

Proceedings of the Fourth Annual Joint Transport Forum 2007



16th November 2007, @Bristol centre

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Introduction

Welcome to this report on the fourth annual Joint Transport Forum held on 16 November 2007 at the @t Bristol Centre. As with previous Forums it was an opportunity for people to find out what's been going on, what's happening and what's about to happen in the world of local transport. Two lively workshops and the return of 'Just a Transport Minute' got people involved.

Over 100 delegates came along and a big thank you to all of you. We hope you found the day as useful as we did and see you next year.

Inside you will find copies of all the presentations (minus photographs for ease of emailing), results from the various workshops and a summary of the questions asked.

Joint Local Transport Plan Update

James White-West of England Partnership

Joint Local Transport Plan

- What We Do
- Final JLTP March 2006
- Rated as 'good' +3% funding
- Shared Priorities focus
 - Congestion
 - Accessibility
 - Road Safety
 - Air Quality
- £300m+ of schemes
- Targets

JLTP Could do better

- Not enough on Greater Bristol Strategic Transport Study
- Targets not stretched but realistic
- Killed and seriously injured disappointing but still 'good' rating

How the rest of the West did

Excellent – Torbay and Cornwall

Good – Devon, Dorset, Gloucestershire, Somerset, Swindon, Wiltshire

Fair – Plymouth, South East Dorset

Joint Local Transport Plan – How we're doing

- 18 out of 19 targets on track
- Bus patronage +2% *
- Cycle use +24% *
- 20% reduction in all Killed and Seriously Injured, 42% child KSI **
- But air quality NO₂ still off track

* 2003/04 baselines

** 2001-2004 baseline

More Joint Working

- Regional Spatial Strategy – Examination in Public
- Transport News
- Joint Progress Report
- Congestion Delivery Plan
- Rights of Way Improvement Plan

Rights of Way Improvement Plan

- Required by Countryside and Rights of Way Act 2000
- 4 themes:
 - improving maintenance and safety

- signing routes
- providing information
- improving access for local travel
- Final Plan November 2007

Congestion Delivery Plan

- 10 cities contributing to national decongestion target
- Endorsed by DfT July 2007
- 2011 target to accommodate extra trips/minimise increase in journey times
- £0.2m Reward funding in 2007/08
- Increased funding depending on target progress

Other News

- Local Transport Bill
- Stronger bus partnerships and quality contracts
- New Integrated Transport Authorities
- Future of Local Transport Plans
- Rail White Paper and Regional Planning Assessment

Major Schemes - Regional Funding Allocations

- £215m prioritised through RFA.
- Other schemes in development

Major Schemes Development Programme	2005	2006	2007	2008	2009	2010	2011	2011 - 2015
Regional and sub-regional priorities (RFA) for funding to 2016								
Greater Bristol Bus Network	●							
Bath Public Transport Package		●						
South Bristol Link Road Phases 1 and 2 – A370 to A4174 Hartcliffe Roundabout					●			
Bus Rapid Transit line 2 – Hengrove/ North Fringe				●				
Weston-super-Mare Package Phase 1 (including Worle interchange)				●				
Bus Rapid Transit line 3 - BIA / Ashton Vale / Emerson's Green						●		
Bus Rapid Transit line 4 - Bath to Cribbs Causeway							●	
Transport Innovation Fund Bid			●					
Regional and sub-regional priorities requiring further work								
Callington Road Link						●		
Weston-super-Mare Package Phase 2 (including Banwell Bypass)							●	
A38 - A370 (Barrow Gurney bypass)							●	
W&S-M - BIA - South Bristol								●
Relocation of Junc 21 (M5)								●
South Bristol Link Road Phase 3 - Hengrove to A4174 Avon Ring Road								●
A36 -A46 Link								●
Second Avonmouth Crossing								●
Heavy Rail								●
Stoke Gifford Bypass								●
Sub-regional priorities requiring further work								
Temple Cloud/Cireton Bypass								●
Light Rapid Transit								●
Development Funded Major Scheme Packages								
North Fringe Transport Package								
Key								
● Intended year of submission of Major Scheme Bid								
● Potential year of Major Scheme Bid Submission subject to further development work								
● Potential year for Transport Innovation Fund bid submission subject to further development work								
■ Construction Period								

From: Transport News, July 2007

Major Scheme Bid Update

- Greater Bristol Bus Network – Full Approval imminent
- Weston Package - £13m bid 2008 for implementation 2011
- South Bristol Link Road - £40m bid 2009 for implementation 2012/13
- Bath Package – Programme Entry

