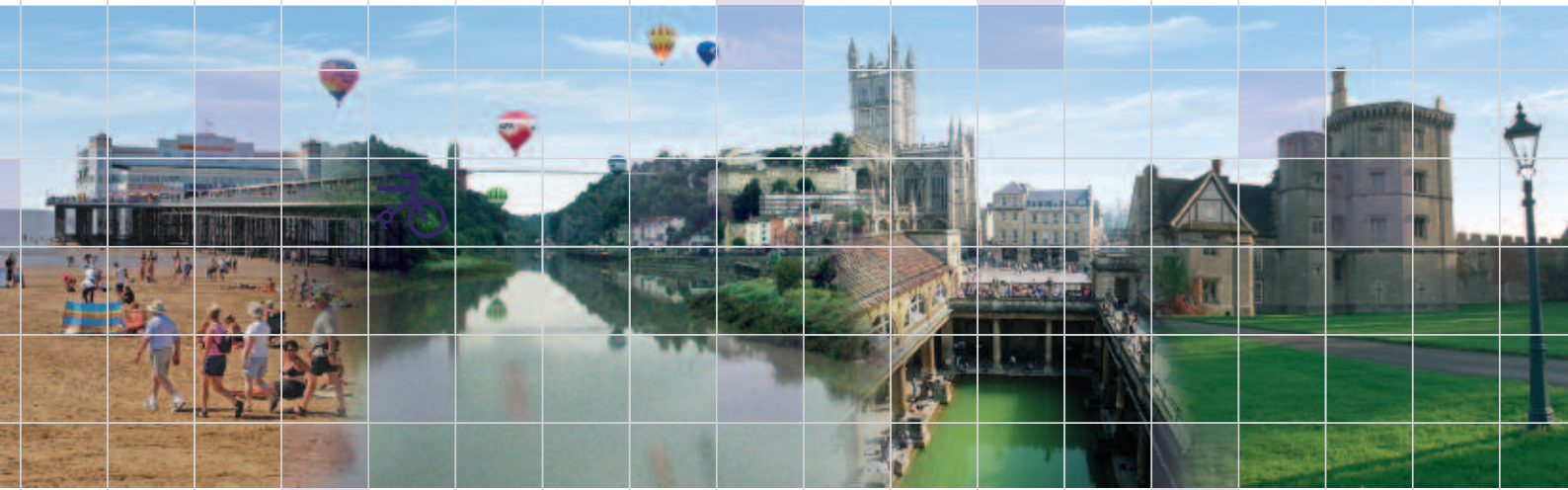


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Joint Local Transport Plan

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Consultation



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2005



BATH & NORTH EAST SOMERSET



Purpose of the document

The four Councils of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire have joined forces to plan and deliver transport improvements in this area through a joint Local Transport Plan (LTP).

This document explains what we know about the transport problems in our area, what you have been saying to us consistently through previous consultations and how we could respond to these issues.

We are asking you to read this document and then complete the questionnaire in the middle pages to tell us what you think.

Additional information is contained in boxes A to G (shaded green) if you want to know some more background information.

If you would like this information in a different format, for example Braille, audiotape, large print or computer disc, or community languages, please contact the Joint LTP Team on 0117 922 4921

Options for Improving Transport in Our Area

We have identified three broad funding options. We are seeking your views on these three options to help us decide how to take things forward.

For all three options we need to know your views on the types of measures that we could deliver. Pages 12-14 set out our ideas about what we could possibly do and the questionnaire seeks your views on these.

Work completed jointly by the four Councils in 2004 showed that more than £300 million is required just to address the under investment in transport that has occurred over the last 20 years. If we are to plan for growth in housing and business for the next 10 –15 years then additional funding over and above this will be required.

At the same time guidance from Government is that guaranteed funding is limited and we can only expect around £12 million a year for transport improvements during 2006 – 2011. This may seem like a lot of money but it is only about £12 per year for every person living in the area.

The critical issue is how do we go about meeting this shortfall in funding. We can make the case to Government for additional investment but in order to do so difficult decisions will need to be taken. Before we can make any decisions we need to hear your views to help us decide what to do.

Full details of the three options are contained on pages 12-14 but they can be summarised as:

Option A – £12 million per year

This assumes that we receive our annual grant from Government but do not obtain additional funding from local or national sources.

This option would be insufficient to address the aspirations and needs of our area. We believe that higher levels of funding should be sought. What do you think?

