



West of England Partnership

Bath & North East
Somerset Council



Major Transport Schemes Update 11 December 2009



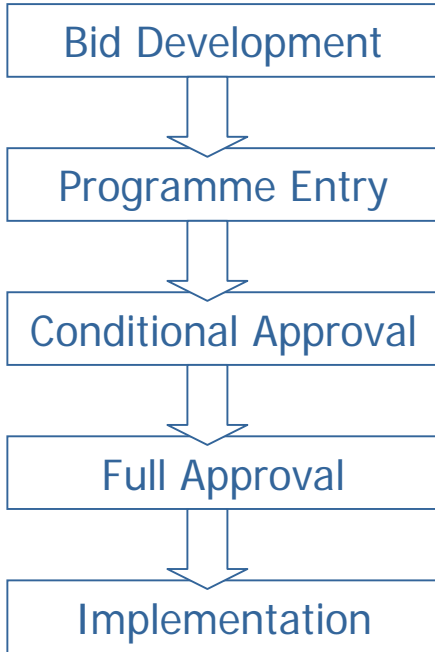
Pressure on the RFA

- Given impact of the recession on public finance RFA funding likely to be reduced in coming years
- SW region proposing a review of all schemes early in the new year
- Need to strengthen our case by ensuring we deliver to programme
- Stress positive outcomes of our schemes and how they meet Government DaSTS objectives

Outcomes and Impacts

Scheme	Infrastructure	Congestion, Traffic and Accidents	Public Transport Usage	Environment
Greater Bristol Bus Network (GBBN)	<ul style="list-style-type: none"> 944 improved bus stops Over 120 new low floor buses 301 bus stops with real time passenger information displays 22 junctions with bus priority signals 8.6km of new bus or priority lane 	<p>Compared to the situation in 2011 without the scheme:</p> <ul style="list-style-type: none"> 7% reduction in forecast increase in journey times in the Greater Bristol area 8% reduction in forecast increase in area-wide road traffic mileage Further 25% reduction in accidents with people Killed or Seriously Injured (KSI) 	<p>Compared to the situation in 2011 without the scheme:</p> <ul style="list-style-type: none"> 3.9 million more bus journeys per year 2% increase in rail journeys 	<ul style="list-style-type: none"> Reduction in carbon emissions of 47,771 tonnes over project lifetime Reduction in concentration of NO₂ to 44 micrograms per m³ in Bristol Air Quality Management Area (AQMA) in 2011 compared to 46 micrograms per m³ without the scheme
Bath Transportation Package	<ul style="list-style-type: none"> Increase of 125% in Park and Ride parking spaces Access changes in city centre streets to create a more pedestrian and cycle friendly environment 	<ul style="list-style-type: none"> 1.5 million reduction in cars entering the City per year Annual reduction of 5 million kilometres in car travel undertaken within the city Avoidance of 321 accidents over the next 60 years including 3 fatalities and 35 serious casualties 	<ul style="list-style-type: none"> 2.2 million more public transport journeys per year 	<p>Annual emission savings of:</p> <ul style="list-style-type: none"> 2.1 tonnes of NO_x 10.9 tonnes CO 1,500 tonnes of CO₂
Ashton Vale to Temple Meads Rapid Transit	<ul style="list-style-type: none"> 4km new segregated busway and some 3km of bus lanes in Bristol city centre New parallel pedestrian route/cycleway and links to existing network 10 new Rapid Transit stops New fleet of low floor, low emission buses 	<ul style="list-style-type: none"> 3,200 fewer vehicle trips across the network per day 0.13% reduction in personal injury accidents across the West of England area 	<ul style="list-style-type: none"> By 2016, 7,400 trips per day made by Rapid Transit 87% increase in peak period public transport capacity in the corridor Journey times reduced from 28 to 12 minutes 20,400 people live within 600m walking distance of a Rapid Transit stop 	<ul style="list-style-type: none"> Reduction of carbon emissions of 4,137 tonnes over the project lifetime 17,000 people live within 600m walking distance of the parallel pedestrian route/cycleway
Weston Package Phase 1 Low Cost Option	<ul style="list-style-type: none"> New 320 space station car park with bus interchange and cycle parking New bus only link, 2km of road widening including roundabouts and a 500m bus lane 2 junctions with bus priority signals 	<ul style="list-style-type: none"> Significant reductions in congestion, particularly at Junction 21 in the afternoon peak 	<ul style="list-style-type: none"> Improved interchange and bus priority measures could facilitate an increase in public transport journeys 	<ul style="list-style-type: none"> 19.7 tonne reduction in NO_x emissions and 0.4 tonne reduction in PM10 emissions in the opening year