Bath Package

Peter Dawson (Group Manager Planning and Transport Policy)

Transport Problems

- Congestion
 - ▶ Cost of congestion is £50m per annum
 - ▶ Traffic in Bath growing at 1.2% p.a.
 - ▶ Further 15% rise forecast by 2021
- Air quality
- Road safety
- Public transport reliability
- Parking (coach parking)
- Pedestrian / vehicle conflict
- Accessibility / movement
- Heavy goods vehicles
- Local network constraints impeding development opportunities

Bus Rapid Transit

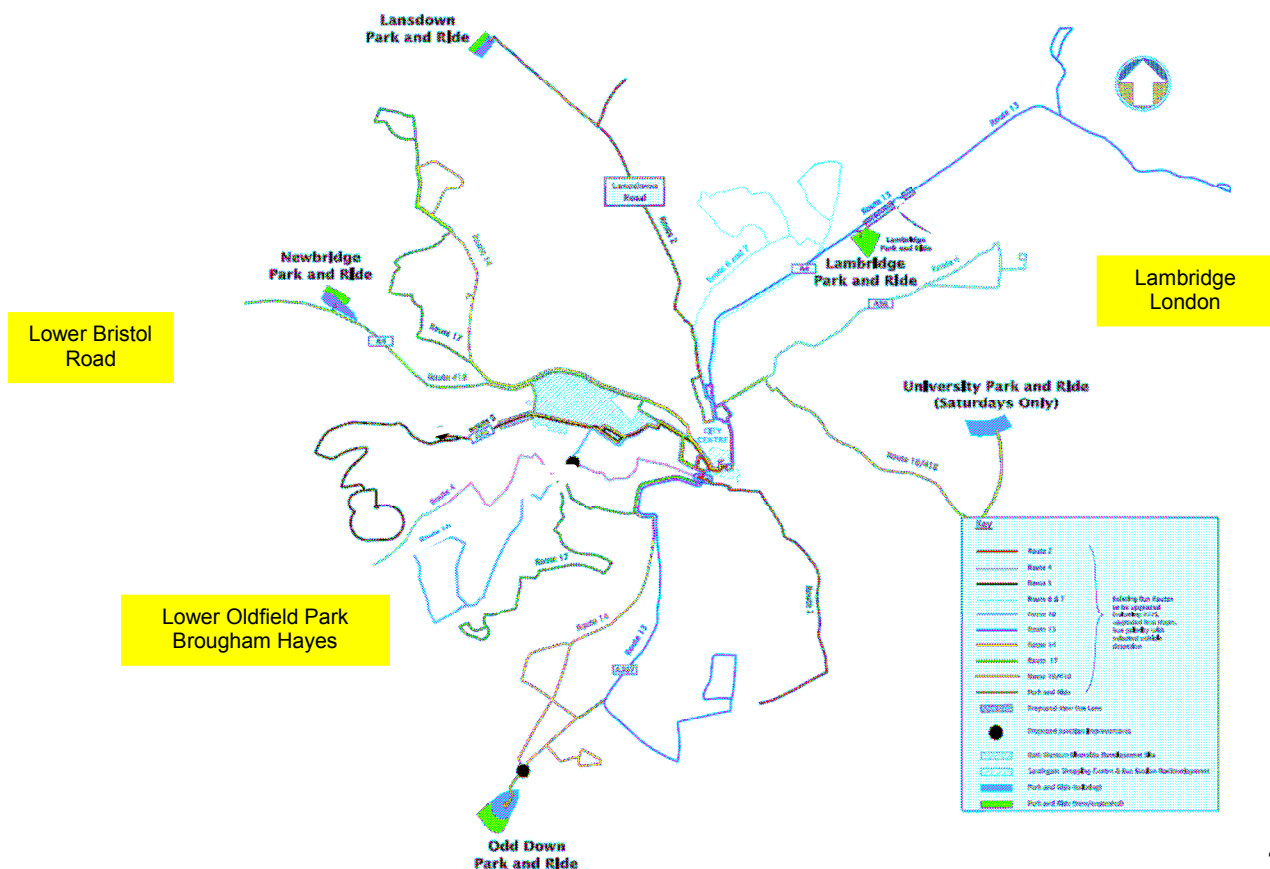
Step change in Public Transport

Segregated Route

To operate between the Newbridge and Lambridge park & ride sites via disused railway track, the Bath Western Riverside development and the city centre

