by road is mostly covered by the Facilitating North-South Movement objectives. This objective focuses on transferring road-based freight to rail and sea transportation to alleviate congestion and reduce pollution. Improving facilities for freight at ports and rail terminals, as well as improving connections to these, score here.	Qualitative assessment. Improves facilities for rail and coastal shipping, storage, or connectivity to ports and rail terminals. See Appendix 2, Map Objective 11.
	12. Improve HGV facilities on strategic freight routes to increase attractiveness, discouraging running on unsuitable alternatives.	Improving facilities for alternative fuelling of large vehicles will facilitate the transition to lower carbon HGVs, LGVs and coaches. Addressing the existing gaps in service provisions for drivers and HGVs on strategic freight routes will help lorries remain on approved routes rather than diverting onto unsuitable roads.	Qualitative assessment. Provides essential facilities along strategic freight routes with identified deficits. Offers opportunities for sustainable fuelling for HGVs and coaches. See Appendix 2, Map Objective 12.



6. Priority proposals

As a result of our assessment process, 38 proposals have been prioritised for inclusion in our regional Strategic Investment Plan. These proposals were selected from the pool based on their regional significance and ability to deliver the 5 Key Aims of the Strategic Transport Plan at the lowest cost.

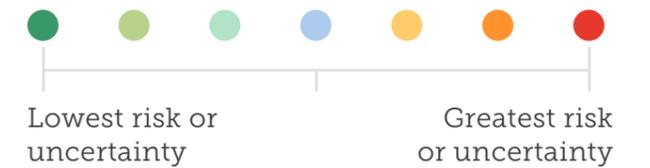
These projects complement those already underway from our short term Strategic Transport Plan but exclude some developing proposals that are not yet ready for evaluation – see section 7 below for more details. All proposals included are due to commence by 2035. The draft list of prioritised proposals 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



Performance against Key Aim



Risk and Uncertainty



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				
South East Dorset Rural Mobility Pilot	Rural areas surrounding Wareham, Wimborne, Ferndown, Poole, Bournemouth and Christchurch	The pilot responds to the South West Rural Mobility Strategy, seeking to provide better transport connections between towns and villages, combat isolation and poor physical and mental health, provide choice in the ways people travel and encourage more sustainable travel choices. This will include increasing bus frequencies on core bus routes, developing a network of mobility hubs, and developing feeder on demand services to increase the travel opportunities available to rural communities and visitors to the area. The pilot will add value to the proposed Dorset Metro rail investment, which seeks to introduce additional train services from Wareham to Poole and Bournemouth, and reinstate a regular passenger service to Swanage.							£		
Long distance coach connections	Lydney, Cheltenham, Stroud, South Gos., Bristol	A new coach service linking Lydney, Chepstow and Bristol airport to improve transport connections between these destinations and reduce congestion on the M5. This will link into other transport improvements being planned in the area.						££			
Improvement of gateline capacity and customer facilities at Bournemouth station	Bournemouth	Series of improvements to downside and upside station facilities to improve capacity and safety and enhance customer experience including widening gateline on downside, creation of new mobility hub on downside, expanded and enhanced toilets on downside, relocation of existing footbridge and installation of lifts and new waiting room facilities on both sides.						£			
Westbury station additional platform	Westbury	A fourth platform at Westbury station would create capacity for additional train services. Westbury is an important hub in its own right but in particular has a major interchange function. An additional platform is a critical enabler for an hourly direct service between Westbury and London Paddington, as well as for improved local connectivity in the form of an hourly TransWilts train service and will support the aspirational delivery of Devizes Gateway train station proposal.						££			