Streamlining the Process



Typically:

8 – 12 years

£3m per scheme

- MAA asks of Government:
 - Piloting a more collaborative approach to scheme development;
 - Changing the way development costs are funded;
 - Bringing forward scheme elements.
- Other funding sources
- Joint framework for major schemes consultancy support
- Sub-Regional project management and performance framework

Greater Bristol Bus Network

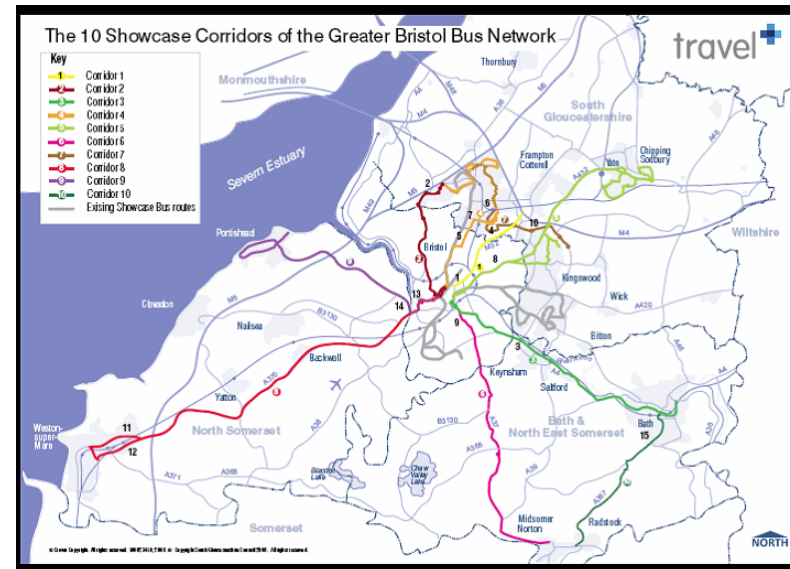
- £70m project commenced May 2008
- £42m funding from DfT
- Complementary major investment by First and councils
- Currently being implemented
- Links with Greater Bristol Cycling City programme
- Performance agreements with operator



Greater Bristol Bus Network

4 year project is delivering:

- 10 bus corridors with 60 services
- 944 improved bus stops including raised kerbs providing level access
- Over 120 new low floor buses with reduced emissions
- 301 bus stops with real time passenger information displays
- 22 junctions with bus priority signals
- 8.6km of new bus or 2+ lane



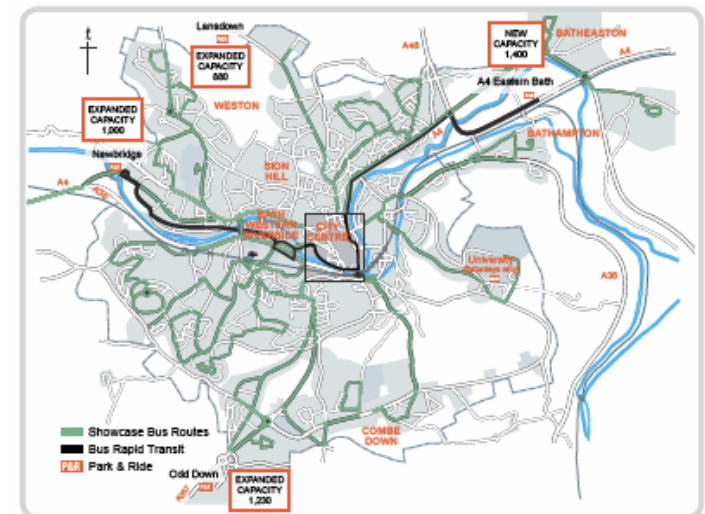
Bath Transportation Package

- £51 million of RFA funding to tackle congestion by improving public transport and pedestrian access for residents and visitors
- Scheme includes:
 - Expanding 3 Park & Rides and new eastern Park & Ride;
 - Bus Rapid Transit route, with a 1.4km "off-street" section;
 - 9 bus routes to Showcase standard;
 - More pedestrian and cyclist-friendly City Centre.
- 2.2m more public transport journeys and 1.5m less cars entering the City per year