New Vehicle Concept

Showcase Bus Routes and Park & Ride



Progress with the scheme

1. Bid submitted July 2006
2. PROGRAMME ENTRY GAINED OCTOBER 2007
3. Full Scheme Approval 2009
4. Completion 2011/12

Rail Update and the Severnside Community Rail Partnership

James White and Sarah Collins

National and Regional Rail

- Delivering a Sustainable Railway White Paper
 - ▶ 1,300 extra carriages
 - ▶ 50 stations modernised
 - ▶ Funding committed to 2014
- Regional Planning Assessment
 - ▶ Longer trains and platforms
 - ▶ No major infrastructure
- Network Rail Business Plan
 - ▶ Bristol Parkway 4th platform 2009
 - ▶ Worle Junction 2009
 - ▶ Resignalling Bath Spa 2010
- Regional Assembly Rail Prospectus
 - ▶ Objective and output driven
 - ▶ Schemes to be identified

Local Rail

- Arriva Cross Country November 2007
- First Great Western December 2007 timetable
 - ▶ hourly cross Bristol services
 - ▶ clockface timetable
- Letter to Tom Harris
- Severnside Community Rail Partnership
- Rail Project Group

Rail Project Group

- Network Rail, DfT, GOSW, 4 councils, First Great Western, Severnside Partnership
- Focus on cross Bristol rail services Yate to Weston incl:
 - ▶ Half hourly services
 - ▶ Yate turnback
 - ▶ Weston bay platform
- Inter city links -East-West,
Severn Beach line and suburban stations

Severnside Community Rail Partnership

Sarah Collins Partnership Officer

Montpelier Station

Avonmouth Station

- 180 silhouettes of all of the children from the local primary school

Clifton Down Station

- Car park clearing

- Repainting of recesses
- Removal of graffiti

Redland Station

Meetings with local residents with a view to improving the station next year

Stapleton Road Station

- Development of a community garden centre

Sea Mills Station

Adopted by Henbury School whose children provided mosaics

Keynsham Station

- Funding for Community Notice Boards
- Clearance of foliage and repainting of the shelters

Oldfield Park Station

- Adopted by a station friends group
- Funding obtained for new Community Notice Boards
- Artwork to be provided by Oldfield Park Infant School

Patchway Station

- Adopted by local group comprising local councils and the community
- CCTV provided and monitored by Rolls Royce

Yatton Station

- Working Group established in May
- Funding secured for equipment and fencing

Worle station

- A project has been earmarked for this station in Spring 2008 involving the local community and the probation service

Santa Express

- The event attracted approximately 320 passengers

Easter Bunny Train

- This event also attracted approximately 320 passengers

Other Promotions

- Day Ranger April 2007
 - ▶ £1 return
 - ▶ Reached some 6000 households through publications and local community groups
 - ▶ In May we promoted a similar scheme in Bristol University's newspaper and 4000 leaflets were distributed on campus
- Fresher's Fairs at Bristol University and UWE

Other Promotions

- Summer promotion of local train trips for children. 8000 leaflets distributed.
- Ramblers' Association

- **Funding obtained to promote walks from railway stations**

Bus Rapid Transit

Sharon Daly-Steer Davies Gleave, Bill Davies-West of England Partnership

Contents

- ▶ Background
- ▶ Planning Context
- ▶ Scheme Objectives
- ▶ Overview of Bus Rapid Transit (BRT)
- ▶ Programme of Work to Date
- ▶ Bus Rapid Transit - Line 2
- ▶ Programme Going Forward

Background

Sub-region is key economic driver of the South West, with 1 million residents and significant employment and commercial activity

- ▶ Draft Regional Spatial Strategy identified 90,000 new houses and at least as many new jobs to sustain growth
- ▶ Over £3 billion of potential development sites in the sub-region
- ▶ Significant pressure on transport infrastructure

Planning Context

- ▶ Need for BRT system key finding of Greater Bristol Strategic Study (GBSTS)
- ▶ GBSTS states the aim as:
“to provide high quality alternatives to the private car”
- ▶ GBSTS recommended targeting investment in strategic corridors
- ▶ First three prioritised through RFA to be progressed 2006-2011
- ▶ included in the Joint Local Transport Plan (JLTP)