Option B – £25-35 million per year

One of the key advantages of a Joint LTP is that through working together we have a far

stronger voice in bidding for additional funding from Government and negotiating for increased investment from the private sector. This option assumes that we work in partnership with the main bus operator First to secure significant improvements through two additional funding bids to Government. These are to improve bus infrastructure serving the greater Bristol area through the delivery of “showcase” bus routes. With increased funding, additional investment into things like Road Safety, Walking, Cycling and improving Air Quality can take place but would still not be sufficient to meet the transport needs of our area.

Our view is that we need to pursue this additional funding and we have begun the necessary work to convince Government of our case. Do you agree with us?

Option C – £60-100 million per year

To obtain the higher levels of funding needed, we will need to apply to the Government’s new Transport Innovation Fund (See Box D for more information). However, the Government has indicated that this will only be available to those who consider managing the demand for travel through things like ‘congestion charging’ (as in London) and other innovative measures.

Under this option we could make large improvements to public transport, walking and cycling including introducing high quality kerb-guided bus routes, improved local rail services, new bus services, improved concessionary fares, build new Park and Ride sites and significant funding for developing safer walking and cycling routes. We could also begin to develop some of the key road schemes in the area. With the additional funding this approach would bring we would be able to make improvements far quicker than in Options A or B.

Our view is that the scale of problems in this area means that we have to seriously consider this option. However, we also recognise that measures like congestion charging or ‘workplace parking charges’ have significant implications for both individuals and businesses. We are particularly interested in your views on whether these should be investigated.

Setting the Scene

The Greater Bristol city region is vital to the economy of the South West and the United Kingdom. Our area has the highest Gross Domestic Product (GDP - the measure of economic output) outside London, outperforming cities such as Manchester, Birmingham and Leeds. It is the main focus for shopping, cultural activities, education and tourism in the region. Nearly 1 million people live here, and many more work and visit our area.

Our area suffers problems of recurring traffic congestion and, in Bristol and Bath, poor air quality. Large-scale housing growth and economic development, particularly in the northern and eastern fringes of the Bristol built up area, have not been accompanied by sufficient investment in transport infrastructure. This means that traffic levels have grown at up to three times the national average and placed huge pressures on existing infrastructure and services.

There are substantial problems of deprivation in parts of Bristol, Weston- super- Mare and other pockets across our area. Access to jobs and services from rural areas is increasingly difficult with the dispersed nature of jobs, loss of local services and inadequate public transport.

Transport is a vital aspect of all of our lives, providing the means to getting to work, schools, hospitals, leisure and friends. Congestion on our roads is getting worse along with the associated pollution and accidents: -

- Congestion costs in excess of £50m a year to business with 23% of travelling time in peak periods spent stationary in traffic queues.
- Bristol is one of the most congested cities outside London with peak hour traffic speeds of just 16mph. Surveys have found similar traffic speeds recorded in Bath during peak hours.
- 50% of motorway trips in the peak periods start and finish within our area causing congestion at motorway junctions, and local roads approaching these junctions.
- Traffic is the major cause of air pollution and significant areas of Bristol and Bath have been declared as 'Air Quality Management



Areas' needing action to meet national air quality targets. In Bath pollution is threatening to damage its status as a World Heritage Site.

- Car ownership continues to rise whilst at the same time there is growing isolation for those without cars and alternative means of getting to the jobs and services they need.

What you have been telling us

We have done considerable consultation over the last few years on transport. A number of clear messages have emerged:

- You are fed up with congestion. Many of you want to use public transport but the current bus network does not meet your needs.
- You think improving Road Safety is really important and accident hotspots need to be addressed.
- Working with schools is also seen as a high priority to help your children to be able to walk or cycle to school safely.
- You are becoming increasingly concerned about pollution, global warming and the impact that it is having on health – for example the rise in asthma, particularly amongst children.
- You are frustrated that it is often difficult to get from where you live to places such as Hospitals, Schools or Colleges or find that you can't get to new offices or jobs very easily.
- Local businesses have been telling us that without more investment in transport and improving the conditions on our roads the local economy could suffer.

Together, Local Government and Central Government have agreed that these issues are “Shared Priorities” and have summarised them as:

1. Tackling Congestion
2. Improving Accessibility
3. Improving Air Quality
4. Improving Road Safety

Our Vision

A transport system that supports the vision for our area that:

- Strengthens the local economy;
- Supports rising quality of life and social inclusion;
- Improves access and links;
- Ensures that alternatives to the car are a realistic first choice for the majority of trips;
- Offers real choice - affordable, safe, secure, reliable, simple to use and available to all;
- Meets both rural and urban needs.

A Joint Local Transport Plan

We are preparing a Joint Local Transport Plan that will set out the long-term transport strategy and bid for funding for the five years from 2006 to 2011. We believe by working together we can make the strongest possible case to Government for providing increased funding for our area.