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

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

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

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

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

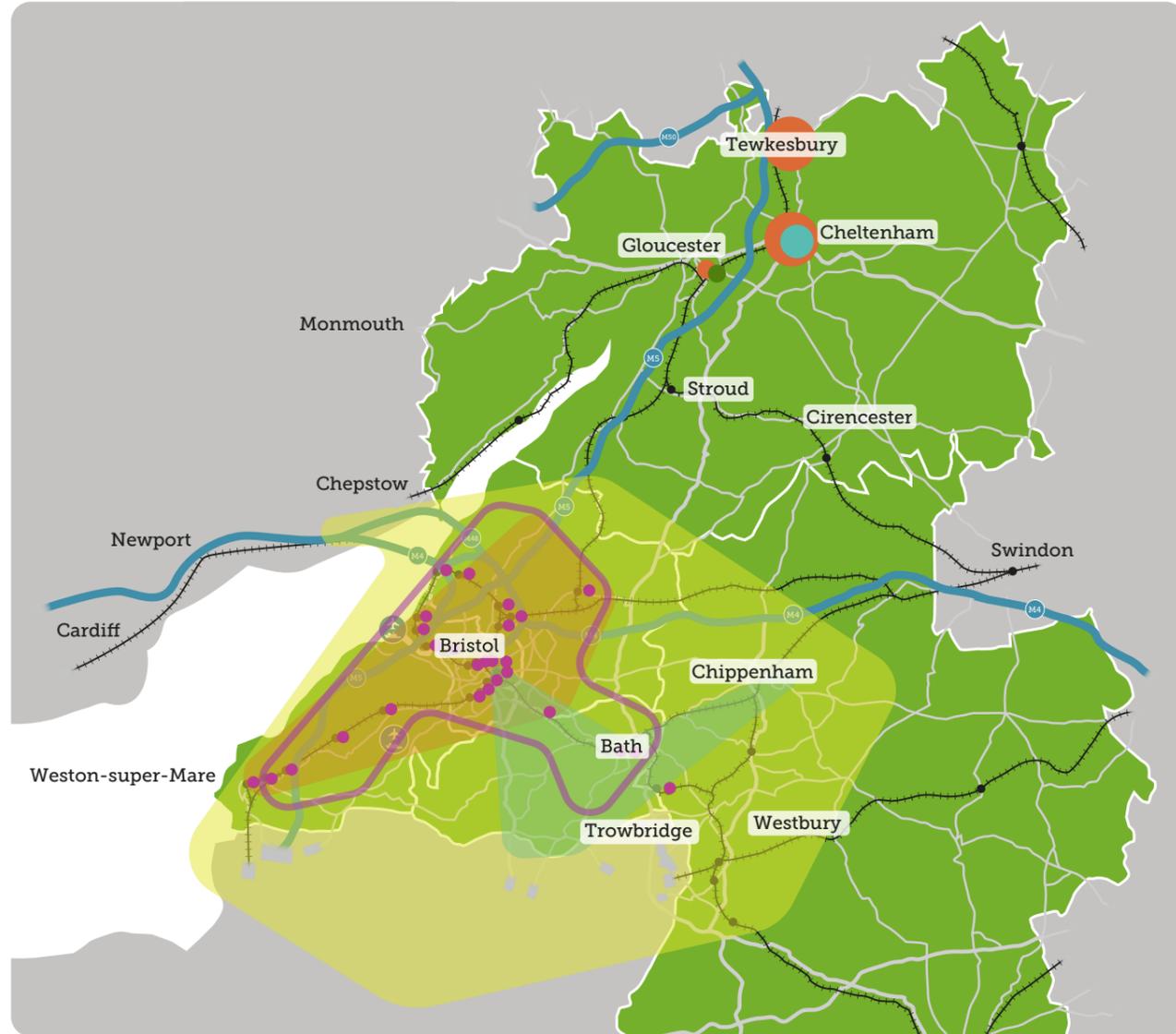


Maps of priority proposals

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

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

1. Map of proposals in progress or commencing by 2025



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

2. Proposals commencing between 2025-2030 (North)



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



3. Proposals commencing between 2025-2030 (South)



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

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



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

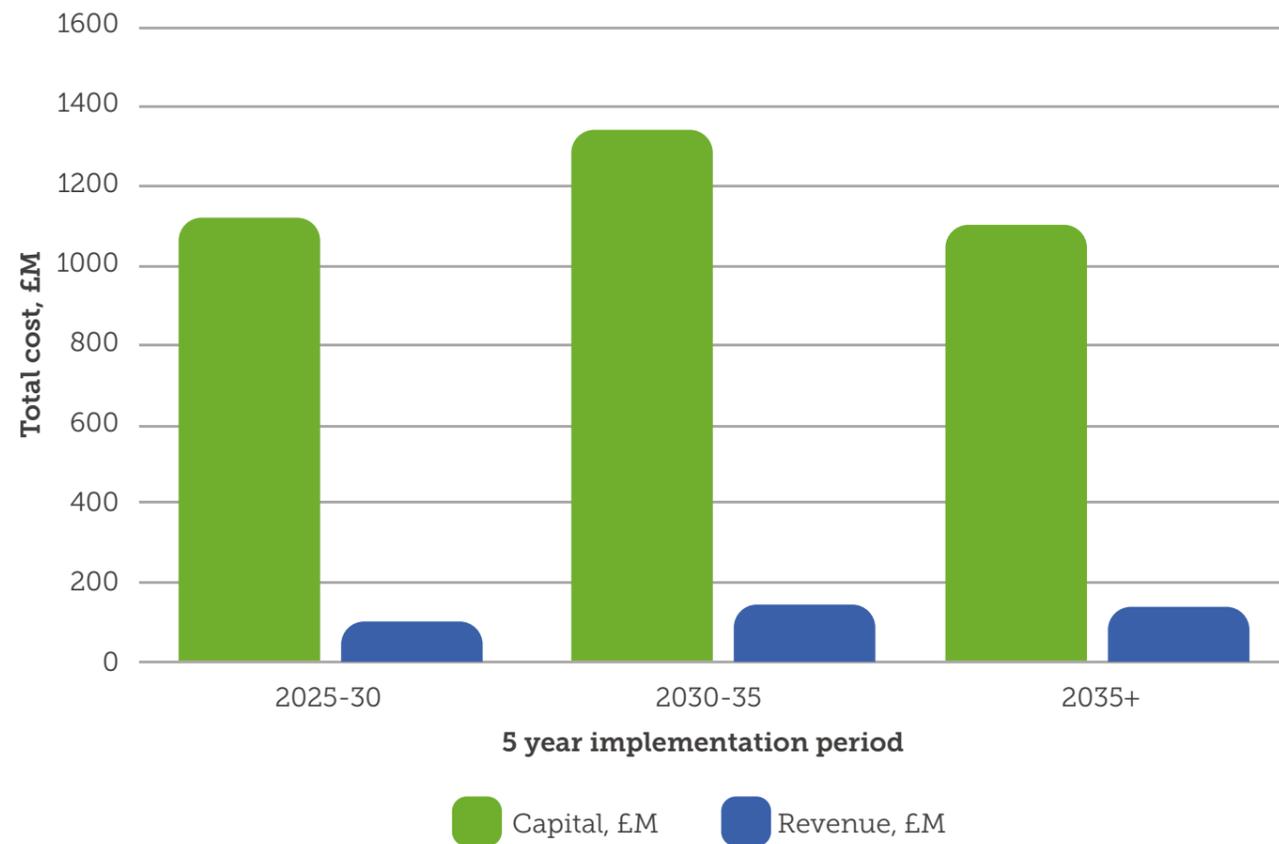
Costs of prioritised programme

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

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

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

Combined costs of Prioritised Proposals in 5 year implementation periods



Priorities for the next five years

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

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

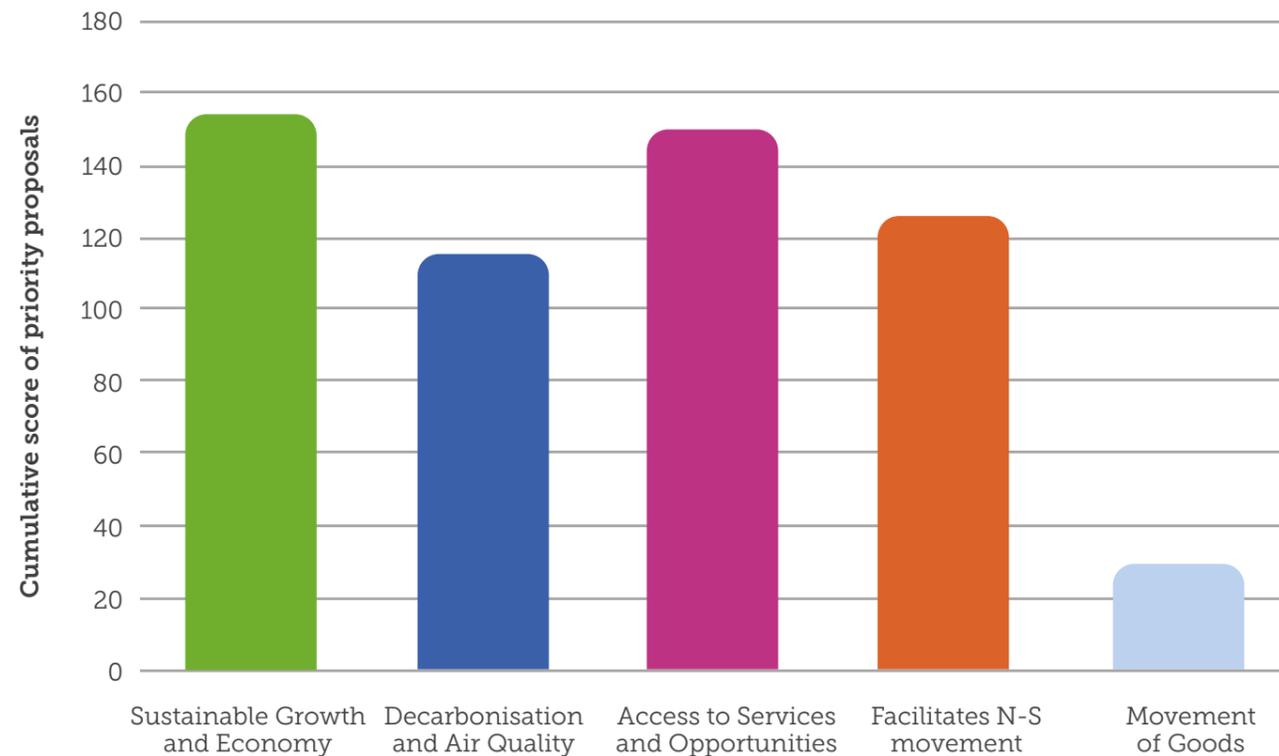
Due to the uncertainties in developing some of these proposals and the risks associated with their delivery it is essential to address these issues quickly to allow the proposals to start within the next five years as expected. Alternative proposals can be brought forward from elsewhere in the programme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