Scheme Objectives

- ▶ GBSTS High Level Objectives:
- ▶ Extend choice of transport modes for all
- ▶ Promote sustainable development
- ▶ Improve access
- ▶ Improve integration of the public transport network
- ▶ Promote social inclusion
- ▶ Improve safety

Specific BRT Objectives:

- ▶ Mode shift – step change in quality public transport
- ▶ Help reduce traffic congestion
- ▶ Contribute to economic growth

To achieve mode shift need “step change” in public transport provision for the sub-region

Linkages with Other Major Schemes

Bath Package

- ▶ Proposed BRT alignment from Lambridge P&R to Newbridge P&R – “Line 1”

GBBN

- ▶ comprehensive set of bus network improvements
- ▶ delivers significant benefit to bus users
- ▶ BRT needs to demonstrate how a step change in public transport can be delivered over and above the benefits of the GBBN improvements
- ▶ Complimentary to GBBN

Transport Innovation Fund

- ▶ Potential delivery of full BRT network (further lines)

Overview of Bus Rapid Transit

- ▶ BRT aims to provide a rapid, reliable, frequent and comfortable network to attract substantial numbers of car users

Features of BRT Schemes:

- ▶ Segregated alignment – journey time reliability
- ▶ Direct – fast journey times
- ▶ High frequency services - 5 or 10 minutes peak
- ▶ Infrequent stops
- ▶ Modern vehicles
- ▶ Feeder services
- ▶ High quality package – iconic
- ▶ Metro-style stops
- ▶ Real-Time Information
- ▶ CCTV
- ▶ Vehicles quality threshold
- ▶ Level boarding
- ▶ Easy to use – Understandable network, branded

Various types of BRT:

- ▶ unguided busway
- ▶ physically guided
- ▶ electronically guided
- ▶ new technologies

What can BRT achieve?

- ▶ Brisbane 5,000+ passengers in the peak hour per direction
- ▶ Mode share: 37% from car
- ▶ 16% generated trips

- ▶ Adelaide 26,000 per day
- ▶ Mode share: 19% from car
- ▶ 10% generated trips

- ▶ Ottawa 10,000+ in the peak hour per direction
- ▶ Transmilleneo 30,000+ in the peak hour
- ▶ Cambridgeshire forecasting 20,000 trips per day

Programme of Work to Date - Feasibility

- ▶ GBSTS identified 4 potential corridors for BRT:
- ▶ North Fringe to Hartcliffe/Hengrove
- ▶ Ashton Vale to Emerson's Green
- ▶ Bath to Cribbs Causeway
- ▶ Whitchurch to Avonmouth

Initial feasibility study looked at:

- ▶ Identifying a long list of route options
- ▶ Selecting a short list of options to take forward to detail design and assessment, based on patronage, deliverability and links to new development

Programme of Work to Date – Route Selection

- ▶ Short List work looked at:
- ▶ Alignment options
- ▶ Operational specification, timetables, vehicle requirements
- ▶ Cyclist and pedestrian facilities, access to alignment
- ▶ On-street running sections
- ▶ Stop locations and walk catchments
- ▶ Environmental impact
- ▶ Traffic impact
- ▶ Links to new development

Prioritised first route ...

Bus Rapid Transit - Line 2

Ashton Vale to Emerson's Green

- ▶ Two-way segregated busway with adjacent cycleway/pedestrian link entire length of the route
- ▶ Route runs from Long Ashton Park and Ride to new development at Science Park / Emerson's Green via Bristol City Centre
- ▶ Services run both in urban area as well as services from South Gloucestershire and North Somerset utilising busway
- ▶ Improved cyclist facilities: cycle parking, accesses to the cycle paths, 'missing links' provided
- ▶ Around 15 new stops (on busway)
- ▶ Improved stops on on-street sections
- ▶ Links with new developments both ends of the route

Programme of Work to Date – Work Underway

- ▶ Technology assessment
- ▶ Scheme alignment plans
 - Review of 'pinch-points'
- ▶ Modelling and appraisal
 - Options for feeder services
- ▶ Environmental surveys
- ▶ Discussions with key stakeholders
- ▶ Aiming for submission of MSBC September 2008