The Government has already indicated that funding for Option A is likely to be available. Depending on your views we can put forward the case for funding either Option B or C and present the detail of these in the Plan.

The Local Transport Plan has to take account of not only our analysis of the needs of our area but also:

- Government Guidance on Local Transport Plans and other key issues such as railways and airports.
- The Greater Bristol Strategic Transport Study, due to report in summer 2005.
- Regional strategies for transport and new development.
- The need to regenerate certain areas.

BOX A - What does Government Guidance say?

Government guidance says that all local transport authorities have to produce 5-year Local Transport Plans (LTP) every 5 years. We have to set out how the Councils will improve the overall quality of life for those living and working in the urban and rural areas by connecting them to jobs and services and each other. A provisional plan has to be submitted in July 2005 with a full LTP due in March 2006.

The plans have to show how everyone from individuals, community groups, stakeholders and transport operators as well as Councils can work together to deliver local improvements. Strategic issues such as Motorways and Railways are the responsibility of the Highways Agency and Strategic Rail Authority/ Network Rail respectively but we must make sure we work closely with these bodies to encourage their decisions to reflect the needs of our area.

As well as tackling local issues the plan also has to support national priorities.

Therefore the Government wants LTPs to be based around the shared priorities of congestion, road safety, air quality and accessibility and expects them to work with key travel generators such as airports and major employers.

There will be a number of key targets set nationally for measuring progress towards addressing the shared priorities and other key issues such as increasing bus use and improving the condition of roads. LTPs can also include local targets to monitor progress in addressing specific local issues and concerns.

Box B - What about Longer Term Plans?

Although the LTP looks specifically at the period until March 2011 it also has to set out a vision for the longer 20-30 year period.

In the next 30 years guidance from Government is that we need a minimum of 100,000 new houses and a similar number of new jobs.

To help us plan for this we have jointly funded the Greater Bristol Strategic Transport Study (GBSTS) with the Highways Agency, Regional Development Agency and Department for Transport. It will be making important recommendations regarding road, rail and possibly rapid transit schemes and inform decisions on where long-term housing and business development should take place. GBSTS is expected to report in Summer 2005.

Given the time it takes to prepare and build road and rail schemes, these will generally not be completed until after 2011. However we could start preparatory work on them in the next year or two, which is why we need to think about these long-term issues.

Our full LTP in March 2006 must set out which of these schemes we will ask Government to fund during the life of the Joint LTP. We will be consulting this autumn once we have had time to consider the findings of GBSTS.

Future additional funding from Government is by no means guaranteed but by jointly working together we believe we have a far stronger chance of securing the necessary funding.

What are we going to do?

We believe that by the four councils working closely together we have a better chance of getting the money we need for our area. The following four sections set out our proposals under the headings of the four shared priorities. There is also a separate box explaining about 'major scheme' bids. Finally, there is a section trying to show the possible timescale depending on the funding that we secure.

Whichever funding option is decided on we still need to prioritise how we spend the money. The questionnaire on the centre pages seeks your views on our proposals, tell us which of the measures you think we should concentrate on. The questionnaire also seeks your views on the three broad options for funding these improvements.

Tackling Congestion

Measures to tackle congestion include:

- Creating Quality Showcase Bus Routes.
- Expand and develop Park & Ride sites.
- Promote Travel Plans, public transport, car sharing, cycling and walking.
- Explore the potential for charging motorists to enter city centres and/or to park at work.
- Consider selective highway widening and new roads.

1. Promoting alternatives to the car

Buses

For many journeys the bus is the main alternative to the private car and will remain so in the future. Buses in our area carry over 55m passengers a year and this is growing.

Improvements will be delivered by:

- Creating Quality Showcase Bus Routes by working in partnership with bus companies to provide high quality low-floor buses, real time information, new bus lanes and other bus priority measures.
- Major Schemes with additional government funding to give a major boost to bus services and deliver a network of showcase routes backed by substantial investment in new buses and services.



Park and Ride

Park & Ride sites serving Bristol and Bath already carry 2.1m passengers each year.

Proposals for Park & Ride include:

- Existing sites serving Bath and Bristol expanded to their full potential.
- New sites serving the main roads to congested areas.

Rail

The number of passengers using local rail services has been increasing. The rail network has an important role to play in securing a shift from private car use on our key transport corridors. To develop the rail network we will:

- Fund local station improvements e.g. pedestrian access, shelters, lighting and CCTV.
- Work in partnership with local train operators to improve local rail services.
- Promote longer term schemes (after 2011) including the re-introduction of Bristol to Portishead and Avonmouth to Filton passenger services and the opening of new stations.



