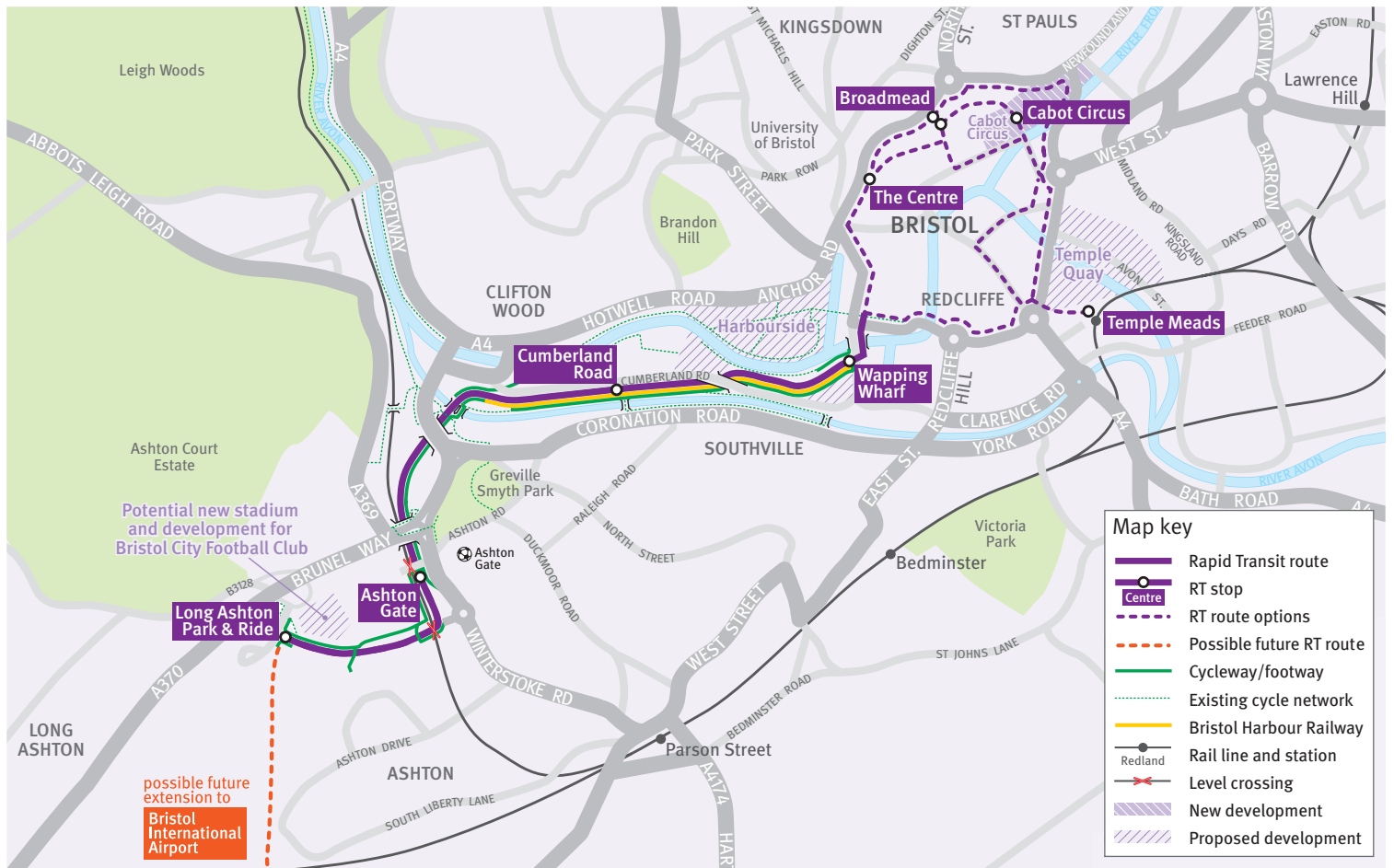




**Have  
your say**

We want  
to know  
your views

**FREEPOST BS6529  
Rapid Transit Consultation (TP/WH)  
BRISTOL  
BS1 5BR**