Analysis of delivery of STP Aims

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

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



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

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

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

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



Top 3 - Sustainable growth and economy

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



Top 3 - Decarbonisation and air quality

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



Top 3 - Access to services and opportunities

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



Top 3 - Facilitating north-south movement on identified routes

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



Top 3 - Movement of goods

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



7. Previous proposals and proposals in development

Some proposals that are likely to be regionally important have not yet been explicitly included in this Strategic Investment Plan. These include schemes named in our previous short-term STP that are already underway and those that are awaiting further development or approval before sufficient information can be provided.

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

Due to misalignment between the timetable for the SIP and the Road Investment Strategy as it transitions from Roads Period 2 to Roads Period 3, National Highways has been unable to provide specific information to support the evaluation of their proposals. Given that proposals on the SRN are likely to be important in delivering future housing and supporting economic activity – particularly throughout the transition to low carbon modes – it has been determined that these proposals should be temporarily held as a separate list within the SIP, pending government decisions that will allow for the development and release of sufficient information to support a thorough assessment within the regular programme.

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

Potential small scheme: A36 Salisbury (Southampton Road Roundabouts)

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

Potential small scheme: A35 Dorchester Roundabouts

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

Potential small scheme: A36 Beckington Roundabouts

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

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

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

Potential future pipeline scheme: M5 J12

We are exploring the potential for a future pipeline major scheme at M5 J12 in Gloucestershire (South Gloucester and Stroud) aimed at addressing typical weekday congestion and collisions at the junction, with some queues reaching back onto the mainline M5 potentially causing safety considerations. The scheme would add capacity and increase safety at the junction as well as supporting additional growth proposed by the Stroud local plan.

Strategic Renewal – M32 Eastville Viaduct

Regionally significant project to refurbish and renew assets on 1.1km of the M32 at Eastville viaduct where it arrives in the City of Bristol. The work comprises urgent repairs to 13 structures and incorporates measures to mitigate noise for the surrounding community. Timely works are vital to ensure longevity of the viaduct and the access it provides to Bristol city centre and avoid the need for full or partial closure.

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

Nationally significant project to refurbish and renew 7 bridges and structures on the M5 between Junctions 19 (Portishead) and 20 (Clevedon), including the split-level Whynol Viaduct. The works are vital to maintain the integrity of the M5 as a strategic spine connecting the South West with the Midlands and North, including connections to two international gateways – Avonmouth port and Bristol Airport. Further deterioration could lead to reduced capacity and ultimately closure of the M5 motorway, with significant congestion and strategic traffic rerouted through Bristol. This would have significant impacts for the City and the entire region.

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

In developing our Strategic Investment Plan for the next 10 years, we assume that schemes supported in our superseded short term Transport Plan that have already received approval and committed funding from government investment programmes such as Major Roads Network (MRN), Large Local Majors (LLM), RIS2 or Homes Investment Fund (HIF) and are being progressed will continue to completion. These include:

1. A38 North Somerset
2. A350 Chippenham Bypass
3. M4 Junction 17
4. A350 Melksham Bypass
5. A417 Missing Link
6. M5 Junction 9

Proposals in development

A number of important proposals in our region are being developed or awaiting approval to proceed. These include a number of motorway junction schemes (including M5 Junction 10, which is currently awaiting a Development Consent Order decision), our emerging regional strategic cycle network and alternative proposals for tackling issues in and around Stonehenge following the cancellation of the A303 tunnel scheme. We expect these to be brought forward into future iterations of the SIP.

8. Sustainability Appraisal

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

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

Overall, the appraisal identifies generally positive benefits from the proposed programme, when compared to doing nothing or pursuing reasonable alternative options. It does also identify potential issues with some of the proposals, which will need to be considered and, where possible, mitigated during further detailed development. The key positive and negative findings are summarised below.

Environmental Impacts

Benefits	Potential issues for mitigation
Overall improvements to air quality, including in management areas, by supporting a reduction in petrol and diesel vehicle use	Multiple developments could result in a cumulative loss of best and most versatile agricultural land as a result of land take
Improved access to historic environment and heritage assets across the region	Ten of the options identified are within Flood Zones 1 or 2, so have the potential to affect or be affected by future climate change
Likely to have significant positive effects on the emission of greenhouse gases by supporting a shift to active and public transport	Majority of options are identified as likely to have significant negative effects on designated heritage assets and/or landscapes Potential to have significant negative effects on biodiversity, but the impacts can only be quantified when the proposals are developed in more detail

Equalities Impacts

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

Health Impacts

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

The full reports, which include suggestions for mitigating potential issues, can be seen at <https://haveyoursaywesterngateway.participatr.io/>



9. Modelling of priority proposals

Modelling is currently in progress to assess the cumulative impacts of the 38 prioritised proposals on the major road and rail networks to identify any potential positive or negative impacts. Although this information is not available for the consultation, it will be used to inform the final draft of the SIP.