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- Provide better access to long distance services for example at Weston and Worle Stations.
- Continue to work with Network Rail to improve the main railway stations.

Walking and Cycling

We will encourage more walking and cycling, especially for shorter journeys as many of these are currently made by car. This will reduce congestion and improve air quality.

To achieve this we will:

- Build and maintain safe, convenient, effective facilities for cycling and walking.
- Ensure improvement for pedestrians and cyclists in conjunction with new developments and other transport schemes.
- Provide walking and cycling routes to Primary and Secondary schools linked to School Travel Plans
- Sustain programmes of road safety education promotion and publicity.



2. Encouraging more sustainable ways of travelling

We will encourage more sustainable patterns of travel behaviour through continuing and expanding our work through:

- Improving passenger information through use of the internet (eg www.travelbristol.org or www.traveline.org.uk), text messaging to mobile phones and measures such as local travel maps and information screens at places like shopping centres, railways stations and hospitals.



- School and workplace Travel Plans – expanding support to encourage sustainable travel to schools and workplaces.
- Freight operators – providing better information, encouraging more efficient deliveries.
- Giving individuals high quality travel information and providing small grants to support local community projects and events.
- Expanding car clubs and car sharing schemes.
- Looking to developers to fund the transport infrastructure needed to support new development. The Joint LTP will act as a guide to ensure that development is as sustainable as possible.

3. Managing demand for travel by the private car

We aim to make the most efficient use of the road network to minimise congestion and delays through:

- Directing traffic onto the most appropriate roads and using modern forms of traffic control to maximise the amount of vehicles carried during busy times.
- Ensuring busy routes are kept clear to stop illegally parked vehicles or road works causing long traffic queues and delaying buses.
- Pricing car parks and on-street parking to encourage short stay use.
- Introducing more residents' parking schemes around city centres and other areas affected by commuter parking e.g. Parkway Station.
- Promoting new or widened roads based on the recommendations of the GBSTS.

- Seeking your views on whether to investigate the potential for measures such as congestion charging (similar to London) or workplace parking charges (charges for parking spaces at businesses). The options for these are explained in more detail later – see Box G for more information.



Accessibility

To tackle accessibility we propose to:

- identify areas with poor accessibility.
- Prepare local accessibility action plans for these areas.

Communities can feel isolated from employment and essential services through the lack of convenient or attractive transport. Residents of rural areas and even some parts of built up areas, may find it particularly difficult to get to essential services without a car. To deal with social exclusion, those areas most affected must first be identified. We are currently looking at the location of homes in partnerships with local health, education, employment and transport providers. An accessibility strategy is being drawn up and will be submitted to the Government with the full LTP in March 2006.

The action plans will highlight in more detail the issues in our area and will set out steps to be carried out in order to rectify them. Targets relating to accessibility of health, training/education and employment will be set. This is an on-going process with Action Plans being rolled out over the lifetime of the LTP.

BOX C - Case Study

Accessibility Planning in Action - Park and Ride Service 42 in Bath

This case study gives the example of how providing a bus service in a different way can enable more people to get access to the Royal United Hospital (RUH) in Bath.

Bus services were mapped to show how they link where people live with the hospital. Areas of deprivation in Twerton and Southdown were identified and individuals living in these areas, particularly those unable to walk for a distance to a bus stop, were found to have extremely limited access to the hospital and its services.

Part of the solution to these problems has been to provide a bus to operate between the Odd Down Park & Ride site and the hospital every 30 minutes. The route travels through Twerton and Southdown and operates a demand-responsive service throughout these areas. This means that residents are able to phone a call centre in advance of their journey and divert the bus to pick them up at their nearest bus stop.

The service has proved very popular with both hospital staff and patients and passenger numbers have risen steadily since its introduction in June 2003 and now carries over 5,000 passengers a month. The service is jointly funded by RUH, the council and central government.

Whilst this example relates to a new transport service other examples could mean that a service is provided in a different way, for example, mobile libraries take the service to residents rather than residents travelling to the libraries.



Air Quality

How we will tackle Air Pollution

- Air Quality Management Areas and Action Plans.
- Promoting public transport, travel plans, car sharing, cycling and walking.
- Managing the road network
- Reduce emission from vehicles

Traffic and congestion is the main cause of air pollution and a growing source of gases that contribute to global warming. There are national targets that we must meet in terms of improving air quality. A large part of Bristol and Bath's London Road corridor will not meet these targets and have been declared Air Quality Management Areas (AQMA). We have already prepared a list of actions, called Air Quality Action Plans, to set out what needs to be done to start to meet these targets.