Programme Going Forward

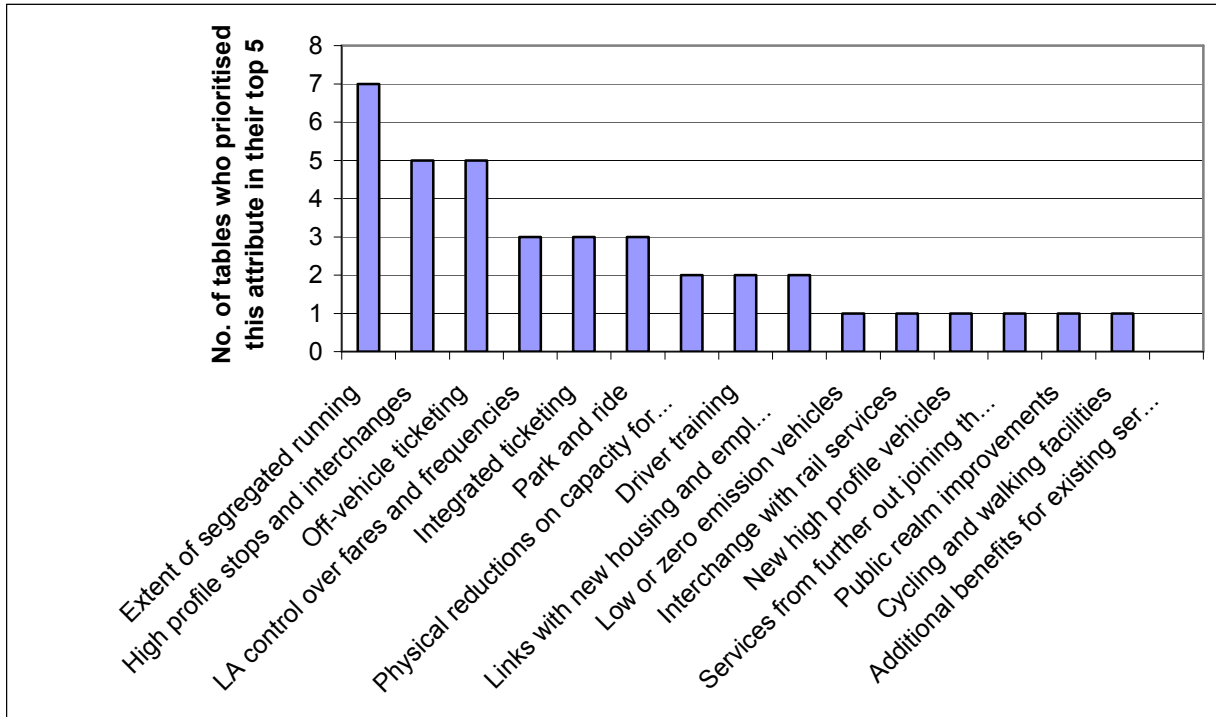
- ▶ Consultation early next year
- ▶ Major Scheme Submission September 2008
- ▶ Funding available from 2011
- ▶ Scheme opening 2013/2014

We need your views on the system attributes...

Bus Rapid Transit Workshop

In groups delegates were asked to prioritise 5 attributes from a list of different elements that would be most desirable to include in the proposed Bus Rapid Transit Scheme.

Generally delegates felt that all of the attributes should be included in the BRT scheme and there were a lot of important interactions between the different elements that needed to be considered.



The extent of segregated running was considered the most important priority by the largest number of tables, with high profile stops and interchanges and off-vehicle ticketing also considered a priority by a significant number of tables. There was a good deal of variation between tables as to what attributes should be prioritised, possibly reflecting the feeling that all of the attributes should aim to be included.

Other attributes not suggested on the list but considered important included integration with as many modes as possible (including rural feeder services, park and ride, rail, walking and cycling) and the promotion of a high quality image for the scheme as a whole.

How we will use the workshop results

Consultation events such as this form a significant part of the appraisal process feeding into the business case for submission to the DfT in September 2008. This will ensure that the views of stakeholders have been considered and opportunities to enhance the project explored. The DfT will require that key stakeholders are approached and their views considered to improve the scope of the project and address risks to delivery.

Just a transport minute

This session was a chance for delegates to stand up and talk for a minute on a transport topic of their choice. Nine people bravely volunteered to take part.

We heard from Carezza Ellery, Susan Charles, Ann Fay, David Redgewell, Stephen Wayward, Peter Tomlinson, Anne Lock, Dennis Brown and Julie Boston.

Topics covered included:

- ▶ Need for motorcycles to use advanced stop lines at junctions and be exempt from any congestion charge.
- ▶ Consider the needs of an ageing and disabled population.
- ▶ Don't forget horses and their riders' needs.
- ▶ Implications of the Local Transport Bill and bring all buses up to standard.
- ▶ Importance of enriching journeys through improving the public realm.
- ▶ Major future role of smartcard and contact less payment cards.
- ▶ Make the benefits of park and ride available to all.
- ▶ Don't forget young people and the role of travel plans.
- ▶ Half hourly service on the Severn Beach railway line.