10. Consultation and next steps

Public consultation, 20th December 2024 – 2nd February 2025

We invite anyone interested to share their views on our draft SIP and the Strategic Environmental Assessment from Friday 20 December 2024 to Sunday 2 February 2025, through our online consultation: <https://haveyoursaywesterngateway.participatr.io/>

Webinars: We will host webinars via MS Teams in December 2024 and January 2025. at midday and early evening, for anyone interested in learning more about the SIP.

The webinars will take place on the following dates :

- December 19 2024, from 12:00 noon - 1 pm and 6 - 7pm
- January 16 2024, from 12:00 noon – 1pm and 6 - 7pm

You can register to view [here on EventBrite](#)

Next steps

Results from the Sustainability Appraisal and transport modelling will be considered alongside the comments received from the consultation. This information will guide the development of a final Strategic Investment Plan. We aim to have this plan approved by our Board of members by the end of March 2025, followed by publication shortly thereafter.

Future developments

We intend to review the Strategic Transport Plan and Strategic Investment Plan in approx. 12 months' time when the policies and investment priorities are further developed. At this time, we will invite stakeholders to bring forward additional proposals for evaluation. In particular, we would like to encourage the submission of non-infrastructure proposals, such as technology, behaviour change or financial initiatives, which we acknowledge to be an important part of the future transport planning landscape that are under-represented in the current SIP.

Appendices

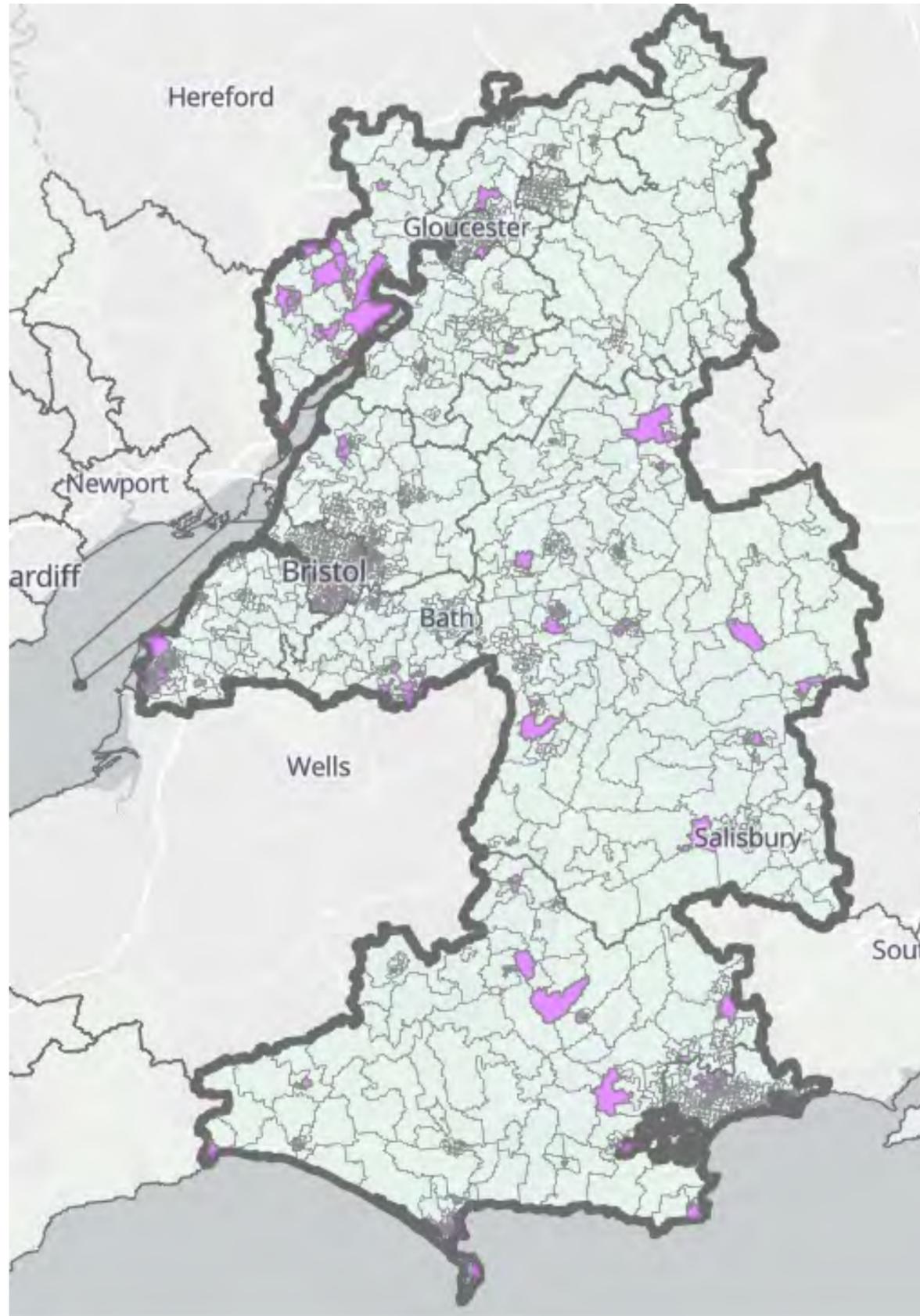
Appendix 1 – Assumptions and limitations