Bath Transportation Package

- Programme Entry October 2007
- Planning applications
- CPO notices issued
- Consultation on city centre proposals
- Invitations to tender posted
- Aim - planning permissions, land assembled and preferred bidder to submit for Conditional and Full Approval Spring 2010
- Construction 2010-12



Rapid Transit - Ashton Vale to Temple Meads

- Sustainable transport corridor
- Fast, frequent and reliable service – halving of journey times
- Largely segregated (4km of busway) and separate from car traffic
- Modern, accessible, comfortable, low-emission vehicles
- Benefits to Country bus services



Rapid Transit - Ashton Vale to Temple Meads

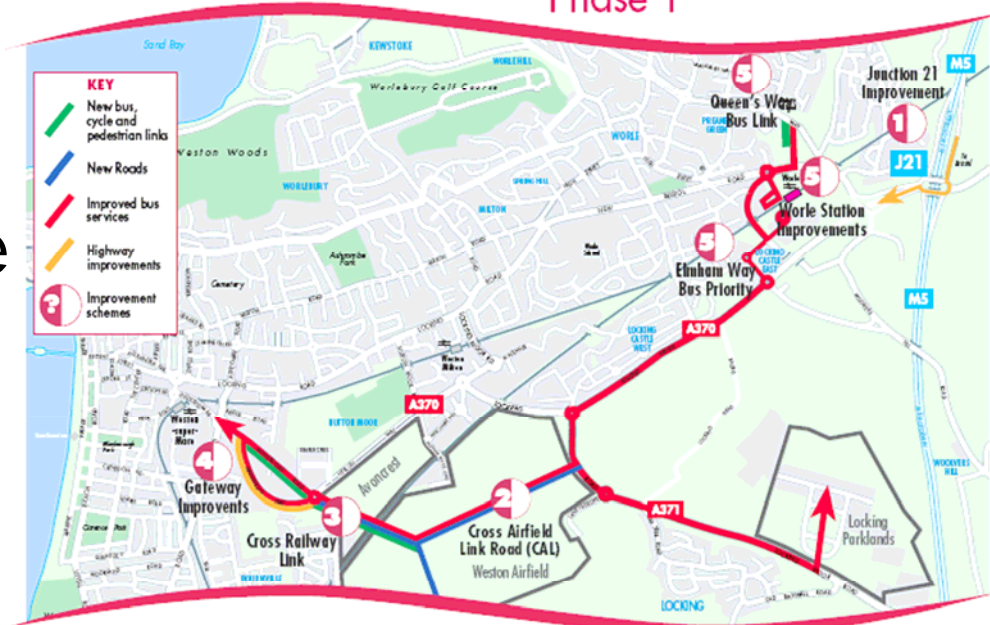
- Bid submission of £43m RFA funding March 2009
- Programme Entry Approval expected December 2009
- Since bid submission preparing for TWAO
- Lengthy and complex process likely to require public inquiry
- Provides powers to both build & operate the scheme
- Applying for TWAO requires approval from full Council in Bristol and North Somerset early 2010
- Construction start late 2011, operation 2014

Weston Package

- Improvements to M5 Junction 21 to improve journey time reliability and safety
- Traffic management proposals for the A370 in the 'Gateway'
- Worle station interchange – new 320 space car park, bus interchange, extended/new bus services, bus priority measures, improved facilities for cyclists and pedestrians
- Other Preferred Scheme elements progressed when funding available