If we successfully tackle congestion we will be going a long way towards tackling air quality. But building on the Air Quality Action Plans we need to deliver a package of measures to improve air quality in AQMAs and other vulnerable areas including:

- Promoting alternatives to the car through measures set out in the 'tackling congestion' section.



- Managing the road network (see tackling congestion section).
- Emissions Management using 'clear zones' to restrict access by polluting vehicles to sensitive areas.
- Integrating air quality management to ensure new development encourages cycling, walking and public transport and limits traffic growth and thereby reduces pollution.
- Encourage big fleet operators to use more efficient or alternative fuel vehicles with local Councils leading by example through 'greening' our vehicle fleets.



Road Safety

How we will tackle Road Safety

- Extensive education and training programmes.
- Targeted schemes in disadvantaged urban and rural areas.

Every year in our area around 500 people are killed or seriously injured on our roads. Across the area the total number of all casualties in 2003 was 10% higher than the 1994-98 average.

Some progress has been made in reducing child casualties and the 'slight' casualty rates for all ages.

Our aim for the Joint LTP is to improve road safety for all road users, particularly the most vulnerable members of the community, continue to reduce child and slight casualty rates and achieve significant reductions in the number of people killed or seriously injured in road accidents. We propose to achieve this through a Joint Road Safety Strategy which will include:

- Child Road Safety Measures – focus road safety education and training on pre-school and primary-aged children and focus efforts on child casualty reduction in areas where most casualties occur.
- Disadvantaged Areas – in consultation with local communities develop area traffic calming and child safety projects for busy streets in areas suffering from deprivation.
- Urban Areas – restraining traffic in town centres, safer routes to school, 20mph zones and Home Zones which give priority to pedestrians and cyclists.
- Rural Areas – vehicle-activated speed signs as you approach villages, new footways/cycleways linking communities to local services and bus stops, good standards of street lighting to encourage more cycling and walking, signed networks for cyclists, walkers and horse riders to reduce possible conflict between rural road users.
- Motorcyclists – annual area-wide programme of road safety education, training and publicity initiatives and focus on sites with high numbers of motorcycle accidents.
- Road safety at work – driver-training programmes for local authorities’ workforce and other large employers to encourage more responsible driving.



Box D - How can the plan be funded?

We can expect to receive about £12m per year from Government to invest in ‘integrated transport’ over the five-year period of our LTP. This money can be used for things such as bus improvements, cycle routes, pedestrian schemes and road safety schemes. Option A is based on this funding.

However £12m will not go very far in meeting our needs. For example, a Park & Ride site or showcase bus corridor can cost up to £5m. Similarly traffic calming around schools or residential streets can cost several hundred thousand pounds. Large road schemes, rail schemes or rapid transit schemes cost several hundred million pounds and could not be funded from this source.

We can ask Government for additional funding for projects that cost more than £5million; these are called ‘major schemes’. The Government has recommended that bus-based major schemes give good value for money. Option B takes advantage of this opportunity.

The Government’s new Transport Innovation Fund will provide additional funding to support councils who link improvements to the delivery of bus services with demand management measures such as congestion charging, without which other measures might not be as effective. Councils that wish to apply for such funding need to outline their ideas for “demand management” in their LTPs. Option C would be dependent on accessing the Transport Innovation Fund.

The Government expects our LTP to look at a whole range of other sources of potential capital and revenue funding including

- Funding secured from the planning process (section 106)
- Revenue expenditure by Councils including support for socially necessary bus services as well as transport to schools and social service facilities.

We will receive separate funding for road maintenance. This is calculated entirely on a formula based on the number, length and use of roads within our area. The Government has indicated that we can plan to receive about £60m in total for our area over the five years of our LTP.