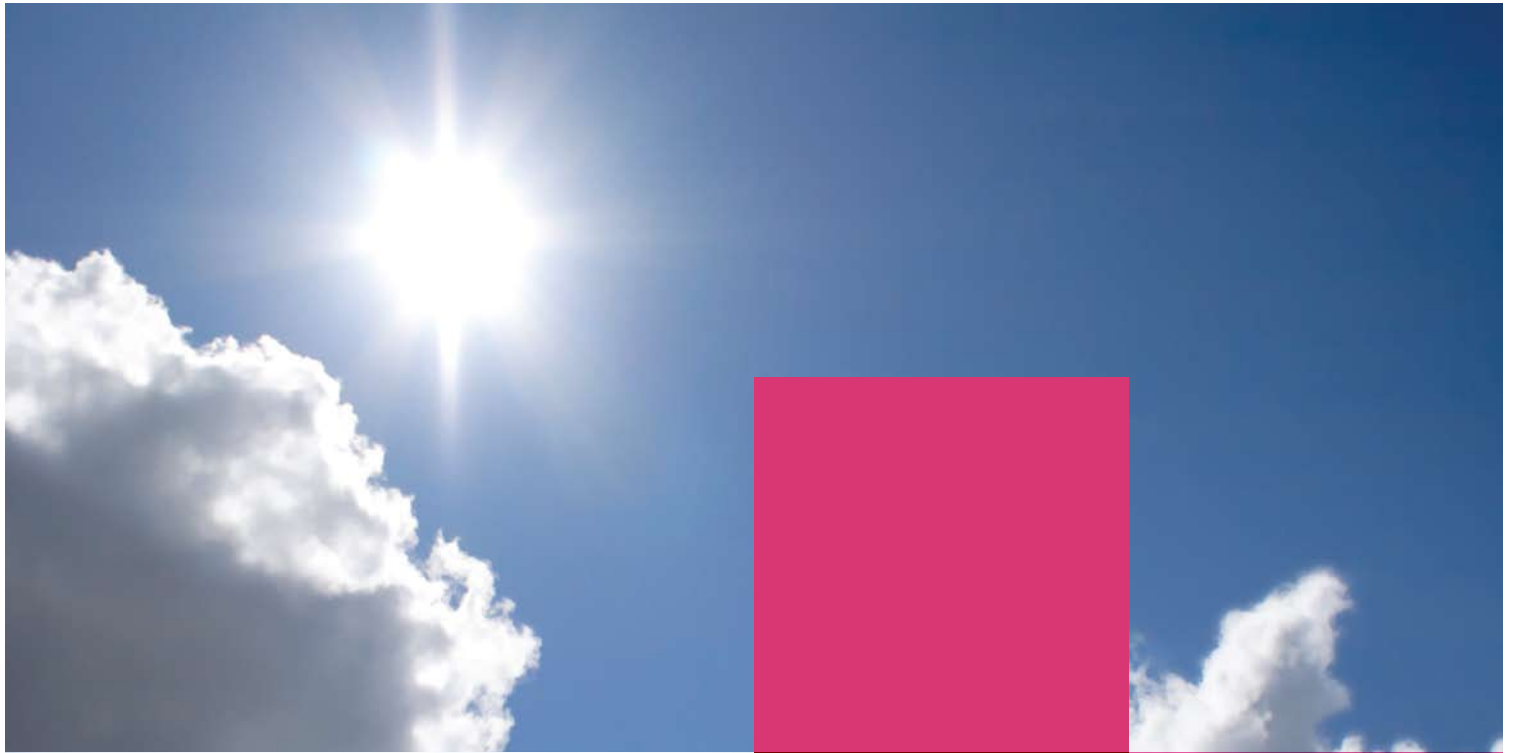
If you would like this information in a different format, for example Braille, audiotape, large print or computer disc, or community languages, please:

**Call:**  
the West of England Transport Line on  
**0800 019 3235**

**Visit:**  
[www.westofengland.org/transport](http://www.westofengland.org/transport)

**Email:**  
[transport@westofengland.org](mailto:transport@westofengland.org)

**Write to:**  
West of England - Rapid Transit  
Freepost, (BS6529)  
Bristol, BS1 5BR  
(no stamp required)



**Have  
your say**  
We want  
to know  
your views



**Rapid transit** proposals  
from Ashton Vale to Temple  
Meads via Bristol City Centre

travel 

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire Councils  
working together to improve your local public transport

## Rapid transit is a fast, frequent and reliable public transport service.

The West of England is a prosperous area with an excellent quality of life and a growing national and international profile. The rapid growth that accompanies this prosperity is increasing pressure on infrastructure, particularly provision of transport.

In response your Councils are working together to deliver high quality public transport measures to provide alternatives to the car that are a realistic transport choice for the majority of trips. This will meet the area's growing needs, whilst safeguarding its environmental and economic future.

**Rapid transit**, as one of these measures, would play a significant role in reducing traffic congestion. It will provide hassle-free journeys that link shopping, work, leisure and district centres.

This leaflet describes our current proposals for the Ashton Vale to Temple Meads rapid transit route. Further consultation on other routes will take place as these proposals are developed.

### Rapid transit

A fast, frequent and reliable public transport service which will eventually be a network across the area. The commissioning of these new services will be an opportunity to identify the most effective operator and the best technologies for rolling stock, fuel and ticketing.

Rapid transit uses modern, accessible, comfortable, low-emission vehicles that combine the high-quality feel of a tram with the flexibility of a bus.

Services will run on traffic-free routes – sometimes on and sometimes off existing roads – and will be given priority over other road users at traffic lights.

Emerging new ticketing and payment technologies will mean tickets can be purchased at stops to speed up passenger boarding; this, with frequent services, will make rapid transit a turn up and go service. User-friendly electronic information displays will state when the next service is due.

### Benefits to passengers

- Journey time reliability
- Reduced journey times achieved by rapid transit separation from other traffic and priority over other road users
- Improved ticketing and payment
- Turn up and go service frequencies
- High quality stops and infrastructure
- Modern, environmentally friendly vehicles
- Real time electronic information
- High quality walk and cycle links built-in
- High quality ride and accessible, comfortable system



This leaflet describes our proposals for the **Ashton Vale to Temple Meads** rapid transit route.





Rapid transit is a **fast, frequent** and **reliable** public transport service.

### What type of rapid transit?

Independent consultants undertook a review of available technology ([www.westofengland.org/transport](http://www.westofengland.org/transport)) including Light Weight Tram and Tram-train to ensure the most appropriate transport mode was proposed for this route. Bus-based rapid transit was evaluated as the best solution. It delivers the benefits of other transit technologies but is more flexible, cost effective and can be delivered within the current programme and available funding from Government.

The project will investigate technologies that could replace conventional diesel buses on the core system from Long Ashton Park & Ride to the City Centre. We are committed to exploring the potential range of alternative fuels for the core service, and feeder services would need to meet quality thresholds. These would offer considerable environmental improvements with lower noise levels, fewer greenhouse gas emissions and less harmful local pollutants.

### Where is the proposed rapid transit route in this area?

This rapid transit route will run from Ashton Vale to Temple Meads via Bristol City Centre linking:

- █ Temple Meads Station
- █ The new development at Temple Quay
- █ The new-look Cabot Circus
- █ The Centre
- █ The Museum of Bristol development at Wapping Wharf
- █ Spike Island / Cumberland Road
- █ The potential new stadium for Bristol City FC
- █ Long Ashton Park & Ride

Route options are currently being evaluated in the city centre to ensure a delay-free route for passengers.

