

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

March 2010

Transport News from the West of England Partnership

Planning Ahead Together

In this newsletter is the latest information on the West of England Partnership's travel projects. The four councils of Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire have been working together since 2006 to plan and deliver an integrated transport policy for the area as outlined in their first Joint Local Transport Plan. This has been very successful with £450 million set aside for investment in major transport schemes over the next 10 years (see inside for updates).

This funding was allocated to the whole partnership area as together the councils share a strong vision to tackle congestion, improve air quality, accessibility, road safety and improve our quality of life generally. The Joint Local Transport Plan now needs updating to meet changing government requirements, tightening of budgets and must look further ahead up to 2026.

It has to set out the transport-related goals and objectives that the West of England sub-region aims to meet during the lifetime of the Plan, with the overall objective being to improve the transport system and quality of life in the area. It will be based around the five key goals from the Department for Transport's "Delivering a Sustainable Transport System" of:

- ❖ Reducing carbon emissions
- ❖ Supporting economic growth
- ❖ Promoting equality of opportunity
- ❖ Contributing to better safety, security and health
- ❖ Improving quality of life and a healthy natural environment

There will be plenty of opportunities for you to make your views known - keep an eye on the local press and the www.travelplus.org.uk website for updates.

Late News - £50 million of spending approved

In March 2010 the Government gave next stage approval to the Weston Package and the Ashton Vale to Bristol City centre rapid transit route so detailed planning can now go ahead. Two more **travel+** funding bids for the North Fringe to Hengrove Package and the South Bristol link were also made to Government.



Joint Local Transport Plan 3 Timetable

- ❖ March - June 2010 engagement with key stakeholders
- ❖ Summer 2010 Joint Transport Forum
- ❖ July - Sept 2010 Draft Strategy, Delivery Plan and Supporting Documents main engagement
- ❖ October - December 2010 Strategy, Supporting Documents and Delivery Plan revised
- ❖ January 2011 JLTP 3 endorsed by Joint Transport Executive Committee and individually approved by the four councils
- ❖ March 2011 Final Plan published
- ❖ April 2011 JLTP 3 comes into force



West of England Partnership

Bath & North East
Somerset Council



North
Somerset
COUNCIL

South Gloucestershire
Council

travel The Bath Package of transport improvements will see Park and Ride spaces increase from 1,900 to nearly 4,500, easing congestion and helping to reduce the number of cars entering the City of Bath by more than 1.5 million a year. Changes to the city centre will create a more pedestrian and cycle friendly environment.



travel A package of measures in Weston-super-Mare will see improvements at M5 junction 21, widening of Marchfields Way on the A370 Gateway, plus 320 new parking spaces at Worle railway station with a bus interchange and cycle parking, all helping to reduce congestion.