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

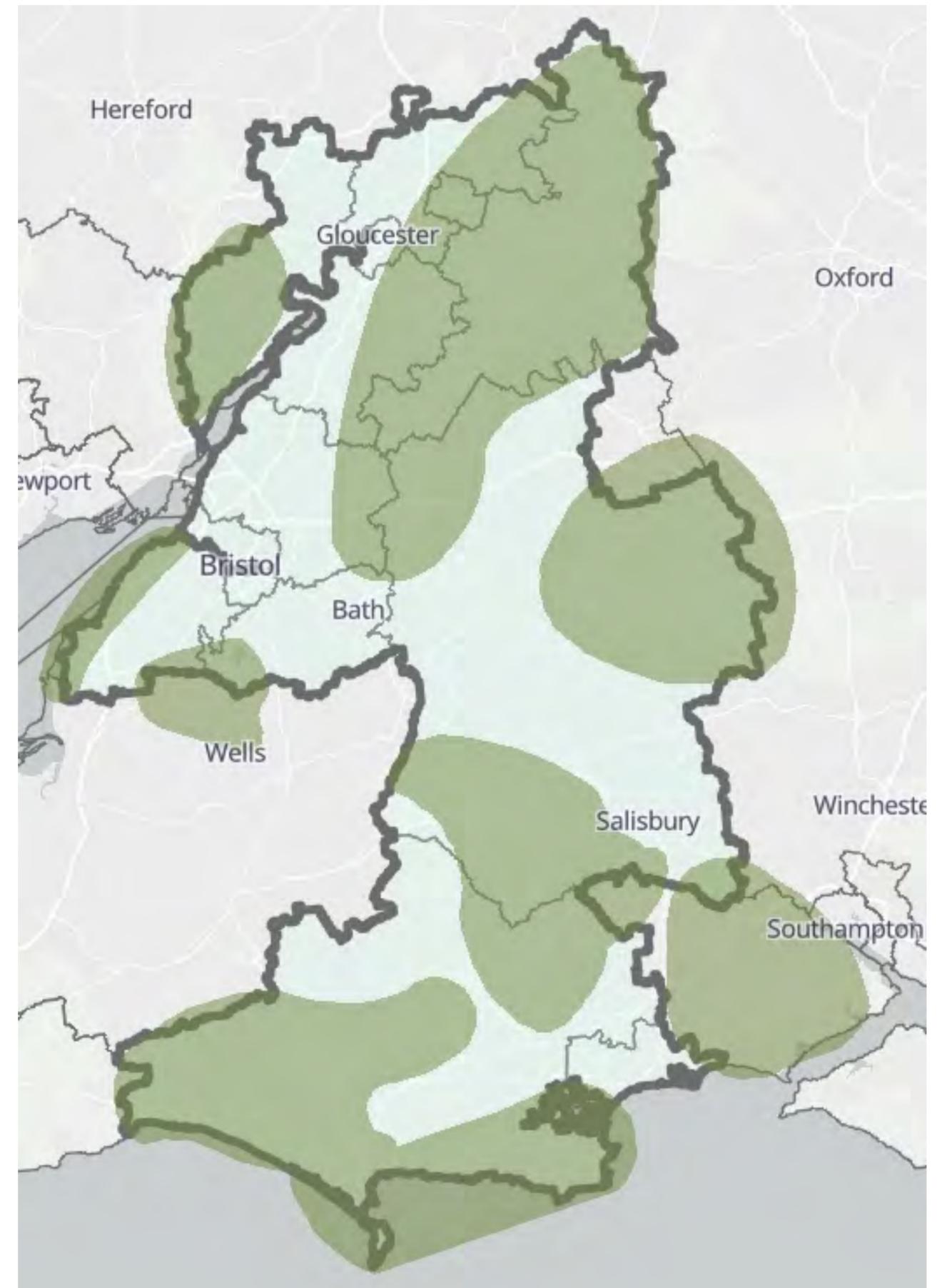
Appendix 2 – Maps of assessment objectives