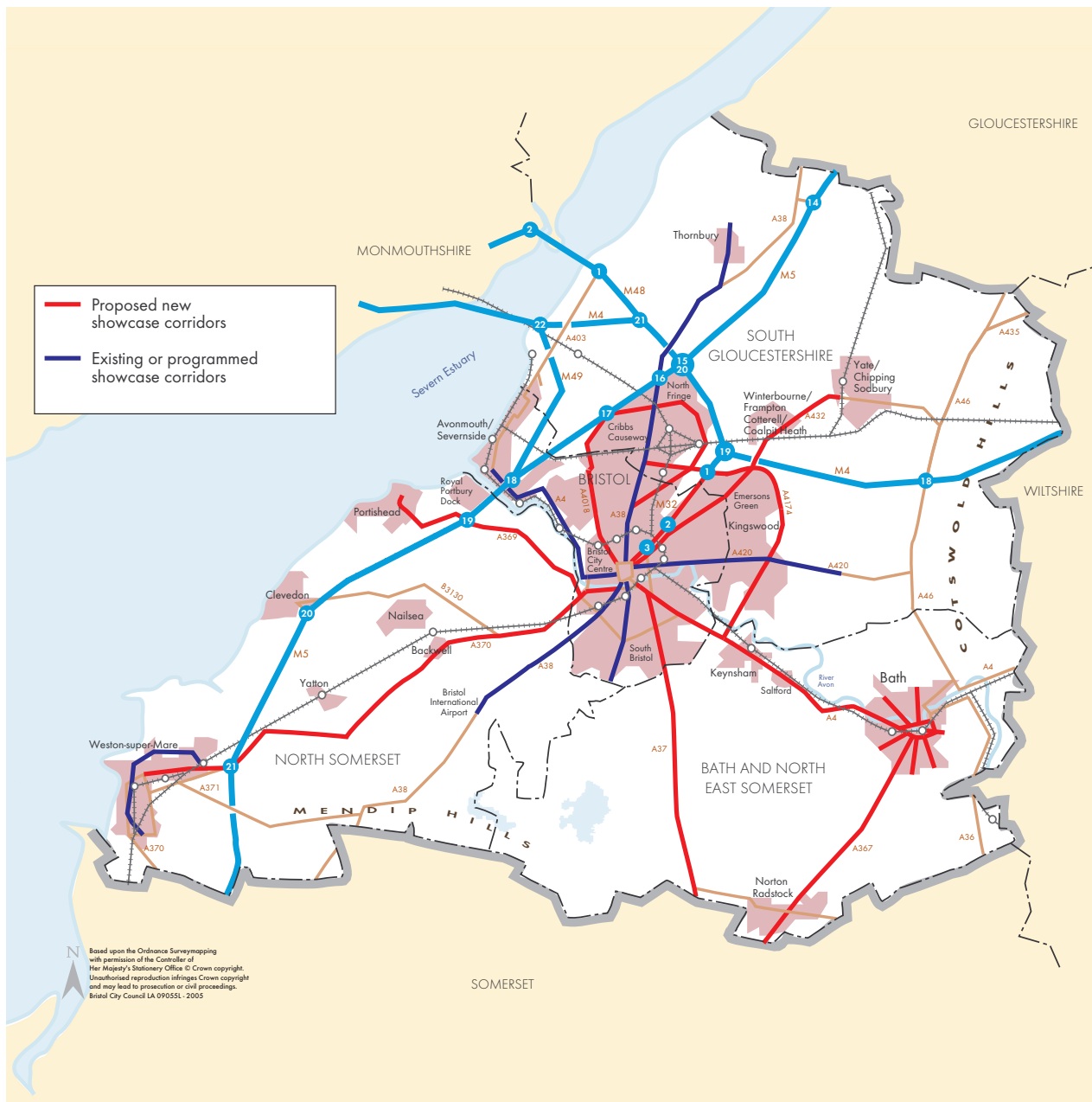
MAJOR SCHEME BIDS

To get the investment needed we are jointly preparing two 'major scheme' bids for submission to Government in July 2005: schemes for the Greater Bristol Bus Network serving the whole area together with a specific package of measures in and around Bath. Both these schemes will bring together substantial funding from local developments and bus operator investment as well as Government funding. They form part of Option B and full details of these two schemes are set out in Boxes E and F. If we are to do the things that you are telling us are really important we need to pursue this additional funding, do you agree with us?

The full LTP will need to include outline details of further major schemes that we intend to submit to Government for funding during the period up to 2011.

The GBSTS reports in Summer 2005 and it is anticipated that this will recommend significant public transport, rail and road requirements for the period up to 2031.

The recommendations will be incorporated into the full Joint LTP and will include detailed plans for developing any rail, road and public transport schemes during the period up to 2011. The full LTP will be subject to further public consultation in autumn this year before submission of the full LTP to Government in March 2006.