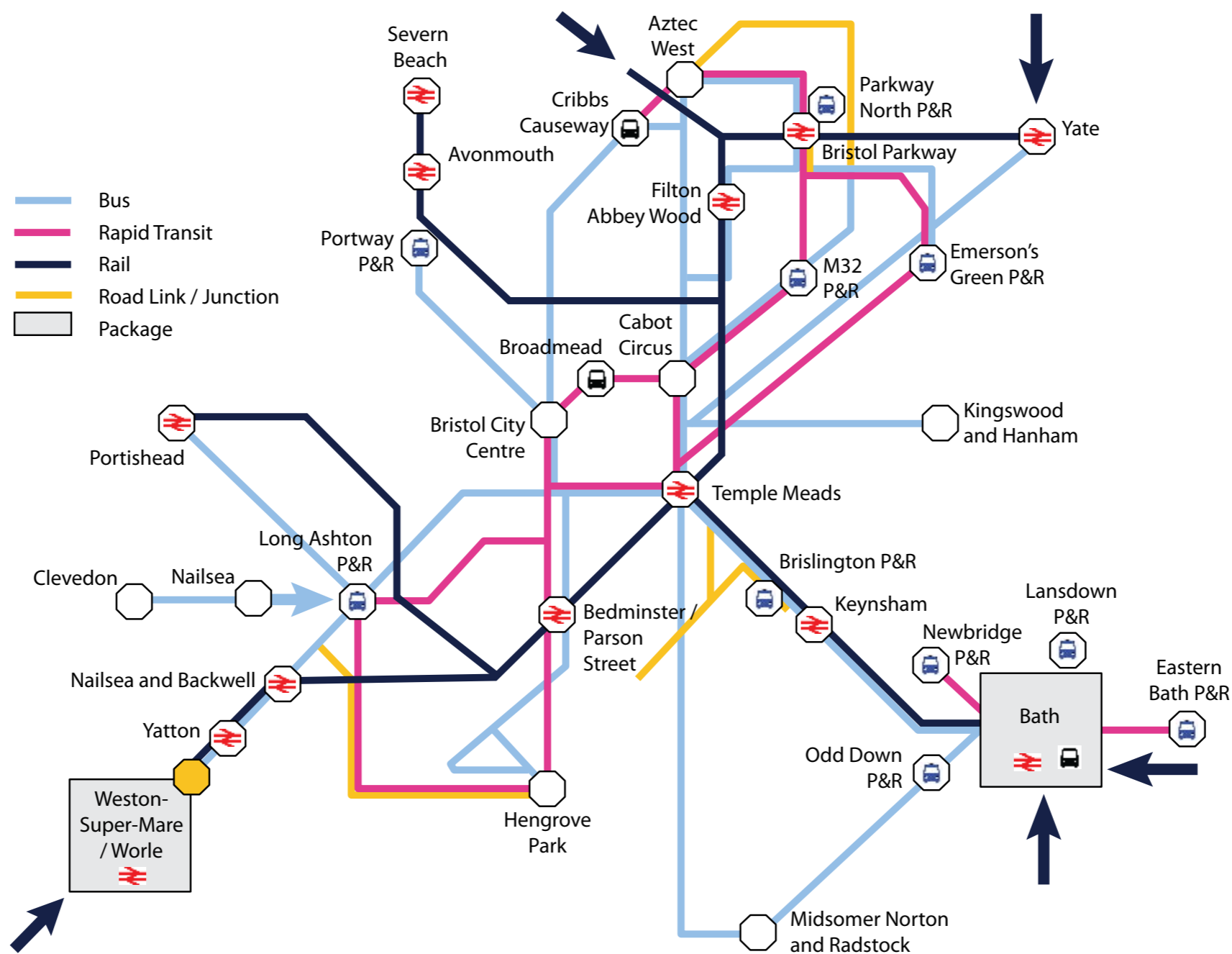


travel The rapid transit network will develop a series of routes that will allow rapid, reliable, frequent and punctual public transport across the city and outer areas of Bristol connecting housing to jobs, schools and leisure facilities. The Ashton Vale - Temple Meads via Bristol City Centre route has first stage approval from the Department for Transport and further routes stretching between the North West and North East fringes of Bristol, via the city centre, south to Hengrove Park are being developed. The vision includes a rapid transit service linking Emersons Green and Temple Meads and an east-west link across Bath.



Building the jigsaw - the integrated vision for transport across the four West of England authorities

travel+ represents the four authorities working in partnership to deliver sustainable projects and initiatives in the West of England. **travel+** represents added value projects that will help deliver real change for local people. **travel+** represents the future of sustainable travel in the sub-region.



All these major transport projects depend on successful joint working between the authorities and their partners, support from users and, of course, approval and funding from Government.

travel The integrated vision includes plans for rail links to Portishead, plus the development of a regular half hourly West of England rail service - the Greater Bristol Metro, as well as a bypass at M5 Junction 21, improvements on the A4 Bath Road and a new Callington Road link.



travel You said you wanted better bus services - so together the councils worked with First to develop a £70 million series of improvements to the road network and bus infrastructure on 10 corridors that has seen 22 junctions with new bus priority signals, 944 improved bus stops and First have introduced 120 new low floor buses. At the start of 2010 First announced a series of fare cuts to encourage greater bus use. The four councils are working as a Partnership with bus operators to improve service frequencies, vehicle standards and service performance on the improved routes. The Partnership want to see increased publicity about routes and fare packages and are carrying out a review of all bus services to see how things can be improved. The four councils are also setting up a back office system that will be necessary for the introduction of an area wide 'smartcard' ticket system.



travel Transport links encouraging regeneration and business links, as well as helping ease congestion are planned in South Bristol connecting Hartcliffe to the A370 and A38 and at Stoke Gifford in north Bristol. As well as roads these links will include rapid transit routes as well as enhanced cycling and pedestrian facilities.



travel Any planned works or new transport schemes include enhanced facilities for cyclists and pedestrians to encourage more people to exercise daily as part of their normal routine and also help to reduce congestion and carbon emissions. The Cycling City programme has a series of schemes and projects over and above any of these plans.