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>

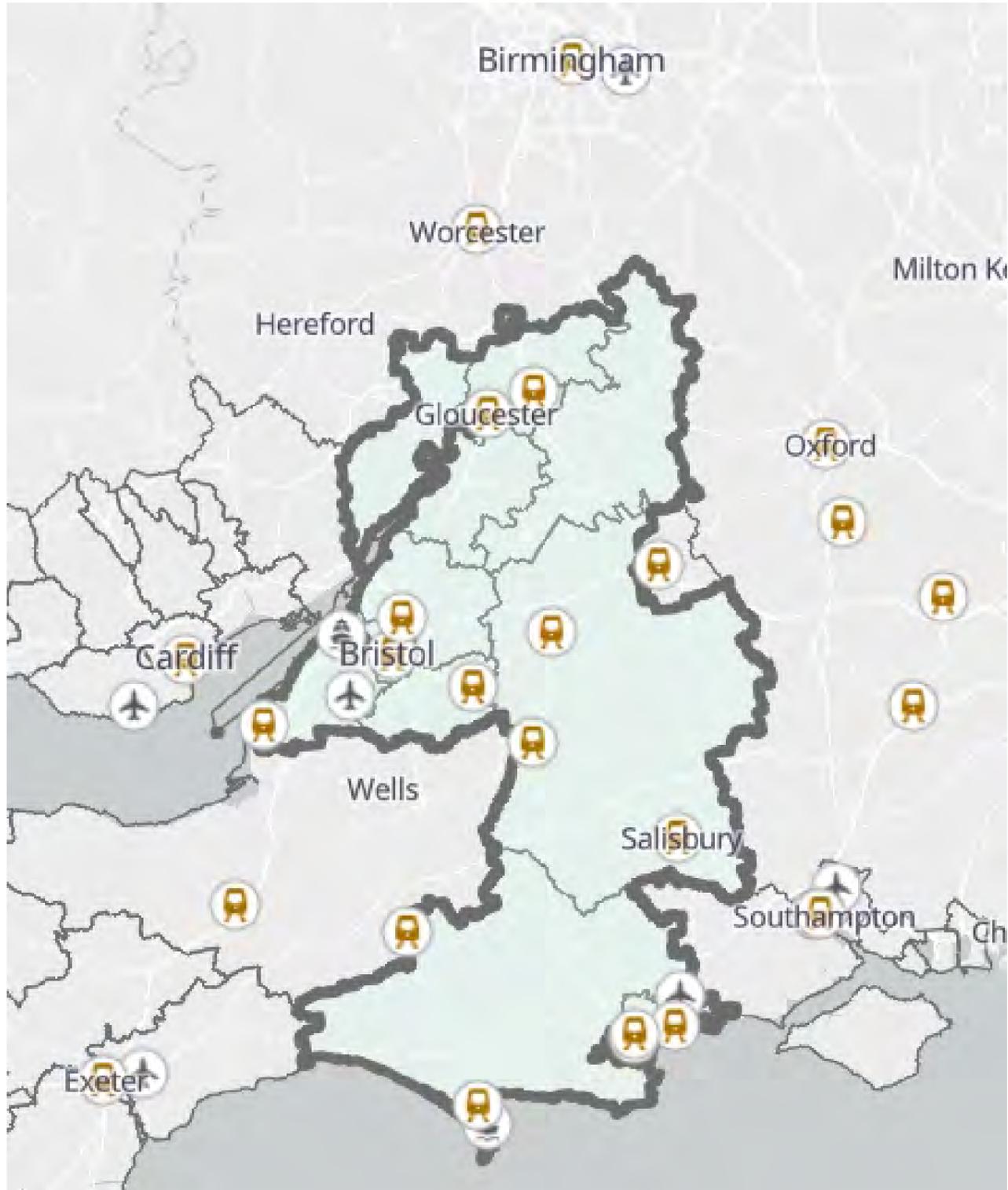
Map Objective 1



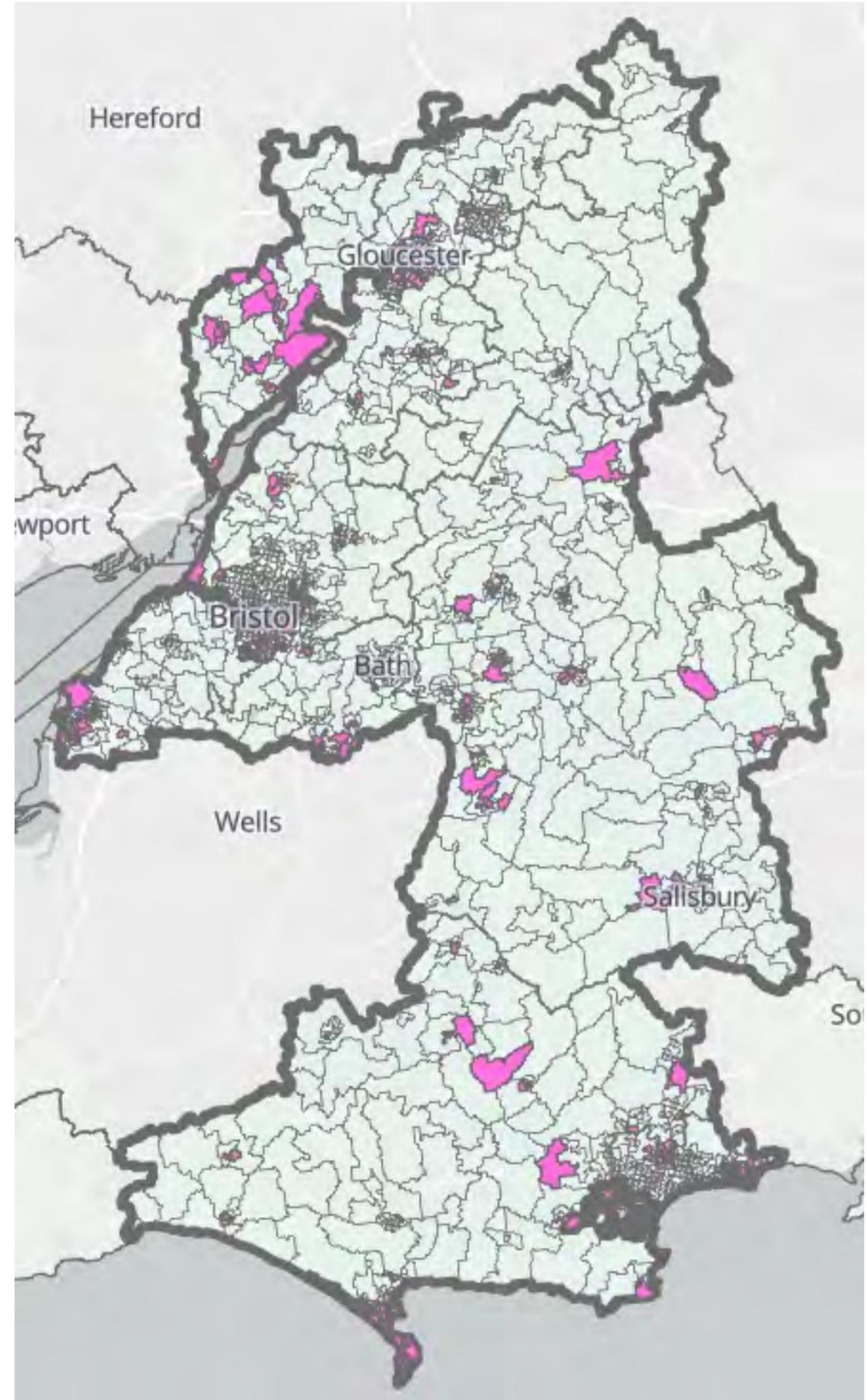