Full credit to all those who took part and for just about keeping to a minute. This was a lively and informative session raising several issues for possible inclusion at future Joint Transport Forums.

Transport Innovation Fund – what’s happening

Our Future Transport: West of England Sub Region. Barbara Davies-West of England Partnership

An initial overview towards the development of a TIF application

- ▶ The local context
- ▶ Transport Innovation Fund
- ▶ What happens next
- ▶ How stakeholders can get involved

The Transport Innovation Fund Process

- ▶ The Transport Innovation Fund is challenging but presents us with a significant opportunity to deliver a real change to local transport services

- ▶ Our Future Transport sets out our vision for change
- ▶ This is our first step in moving towards a funding application

- ▶ Three parallel workstreams:
 - Technical development
 - Political and stakeholder engagement
 - Wider consultation

Timetable

- ▶ DfT approvals process
- ▶ Initial Business Case to be submitted early 2008 following:
- ▶ Engagement with key stakeholders - inc. business community
- ▶ Ongoing technical work
- ▶ Political endorsement from the 4 Unitary Authorities
- ▶ Full consultation - 2008
- ▶ Refinement of package and revised Business Case - 2009-2010
- ▶ Further consultation and technical development
- ▶ Implementation of charging schemes - not before 2013

“the continued growth of our local economy brings more opportunities, more jobs and more cars...”

“1m people already live in the West of England with 190,000 more expected by 2026”

“congestion already costs our local economy at least £350m each year - and this is expected to rise to almost £600m by 2016...”

“we need to think about managing congestion now to ensure our economy, quality of life and environment are protected for future generations”

“changing travel habits will be challenging requiring significantly higher investment and a major change in sub regional public transport”

Funding the vision

- ▶ Our transport vision to 2026 will cost £2.5bn
- ▶ Existing & committed sources of funding account for over £750m
- ▶ Our transport vision to 2026 will cost £2.5bn

Proposed TIF funded transport improvements

- ▶ Bus Rapid Transit - core network of 9 lines
- ▶ Rail - capacity, frequency, new and improved stations
- ▶ Park & Ride - 3 new and 6 expanded sites
- ▶ Bus - step change in coverage, quality and integration
- ▶ Smarter choices - personalised solutions
- ▶ Walk & cycle - routes, paths and information
- ▶ Highways - capacity improvement and new schemes at pinch points
- ▶ Freight consolidation

- ▶ Urban realm
- ▶ Intelligent transport systems
- ▶ Parking

TIF technical work - inputs

- ▶ JLTP consultation supported TIF development work - mid 2005
- ▶ TIF Pump Priming awarded £1.5m - late 2005
- ▶ GBSTS - mid 2006
- ▶ Congestion Review - late 2006
- ▶ Strategic assessment of > 50 options that included:
 - ▶ Areas
 - ▶ Corridors
 - ▶ Local and strategic network
 - ▶ Road user charging
 - ▶ Workplace parking

TIF technical work - outputs

- ▶ Long list of options - large and small
- ▶ Evaluation based on impact and deliverability criteria
- ▶ Short list of preferred options
- ▶ TIF package with potential to form Initial Business Case:
 - Focused on hotspots
 - Short term deliverability

Includes:

- Road user charging
- Workplace parking charges
- Transport improvements

- ▶ Recognises that package of transport improvements, scale and cost should be proportionate to charging elements
- ▶ Future migration path to smarter charging

TIF initial proposals: road user charging

- ▶ Broadly based on central Bristol / central Bath
- ▶ Assumptions used in initial option selection and assessment process:
 - AM peak only - approximately 7-10am
 - £4.00
 - Cordon or area license

Scheme operation:

- ▶ Vehicle identification by tag & beacon
- ▶ Monitoring by Automatic Number Plate Recognition
- ▶ Range of payment options for regular and infrequent users

TIF initial proposals: workplace parking charges

- ▶ Businesses in North Fringe
- ▶ Assumptions used in initial option selection and assessment process:
 - Per space per day
 - £4.00
 - Paid for by employers