BOX E - Greater Bristol Bus Network

The Greater Bristol Bus Network bid aims to secure funding from Government, bus operators and developers to complete a network of 10 additional showcase bus routes serving greater Bristol area (shown in red). A further 6 showcase bus routes are included in the major scheme focusing on Bath (see Box F). To date several other key corridors (shown in blue) are already completed or programmed

The package includes: -

- More bus lanes and improvements to traffic junctions to give buses priority over other traffic
- Ticketing improvements to speed up boarding and make it easier to use buses
- Real time information on major bus stops with information available on the Internet and potentially on mobile phones
- Modern new low-floor buses with enhanced bus stops to allow easy access and new shelters
- Higher standard of driver training and customer services
- Enforcement of bus priority measures including new powers to use cameras to enforce bus lanes
- Bus information made available in new formats to public and businesses, including mailing to households
- Improvements for walking, cycling and road safety linked to these improvements

The total funding for this major scheme will be in excess of £70m and would represent the most significant investment in bus provision our area has ever seen. This will go some way towards redressing the historic under - investment in local bus provision.

BOX F - Bath

In Bath, transport and environmental improvements are needed in line with the World Heritage Site Management Plan, so that the valuable environment can be protected while allowing business and tourism to thrive. A successful major scheme bid, alongside investment from bus operators and developers, will bring the financial resources to deliver a package of measures which will reduce reliance on the private car, increase trips by public transport, encourage walking and cycling, and reduce the harmful impact of lorries.

The package for Bath will therefore consist of the following elements:

- Bus infrastructure improvements on key local routes in the city, providing bus priority, real time information, modern low floor buses and improved stops. The priority local routes all link residential areas to the city centre, and serve the universities and hospitals
- A new Park & Ride site on the east side of Bath, and expansion of the existing sites at Lansdown and Odd Down
- Pedestrianisation and pedestrian safety improvements in the city centre
- Variable Message Signing, directing drivers to Park & Ride and car parks with spaces available
- Lorry management scheme to restrict HGV through movement in Bath, whilst still allowing access for deliveries to the city
- A36 Rossiter Road/Claverton Street traffic management scheme

This package would require around £25 million additional investment.

The Way Forward – Packages to Deliver the Local Transport Plan

With limits on funding from Government we need to find other ways of getting the money we need to invest in transport improvements. This sections sets out three broad funding options.

Whichever funding option is decided on we still need to prioritise how we spend the money. The questionnaire on the centre pages seeks your views on our proposals and which of the measures you think we should concentrate on. The questionnaire also seeks your views on these three broad options for funding these improvements.

OPTION A - £12 m per year

The only funding provisionally allocated by Government is approximately £12m a year for the five-year LTP period.

With the total cost of everything in this plan at nearer £300m this level of funding will only allow modest progress to be made in delivering the measures within this consultation document.

The questionnaire in the centre pages is seeking your views on how we could spend this money. To give you an idea of what this funding would deliver over the five-year period it could fund:

- 2-3 showcase bus routes throughout the 5 year period across the whole area.
- Expansion of some existing and one or two new Park & Ride sites.

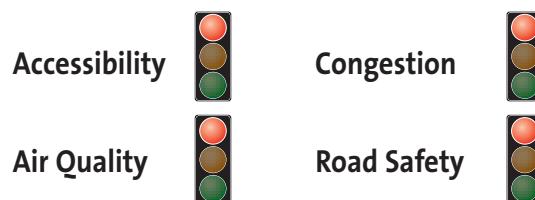


- Limited funding for walking, cycling, rail and road safety improvements.
- Limited supporting measures such as travel plans.

With this range of measures the sorts of impacts we can expect and issues we would face are: -

- Limited impact on halting predicted growth in traffic.
- Congestion and air quality will continue to worsen.
- Road safety would not significantly improve.
- Halting of long-term decline (or, at best, low levels of growth) in bus patronage.
- Limited new community transport, rural and local bus services without any new sources of local income. As a result isolation for those without access to a car will continue to be a major issue for large parts of the area.
- Park & Ride networks for the two main urban areas would remain incomplete.
- No new roads schemes funded by the Councils.

The overall impact against the government's shared priorities would be:



OPTION B - £25 - 35m Per Year

This option assumes funding available in Option A and major scheme bids for significant additional funding for improving bus infrastructure across the area focusing on the Bath and Bristol urban areas (see Box E and Box F).

These improved levels of funding would not only allow the enhanced bus service improvements but would also allow a larger proportion of the limited funding in Option A to be focussed on supporting walking, cycling and road safety measures.



With this level of funding some of the additional things we could achieve over the five-year period include: -

- 16 new showcase bus routes.
- Additional funding for local walking and cycling improvements.
- Additional funding to support initiatives such as School and Workplace Travel Plans.
- Limited funding for local road schemes.
- Measures to reduce the impact of HGVs on the historic areas of Bath.

But

- Traffic levels will still rise but at a slower rate.
- Congestion would still worsen and air quality would not improve sufficiently but be better than in Option A.
- Still insufficient funding to complete Park & Ride networks.