Map Objective 2



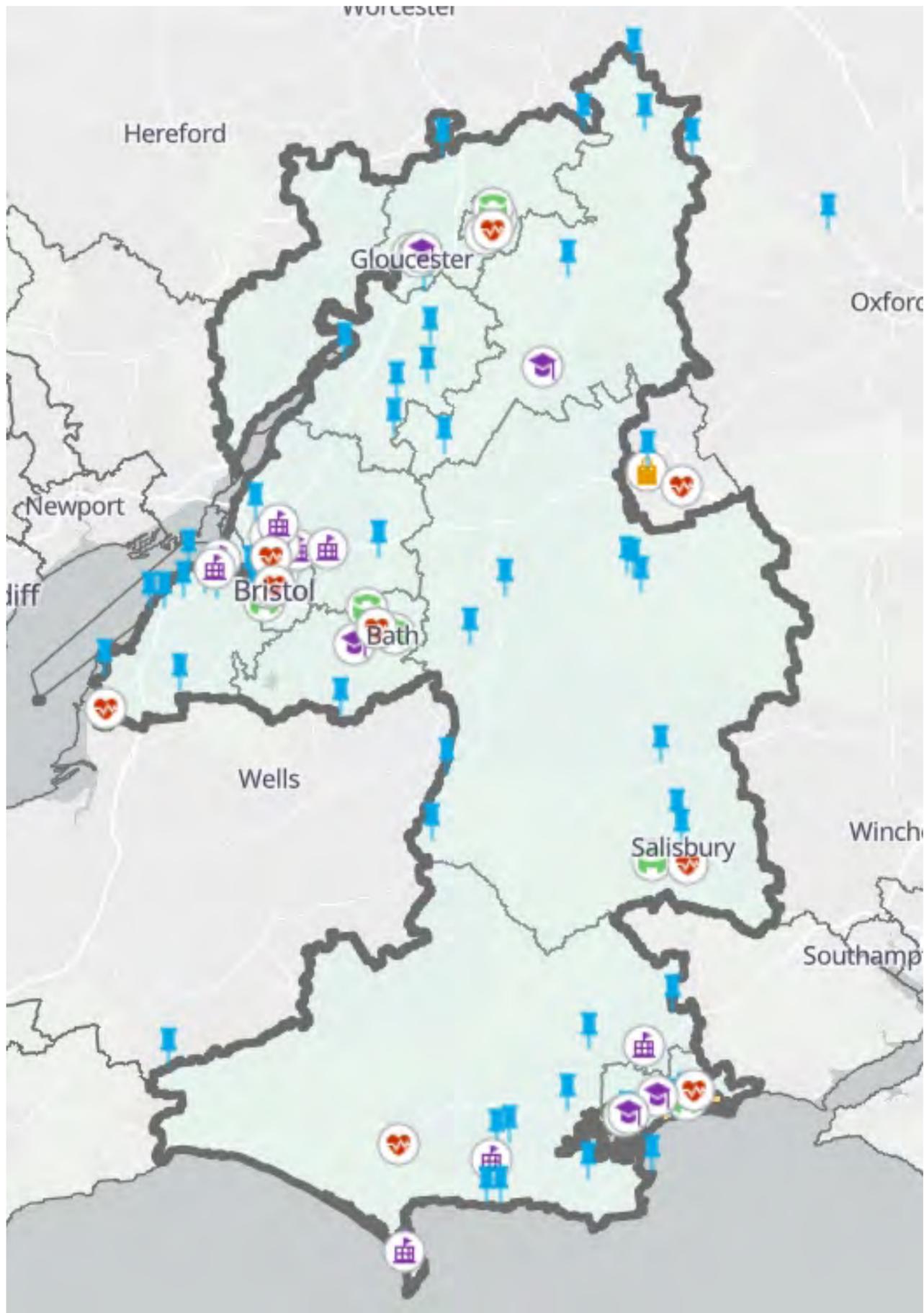
Map Objective 3



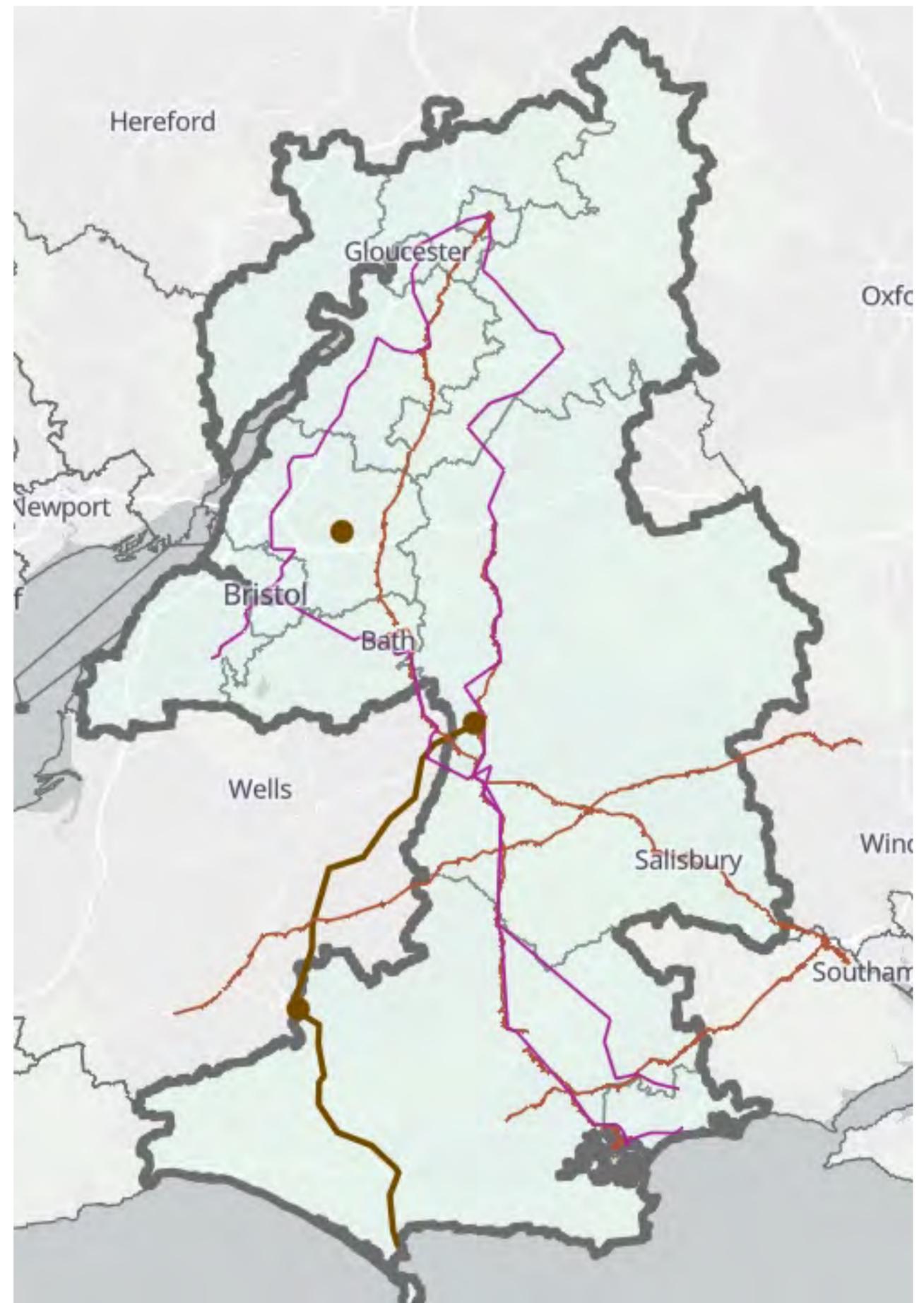
Map Objective 7