TIF - potential impacts

- ▶ Technical work indicates that during the morning peak in the Bath and Bristol urban areas the proposed package could achieve
 - ▶ An increase in public transport trips by up to 16%
 - ▶ A reduction in car trips by up to 6%
 - ▶ An overall reduction in congestion by up to 12% during the morning peak
- ▶ These are in addition to the impacts and benefits of existing and already committed schemes

Further technical work

- ▶ Next stages will consider
 - Exemptions & discounts
 - Workplace parking charge impact and operation
 - Boundaries
 - Charging times
 - Charges
 - Relationship and timing of transport improvements

Outline Timetable

Feedback

- ▶ We take feedback on the proposals very seriously and consider it an important part of the development process

You can communicate via:

- ▶ Your existing communication channels
- ▶ Our dedicated communication channels
- ▶ 0800 019 3235
- ▶ www.westofengland.org/transport
- ▶ West of England - Transport Innovation Fund, Freepost (BS 6529), Bristol BS1 5BR

Transport Innovation Fund workshops

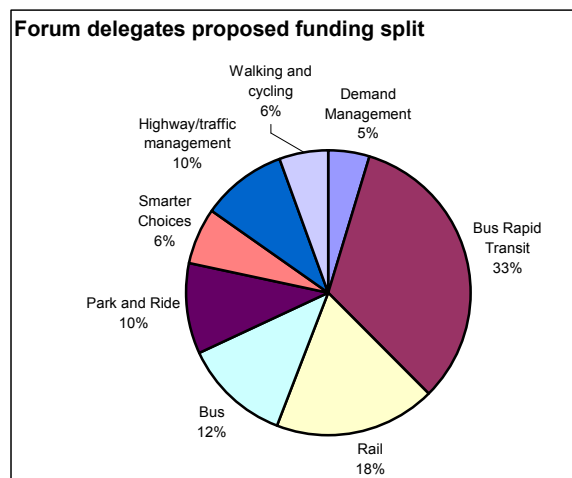
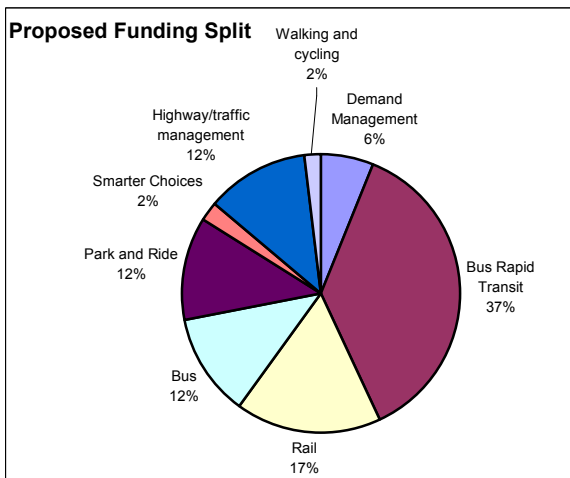
Priority	North Fringe	Bristol City Centre	Bath
1	BRT	6 Rail	5 Park and Ride
2	Smarter Choices	6 Park and Ride	5 Rail
3	Rail	5 BRT	4 Smarter Choices
4	Bus	5 Bus	3 Bus
5	Highway measures	2 Smarter Choices	3 New suggestions
6	New suggestions	2 New suggestions	3 Walkways
7	Park and Ride	1 Walkways	2 BRT
8	Walkways	Highway measures	1 Cycleways
9	Cycleways	Other schemes	1 Highway measures
10	Other schemes	Cycleways	Other schemes

No. of tables who prioritised this measure.

In groups the forum delegates were asked to decide which transport measures as part of the 'Our future transport' vision should be prioritised for each of the proposed TIF demand management areas. There was a great deal of variation between each table as to what the priorities

should be for each area. Overall for the North Fringe most tables (6 tables) felt that a BRT scheme and smarter choices should be prioritised for introduction alongside the charging elements of the scheme. In Bristol City centre rail and park and ride improvements were considered most critical. For Bath park and ride and rail were also considered to be the biggest priorities.

The second part of the TIF workshop required delegates to review the proposed funding split outlined in the TIF vision and to produce their own revised funding split for the different elements of the TIF package. Due to the depth of discussion not all tables got as far as proposing a funding split. Of those that did a similar funding breakdown was proposed to that offered in the TIF vision. Delegates felt that slightly more money should be spent on walking and cycling and smarter choices, with slightly less spent on BRT, highway and traffic management and park and ride.