- We would start to make progress improving road safety but funding may not be sufficient to meet our aspirations and targets.
- Whilst the main bus route improvements will address some accessibility issues without new sources of local funding for expanding community transport schemes rural and local bus services isolation for those without access to a car will continue to be a major issue for large parts of our area.

The overall impact against the government's shared priorities would be:



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OPTION C - £60 – 100m per Year

The Government has invited Councils to start to develop ideas for Congestion Charging schemes and/or Workplace Parking charge schemes (See Box G).

All suggestions are directly linked to providing high quality alternatives to the car.

This option is linked to this, investigating ways of getting the significant additional funding from Government and at the same time developing local sources of income to fund longer-term improvements to transport.



The levels of funding available will depend on the detail of the schemes and negotiation with Government for additional financial support for the associated necessary improvements to public transport, walking and cycling conditions ahead of any charging schemes starting.

Whilst any Congestion Charging or Workplace Parking Charges schemes would be subject to full public consultation and political approval the sort of package of measures we could expect to link to such schemes throughout the five-year period would be:

- Further showcase bus services across the area.
- New high profile modern guided bus routes such as that planned in conjunction with Bath Western Riverside Development.
- Completed network of Park & Ride sites serving the two urban centres.
- Enhanced local rail services.

- Cheaper public transport fares/discount travel cards.
- Expanding the concessionary fares for targeted groups (e.g. over 70's, school children, students and job seekers).
- Significant additional funding for new community transport and new local and rural bus services.
- Significant cycling & walking Improvements.
- Significant funding for School and Workplace Travel Plans, Home Zones, car clubs.
- Road improvements linked to the outcome of GBSTS, including improved access to the airport and areas of regeneration.

With this sort of package of measures we could expect:

- Reduced traffic levels and increased traffic speeds in the most congested areas.
- Improved air quality.
- Large increases in public transport use.
- Large Increase levels of walking and cycling for local trips.
- To meet or exceed road safety targets.

The overall impact against the government's shared priorities would be:



BOX G- Congestion Charging and Workplace Parking Charges

Local authorities were given powers by the Transport Act 2000 to introduce congestion charging (as in London) or Workplace Parking charges where businesses are charged for the each parking space they have within their sites. These schemes are aimed at encouraging motorists to switch to public transport, walking or cycling where congestion is at its worst. They would also raise an important stream of funding to be invested in providing improvements to public transport, walking and cycling.

The Bristol Local Transport Plan 2000/1 – 2005/6 included the commitment to investigate the potential for a peak hour city centre charging scheme and volunteers trials have shown the potential benefits of such a scheme.

We are seeking your views as to whether we should build on the work in Bristol and investigate further the introduction of schemes where motorists are charged for driving in urban areas and options for charges on business parking spaces.

All the suggestions are directly linked to providing high quality alternatives to the car in advance of any charging scheme starting. Charging schemes will also provide a valuable source of money to fund additional public transport, cycling and walking schemes.

Congestion Charging and Workplace Place Parking Charges – what could it look like?

- Possible peak hour charges for driving in the most congested areas using modern technology or businesses could be charged for each parking space they provide to employees
- Both ways of charging would aim to discourage those that do not need to travel by car during the busiest times of day
- Any scheme would be directly linked to the introduction of high quality alternatives prior to any scheme starting - especially public transport and would include exemptions for groups such as Blue Badge holders
- Complementary parking including residents' parking schemes and traffic management measures to minimise impact on the rest of the network.





NEXT STEPS

We have set out three broad options. We are seeking your views on these three options to help us decide how to take things forward.

- Give us your views.
- Complete the questionnaire in this document or visit the website: **www.greaterbristoltransportplan.org**
- Come and talk to us at one of the Consultation events taking place throughout March 2005 (visit the website or contact us to find out where they are).
- Telephone or write if you have other specific ideas you want to raise.

Following the consultation the provisional Joint LTP will be prepared and submitted to the four Councils for approval in July 2005.

We will then consult again in the autumn this year on the full Joint Local Transport Plan to be completed in March 2006. Full details will be promoted nearer the time; visit the website for up to date information.

Contact Us

If you have any questions or concerns prior to the official consultation, please contact us:

Joint LTP Team

Wilder House

Wilder Street

Bristol BS2 8PH

Tel:0117 922 4921

Email: enquiries@greaterbristoltransportplan.org

Web: www.greaterbristoltransportplan.org

If you would like this information in a different format, for example Braille, audiotape, large print or computer disc, or community languages, please contact the Joint LTP Team on 0117 922 4921.