### Feeder services

As well as the new rapid transit vehicles, operators meeting quality standards will also be able to run services on the corridor to connect to Weston-Super-Mare, Nailsea and Clevedon. By avoiding congestion, these services would benefit from more reliable and faster journeys.

### Walking and cycling

There will be an emphasis on enhancing / providing parallel walking and cycling routes. This will create a high quality dedicated vehicle-free path linking the city centre to the Long Ashton Park & Ride, building upon the Connect2 and Cycling City projects that continue to Nailsea.

### What about the environment?

Protecting and enhancing our environment is an important part of the rapid transit scheme:

- █ Reducing congestion
- █ Reducing emissions
- █ Encouraging cycling and walking
- █ Protecting natural habitats

Work on an Environmental Impact Assessment has already begun. This assessment will ensure all potential impacts from construction and operation of rapid transit are understood and reduced as far as possible.



### What happens next?

We are currently looking at detailed designs, costs and passenger numbers. The results of this consultation will feed into the development of the scheme. Your Councils then intend to submit a bid for funding to the Department for Transport (DfT) early next year.

If the DfT gives the necessary approvals for the project, construction could start as soon as 2011. There will be a further opportunity to give your views as the scheme progresses

## Rapid Transit Features

### **A** Increased control over operation of the system

Provide your Councils with greater direction over the operation of this route, giving them more control over ticketing, setting fares, frequency and reliability standards.

### **B** Environmentally friendly vehicles

Vehicles with low emissions and/or using alternative fuels.

### **C** Separate route and priority measures

Physical segregation from other road traffic to help rapid transit avoid delays caused by road congestion, guarantee journey times and deliver high frequency services.

### **D** Customer Service

Providing ticket machines at stops to speed up boarding times and reduce delays. Drivers trained to improve ride quality and provide other service benefits such as positive customer communications befitting a premium service.

### **E** Integrated with new and existing developments

Linking the system to existing and proposed new developments such as housing, leisure or retail provides a dedicated high quality public transport option, encouraging residents, employees and visitors to leave their cars at home.

### **F** Implementation as early as possible

Adopting new technologies that are proven and can be introduced at the earliest opportunity.

### **G** Additional benefits for other buses

Bus services from further afield joining the rapid transit route providing they meet with quality standards such as low emission vehicles. By avoiding congestion, they would benefit from faster and more reliable journeys.

### **H** Walking & cycling

Providing high quality walk and cycle infrastructure alongside the route to deliver significant benefits for cyclists and pedestrians.

### **I** Integration with other transport modes

Integrating the system into the public transport network with through ticketing available between rapid transit and other modes.

### **J** Re-allocating road space

Transferring some road space from cars in the city to public transport users, cyclists and pedestrians and the opportunity to deliver public realm improvements.

## We hope you will take this opportunity to provide us with your views.

Please complete the feedback section and leave it in the feedback box at the public exhibitions, or post it (no stamp required) to arrive no later than 1 December 2008. Alternatively, you can access our website: [www.westofengland.org/transport](http://www.westofengland.org/transport) and complete your form online

## Your Feedback

1) Of the 10 categories on the left, please select the 5 features that are most important to you and place the letters in order of importance in the boxes below.

<b>&lt; More important</b>	<b>Less important &gt;</b>
<input type="text"/>	<input type="text"/>
1 <sup>st</sup>	2 <sup>nd</sup>
<input type="text"/>	<input type="text"/>
3 <sup>rd</sup>	4 <sup>th</sup>
<input type="text"/>	<input type="text"/>
5 <sup>th</sup>	

2) Do you have any comments on the rapid transit proposals for the Ashton Vale to Temple Meads route?

.....

.....

.....

3) Please provide any additional comments you have:

.....

.....

.....

### Your details

Name: .....

Address: .....

Postcode:

Email: .....

Please tick this box if you would like to be kept informed of developments on the scheme.