How we will use the workshop results

The workshop has supported the TIF technical work to date by illustrating the importance of bringing forward major infrastructure improvements, whether BRT, rail or Park and Ride, to provide quality and high profile transport alternatives into the proposed charged areas. However the delegates' views on the funding split provides an important reminder of the need to support these large infrastructure schemes with walking and cycling and smarter choices measures.

Questions and Answers

Question and answer sessions were held at the end of the morning and afternoon. On the panel were Cllr Mark Bradshaw (Bristol City Council), Cllr Charles Gerrish (Bath & Northeast Somerset Council), Barbara Davies (West of England Partnership), Peter Dawson (Bath & Northeast Somerset Council), Kate Hoare (Bristol City Council), Alistair Rice (North Somerset Council) and Peter Blake (South Gloucestershire Council). A wide range of issues were raised including:

Q. What's happening with rail services and rolling stock?

A. First Great Western will be providing 71 units in December 2007 (67 at present) plus £11m refurbishment programme.

Q. Need for rural transport links.

A. Noted.

Q. Tram systems versus bus rapid transit.

A. Bus rapid transit has lower costs, is more flexible and requires less infrastructure. Looking to provide the same quality of construction and ride as the Cambridge bus rapid transit.

Q. The need for wider consultation on the Transport Innovation Fund beyond the West of England and into neighbouring areas.

A. We will be talking to the neighbouring authorities.

Q. Role of river borne transport.

A. Limited outside Bristol.

Q. Progress on the Bristol Health Service Plan.

A. Work expected soon.

Q. Involvement in review of Avonmouth Docks and implications for rail.

A. Noted.

Q. Were Members of Parliament asked to come?

A. Yes and Doug Naysmith M.P. was present.

Written Representations

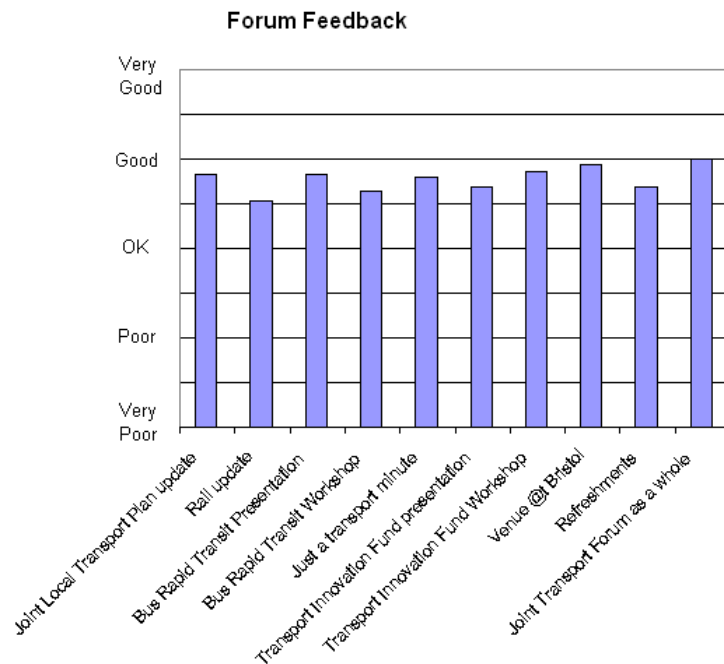
Several written representations were received in advance of the Joint Transport Forum. Issues raised included:

Shared use of the proposed bus rapid transit route along the Bristol to Bath Railway Path between cyclists and buses. This was covered in the Bus Rapid Transit presentation.

Local rail services and the December 2007 timetable. First Great Western were on hand at the Joint Transport Forum to answer questions and provided a written response.

Forum Feedback

Generally delegates thought that the Forum was good, with positive comments received about the presentations, workshops and the venue.



Other Comments

- ▶ It appears that most proposals are a long way off, or any implemented are the cheaper options-not very innovative or radical.
- ▶ Community Rail Partnership very interesting-nice to see communities taking control.
- ▶ Facilitators of workshops need to be more independent, didn't allow open discussion.

Suggestions

- ▶ Need evening sessions to engage more members of the public/employers.

What happens next?

There's going to be a lot going on in 2008. Look out for news and consultation on the Greater Bristol Bus Network, Weston Package, Transport Innovation Fund and Bus Rapid Transit.

Finally don't forget the next Joint Transport Forum, autumn 2008.

Contact Details

For more information about transport in the West of England sub-region please contact the Joint Transport Team at:

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