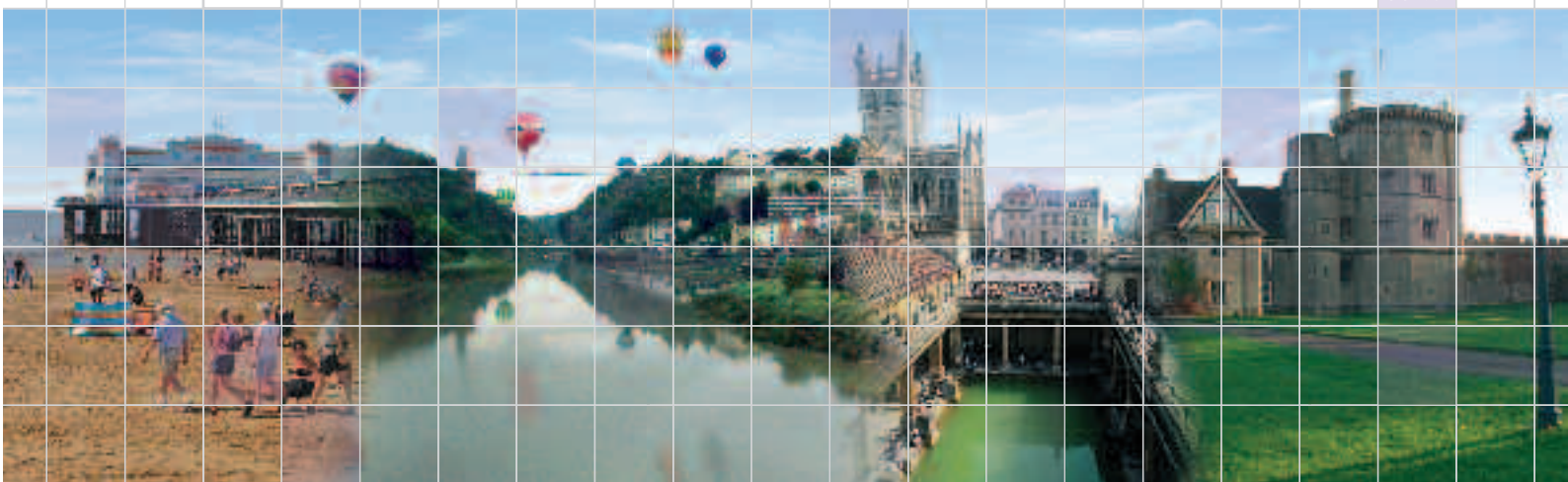


# Joint Local Transport Plan Consultation Phase 2



## Working towards a Final Joint Local Transport Plan



BATH & NORTH EAST SOMERSET



November 2005

## Consultation Document

### Purpose of this brochure

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 our area through a Joint Local Transport Plan (JLTP). The JLTP sets out our transport plans for the next 5 years (2006 - 2011) and our vision for the next 20 to 30 years.

The first stage of this process was to develop the Provisional JLTP that was submitted to Government in July 2005. This plan was based on extensive consultation and a summary leaflet of its contents is included in the pocket on the opposite page. More details, including copies of the document, are available at [www.greaterbristoltransportplan.org](http://www.greaterbristoltransportplan.org) or on request from the JLTP team (see back panel for contact address and telephone number).

The Final JLTP will be submitted to Government in March 2006 and will reflect the issues raised during the consultation on the Provisional JLTP and the emerging findings of the Greater Bristol Strategic Transport Study (GBSTS). GBSTS has been examining the transport needs of our area for the next 20 – 30 years, particularly taking into account anticipated growth in regeneration, housing and employment.

The key changes to the Provisional JLTP on which we are seeking your views as we develop the Final JLTP are:

- Accessibility Strategy – a new area of work looking at how easy it is to get to jobs, education and services and recommending how we should develop detailed action plans to address concerns raised. A separate

consultation document has been produced for this area of work and is included within this document (see back cover).

- Major Scheme Bids – for projects costing over £5m the Councils can bid for additional funding from Government. Information on this is set out on pages 2 to 4 and your views are sought in the questionnaire.
- How additional funding should be spent in our area - The assessment of the JLTP could provide us with up to 25% additional funding. The questionnaire contained within this document seeks your views on how we should spend any additional funding and which related targets should be a priority.