Weston Transport Package Phase 1



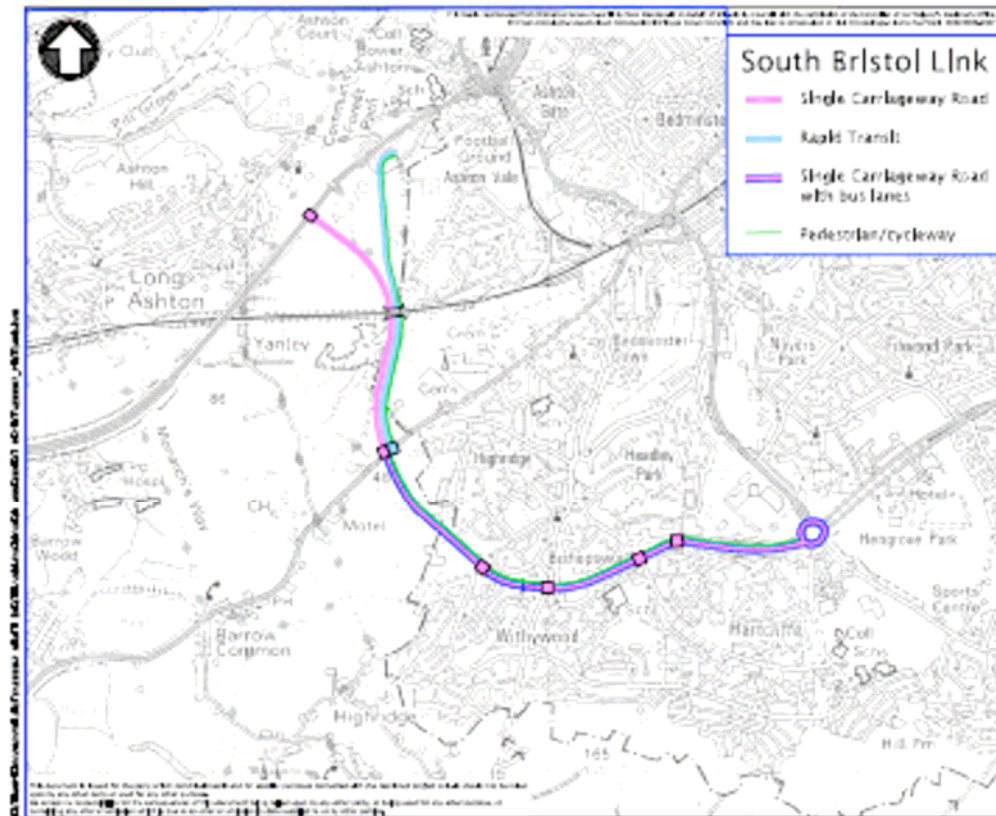
Weston Package

- Initial bid for Low Cost Option submitted April 2009
- Award of Programme Entry expected December 2009
- Work has started on detailed designs, securing land and planning permissions
- Further consultation planned for summer 2010
- Construction of Low Cost Option start 2012



South Bristol Link

- Wide range of options considered and initial consultation Winter 2008
- 5 options assessed in more detail
- Two single carriageway road & Rapid Transit options further assessed
- Outcome preferred option of single carriageway road and combined Rapid Transit on inner alignment



South Bristol Link

- Preferred scheme subject of current consultation - closes end of December
- Planned to seek endorsement for bid at Joint Committee on 4 February
- Programme Entry bid submission March 2010
- Considerable work to obtain necessary consents and to undertake procurement
- Construction start 2014/15