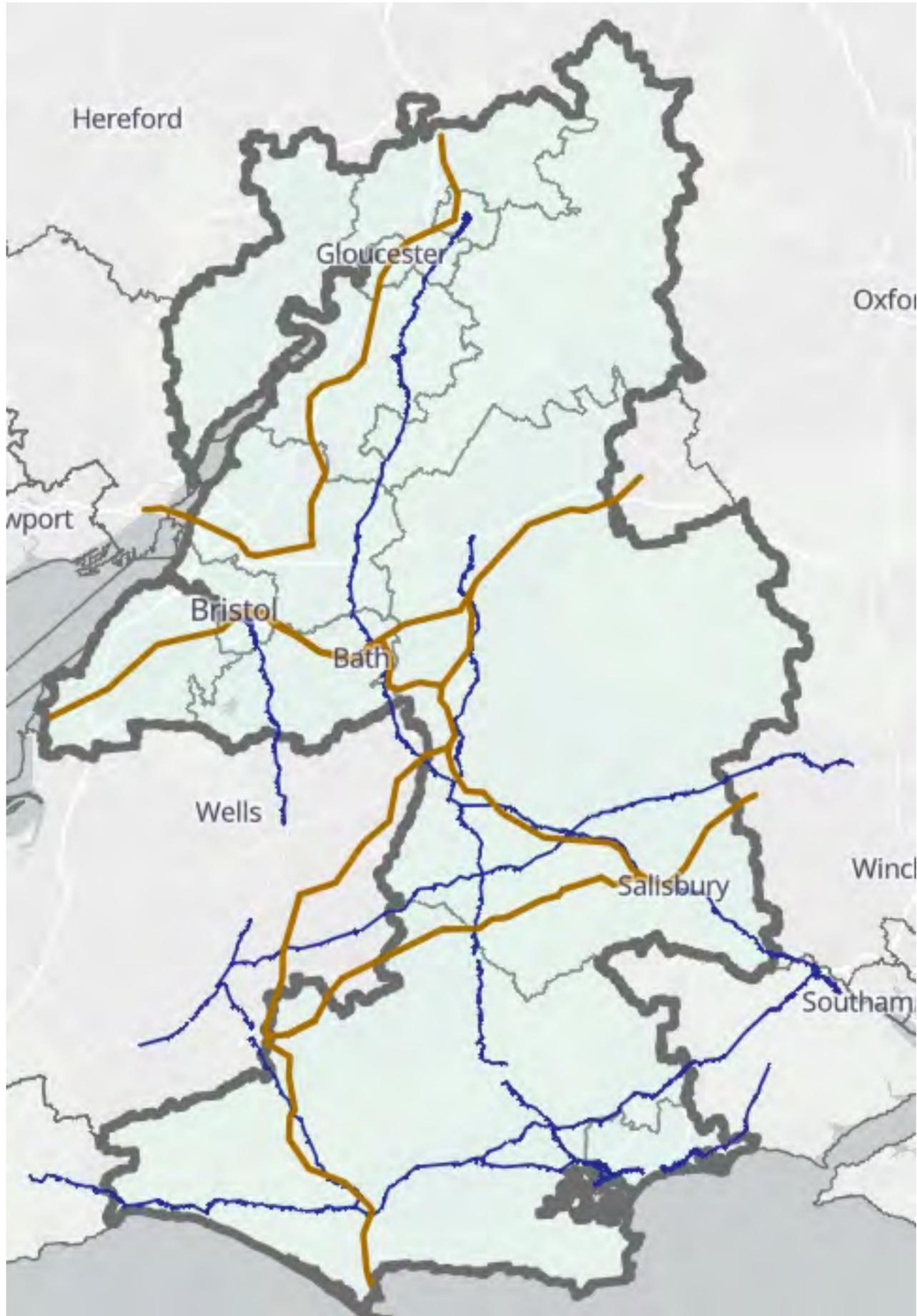
Map Objective 8



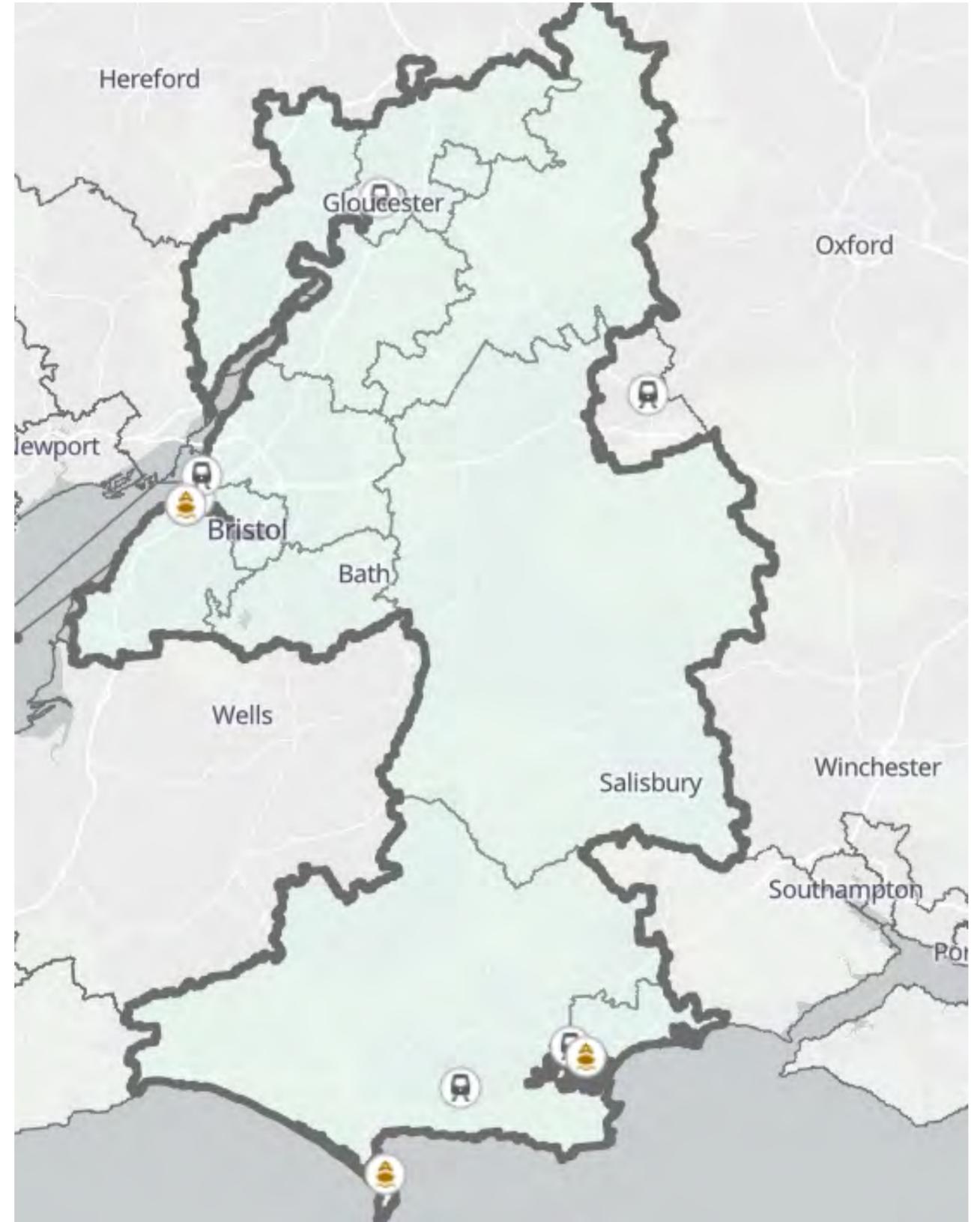
Map Objective 9



Map Objective 10



Map Objective 11



Map Objective 12