A questionnaire is included please take the time to complete this and return it to us by **16th December 2005**.

A series of public and stakeholder events where you can come and make your views known will take place throughout November. The four main roadshows will take place as follows:

- Bradley Stoke Library, Bradley Stoke – Thursday 10th to Saturday 12th November 2005
- Big Lamp Corner, Weston-super-Mare – Friday 18th to Sunday 20th November 2005
- Southgate Shopping Centre, Bath city centre - Saturday 19th, Monday 21st and Tuesday 22nd November 2005
- The Podium, Broadmead, Bristol – Friday 25th to Sunday 27th November 2005

If you would like to discuss things further you can contact the JLTP team, or visit the JLTP website, see the back page for our contact details.



## Major Schemes Bids

Following the strong support during the consultation for the Provisional JLTP, two major scheme bids are being submitted to address the immediate need to make significant improvements to bus services in our area. The Greater Bristol Bus Network Bid was submitted with the Provisional JLTP in July 2005 and a further bid focussing on Bath will be submitted in March 2006 with the Final JLTP.

## Greater Bristol Bus Network

The aim of the bid is to implement high quality bus services across the whole bus network providing faster and more reliable journeys making the bus a realistic travel choice for as many people as possible.

Major improvements along 10 key corridors are included in this bid enabling almost 40 new showcase bus routes, using these corridors, to be introduced in a 4-year period. Map 1 below shows the bus services that will benefit. This would represent the most significant investment in bus provision that our area has ever seen and

provide the foundations for taking forward the strategy in the JLTP.

Measures in the bid include more bus lanes, priority for buses and traffic signals, real-time passenger information, modern low-floor buses, improved driver training, improved timetables and information for individuals, tourists and businesses and improvements for walking, cycling and road safety improvements linked in with these works.

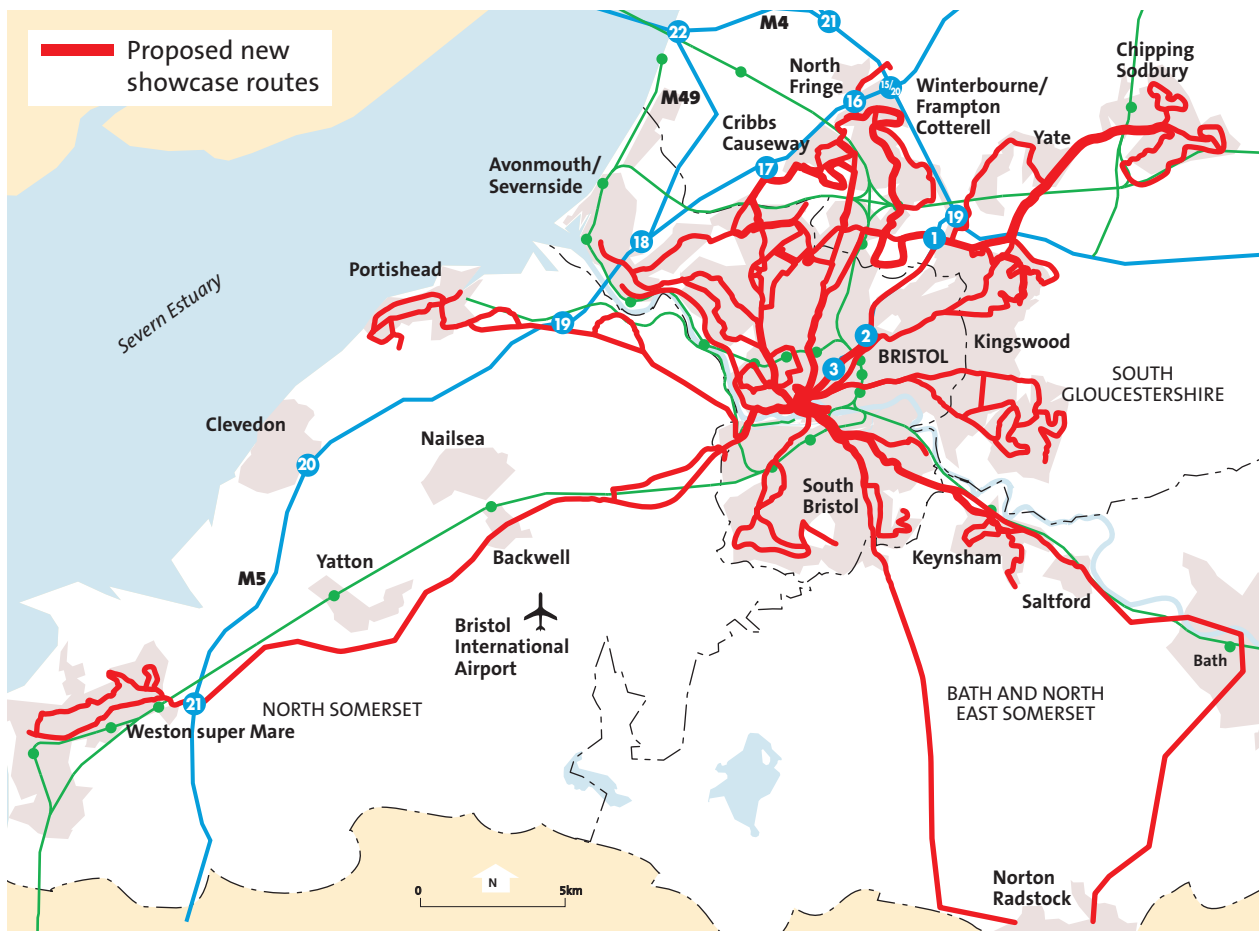
The bid was prepared in partnership with the main bus operator, First, who have committed to investment in new high quality low-floor buses and a range of improvements to bus services.