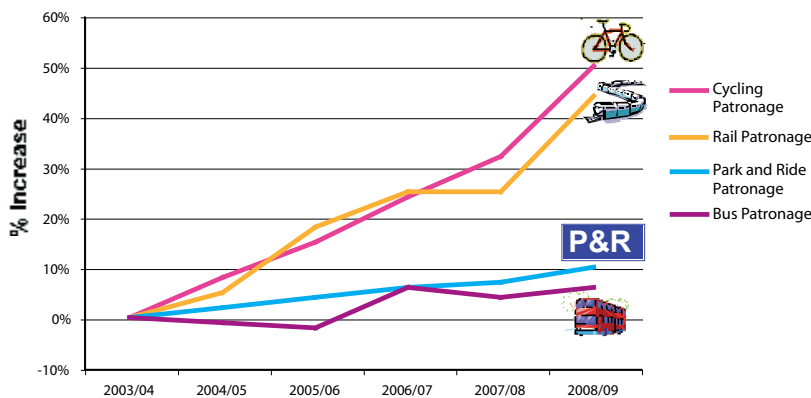
Transport News from the West of England Partnership



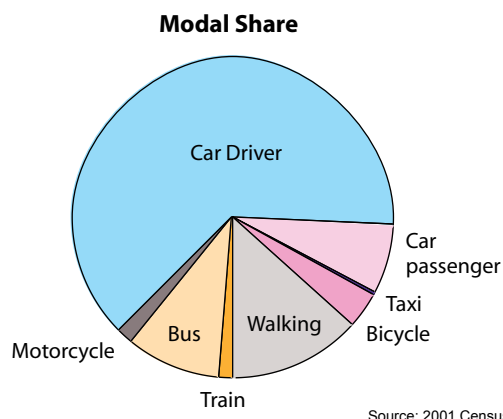
The shows the percentage rise of various modes of transport over the past 5 years. Cycling and rail use have shown the greatest increase. Initiatives such as Cycling City and improvements to the Severn Beach

Line services allowing better connectivity between other rail services continue to encourage growth.

Growth in Transport Modes for West of England



The modal split shows the dominance of the car, as both driver and passenger. There is also a large amount of walking, bus use and cycling. Figures are from the 2001 census as this contains the most accurate comparable data for travelling to work.



Source: 2001 Census

What is the West of England Partnership?

The West of England Partnership combines the four local authorities, seven social, economic and environmental partners drawn from the business, higher education, health, voluntary and community, environmental and social sectors.

The Partnership is committed to improving the quality of life for all in the sub-region, ensuring that jobs are available with training for the necessary skills; that everyone can have a home to live in, with sustainable transport between places.

Key Facts

- ❖ Congestion costs about £350 million a year locally - expected to increase up to £600 million by 2016.
- ❖ Air Quality Management Areas in Bath and Bristol are still showing significant levels of nitrogen dioxide emissions.
- ❖ More than half of all car trips are 5 miles or less, accounting for approximately a fifth of household car CO₂ emissions.
- ❖ Nationally if every bus took just one more car driver we could save up to 1.2 million tonnes CO₂ per annum.
- ❖ Older people are heavily dependent on public transport - nationally 91% of single pensioners and 53% of pensioner couples do not own a car.

Contact:



West of England Partnership

West of England Partnership Office

Wilder House, Wilder Street, Bristol, BS2 8PH

Telephone: **0117 903 6868**

Fax: **0117 903 6859**

Email: transport@westofengland.org

Website: www.travelplus.org.uk

Further information:

Bristol City Council

www.bristol.gov.uk

Bath and North East Somerset Council

www.bathnes.gov.uk

North Somerset Council

www.n-somerset.gov.uk

South Gloucestershire Council

www.southglos.gov.uk

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