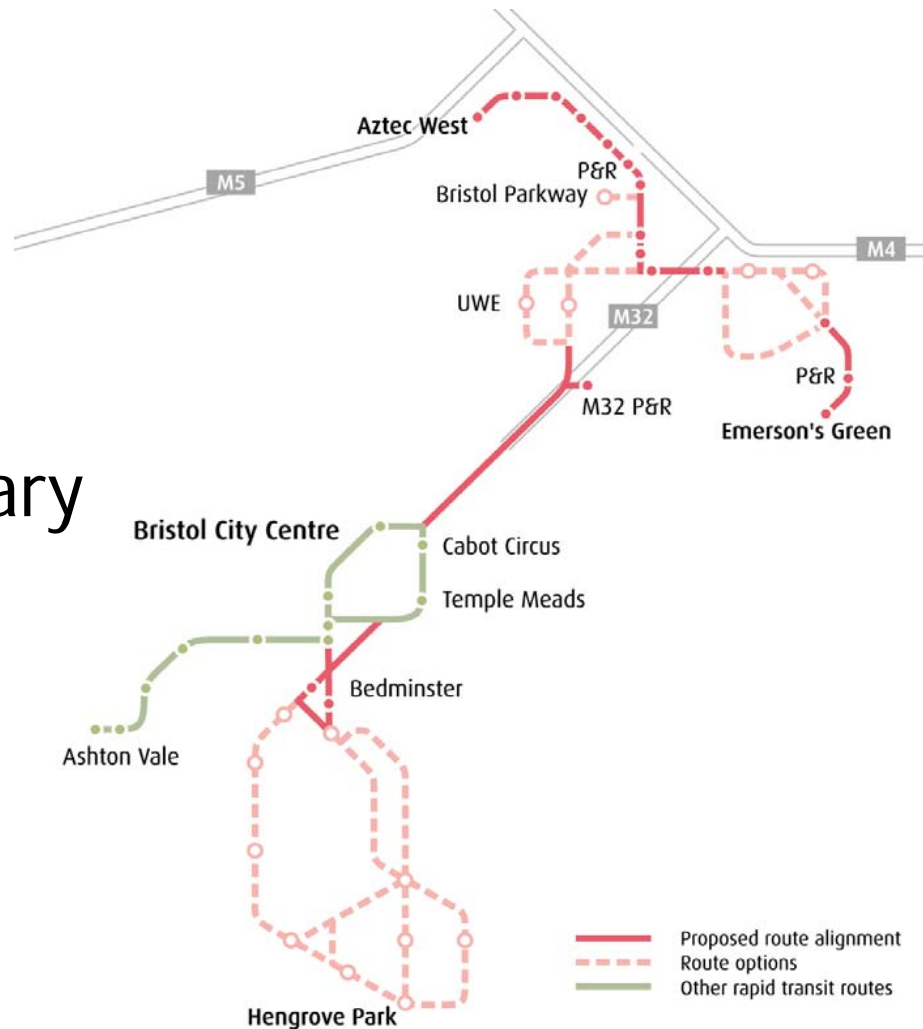
North Fringe to Hengrove Package

- Major, integrated set of transport schemes, including rapid transit routes, park and ride & Stoke Gifford Transport Link
- £168 million Regional Funding Allocation
- Close links with development and regeneration
- Frequent liaison with DfT as MAA national pilot to accelerate assessment and reduce risk



North Fringe to Hengrove Package

- Route options have been identified and assessed
- Independent technology review commissioned
- Consultation until 8 January 2009
- Joint Committee endorsement sought 4 February
- Bid Spring 2010



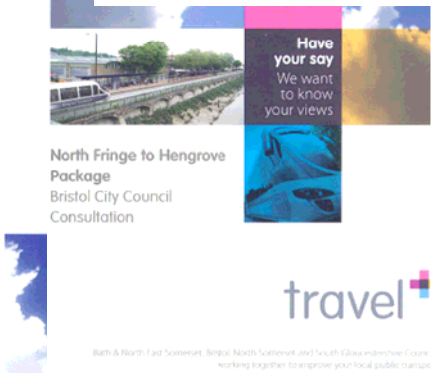
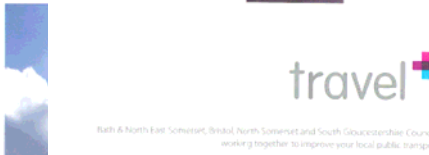
Other Prioritised Schemes

- Other longer term schemes being developed in line with their RFA2 delivery profile:
 - Portishead Rail Corridor;
 - Greater Bristol Metro Project;
 - M5 Junction 21 Bypass;
 - Callington Road Link/Bath Road Improvements;
 - Rapid Transit Emerson's Green to Temple Meads.



Communications

- Common Travel+ branding across major schemes programme
- Ensure linkages between schemes are recognised
- Proactive and integrated approach



- Travelplus.org.uk website providing travel and transport information