This total funding package in the bid is:

- £42m from Government
- £20m from First
- £6m contributions from private developers

We expect to hear from government later this year or early 2006 if they are willing to support this bid. If successful we want to put all these measures in place by 2010.

**Map 1: Key Corridors and Associated Showcase Services in the Greater Bristol Bus Network Major Scheme Bid**



## Bath Package Major Scheme Bid

Throughout the area bus improvements will help to meet Government's aspiration of economic vitality and improved accessibility to ensure full social inclusion throughout the community. In Bath, we also need to facilitate the environmental improvements necessary to meet the city's World Heritage Site Management Plan. Bath is unique within England as the only World Heritage City and this places additional responsibilities on the community that are reflected in our approach to developing integrated accessibility for all.

The Bath Package Bid aims to provide good quality alternatives to using the car for trips within the city whilst improving air quality and streetscape. This bid will be submitted in March 2006.

The scheme will include bus infrastructure improvements on local routes throughout the city, providing quicker and more reliable access

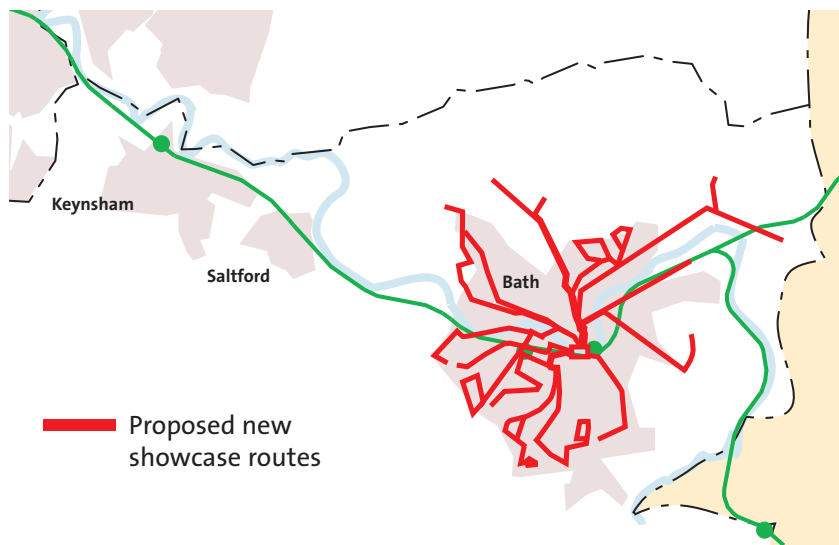
between residential areas and employment and leisure in the city centre, the Universities and the hospitals. These improvements will reduce reliance on the private car. The Bid will provide:

- bus priority measures to improve bus journey time reliability
- real time passenger information
- improved stops
- city centre access restrictions to accommodate bus priority

In parallel with this two key improvements have already taken place. The city's main bus operator, First, has introduced a fleet of new, low emission buses. Secondly, the Southgate development is bringing with it a much improved bus-rail interchange, with a new bus station alongside an improved Bath Spa railway station.

The bus routes included in the scheme are shown in Map 2 below.

**Map 2: Bus Routes Included in the Bath Package Major Scheme Bid**



## Future Major Scheme Bids

The Provisional JLTP provided an illustrative list of major schemes. The GBSTS is identifying those that consultants consider will have the greatest impact in light of existing transport needs and the future development needs of the region. However, the study is not complete. To assist us in considering the final report and help us develop our own priorities in the Final JLTP your views are sought on a number of options please see Table 1 (page 4).

The questionnaire seeks your views on the list of the schemes we could start to develop.

**Table 1: Current and Emerging Potential Major Scheme Bids.**

	2005	2006	2007	2008	2009	2010	2011	2016	2026
<b>Current Major Scheme Bids</b>									
<b>First Generation Public Transport Improvements</b>									
<b>Greater Bristol Bus Network (See page 2)</b> 10 corridors and 37 new showcase routes									
<b>Bath Package Major Scheme Bid (See page 3)</b> Local showcase routes and Park & Ride									
<b>Emerging Potential Major Scheme Bids</b>									
<b>Second Generation Public Transport Improvements</b> <b>e.g: Guided/Tram-like Bus /Park &amp; Ride</b>									
Bath Proposals, including Newbridge P&R (to be submitted July 2006)									
Emerson's Green to Bristol city centre									
Hartcliffe to North Fringe of Bristol									
Bristol International Airport/Ashton Vale to Bristol city centre									
Bath to Cribbs Causeway									
Kingswood to Avonmouth									
Portishead to Bristol city centre									
<b>South Bristol Ring Road</b>									
Phase 1 - A38 - A370 & Cater Road linked to South Bristol public transport improvements above									
Phase 2 - Hengrove to Hicks Gate									
<b>Weston-super-Mare Package</b>									
<b>North Fringe Package</b>									
<b>Weston-super-Mare (M5) - Bristol International Airport - new link road</b>									
<b>New/relocated M5 junction 21</b>									
<b>Local Major Highway Schemes, e.g:</b>									
A38-A370 additional links									
Banwell Bypass									
Stoke Gifford Bypass									
A36-A46									
<b>Second Avonmouth Crossing</b>									
<b>LRT</b>									
<b>Heavy Rail Schemes</b>									

**Key**

Details and timing to be developed following consultation, further technical work and strategic evaluation of the results of GBSTS

Bid preparation  
 Bid submission  
 Implementation

## Transport Innovation Fund (TIF)

The Transport Innovation Fund (TIF) has been introduced by Government to provide additional funding for authorities to provide quality alternatives to private car travel and, at the same time, financial restraints, in particular congestion charging or workplace parking charges. The available funding starts at £290 million a year in 2008/9 rising to over £2.5 billion by 2014/15. Compared to the annual grant of around £12 million per year, for the sub-region, this possible funding has large potential.

The consultation responses received when developing the Provisional JLTP showed a clear desire for us to continue to explore the potential of a bid to TIF as a means of tackling congestion

and provide the substantial transport investment that this area desperately needs. Building on this the Councils have bid for £2.9 million from Government to investigate and, where appropriate, develop a package of high quality public transport alternatives in combination with 'restraint' measures ranging from parking charges to potentially congestion charging.

If this bid for development funding is successful we will undertake further consultation prior to any full bid being made for TIF funding. Should development funding be awarded by Government the Final JLTP in March 2006 will set out more details on the development of this bid.