

The West of England Partnership

Transport News June 2007

Welcome to the first edition of West of England Transport News!

This will be a twice yearly publication informing stakeholders, residents and businesses about the latest transport updates. There are eight key schemes outlined in this newsletter totalling around £300 million worth of investment.

We are moving rapidly from policy to delivering transport schemes on the ground. And it's not just about transport. Our West of England Delivery Plan, due later this year, will focus on meeting expected growth and our future housing and employment needs.

These are exciting times ahead and we hope you enjoy finding out what is happening in our area.



Simon Birch, Chief Executive, West of England Partnership



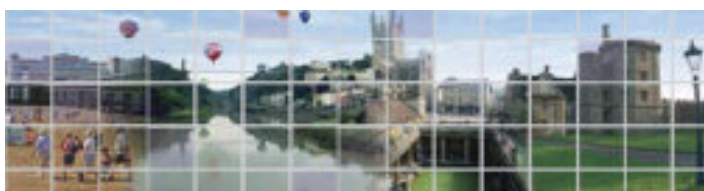
The West of England sub-region is made up of Bath and North East Somerset, the City of Bristol, North Somerset and South Gloucestershire. Each of these four areas is governed by an all-purpose unitary council. The four councils have come together to work jointly to tackle transport and other major strategic issues.

About a million people live in the West of England and it provides around 500,000 jobs. Most people live in the major urban areas of Bristol, Bath and Weston-super-Mare and in the sub-region's seven towns but about 1 in 6 live in villages and the wider countryside. Forecasts suggest that by 2026 the area's population could grow by about 19% and employment by 26%. Large scale housing development is proposed for the sub-region.

The West of England is vital to the economy of the South West and Greater Bristol is the main focus for shopping, cultural activities and education in the region. Bristol is also nationally and internationally recognised as a Core City and a Science City. Bath is a significant sub-regional centre and is designated as a World Heritage Site. The traditional seaside resort of Weston-super-Mare has expanded to become the sub-region's third urban centre. Tourism plays a vital economic role across the whole area.

The West of England is the major economic 'powerhouse' for the South West region. It has an influence which extends over large parts of the South West and supports levels of growth above the national average. However, the sub-region also contains areas of significant deprivation and disadvantage, notably in south Bristol and Weston-super-Mare. Regeneration measures for these areas need to be closely linked to on-going economic development in the wider sub-region.

The West of England is designated as a New Growth Point and is recognised in The Way Ahead (the region's response to the Sustainable Communities Plan) as one of 8 key areas that will be fundamental to delivering sustainable economic growth for the region.



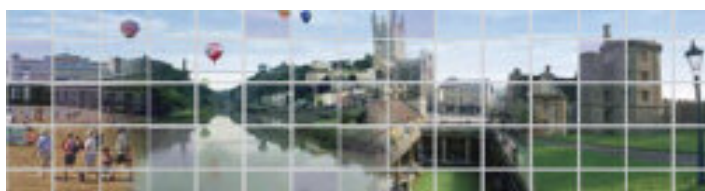
Our cities and towns cannot realise their economic potential and accommodate the projected population and economic growth without better transport networks. To support the economic development and regeneration opportunities in these areas, and particularly in the West of England, the problem of congestion must be addressed through sustainable transport measures. As well as increasing supply of transport capacity, evidence shows that demand management can be delivered through initiatives such as charging schemes and travel plans which, together with the greater use of ICT, can have a significant impact.

WEST OF ENGLAND PARTNERSHIP

The sub-region suffers problems with severe traffic congestion and, in Bristol and Bath, poor air quality. Traffic levels have grown at up to three times the national average and place huge pressures on existing infrastructure and services. Accessibility to key services and facilities is difficult for many, including those in rural areas and the one in five households who do not have access to a car. The number of road accident casualties remains unacceptably high.

The West of England Partnership was formed in response to the sub-region's many opportunities and challenges and is made up of Councillors from the four unitary authorities and a range of social, economic and environmental partners. An overall vision for the area has been put forward by the Partnership:

- A buoyant economy.
- A rising quality of life for all.
- Easier local, national and international travel.
- Cultural attractions that make the West of England a place of choice.
- Approach to delivery that is energy efficient, protects air quality, minimises waste and protects and enhances the natural and the built environment.
- Makes positive use of the mix of urban and rural areas



JOINT LOCAL TRANSPORT PLAN

The four councils decided in 2004 to join forces to consider transport issues across the sub-region and prepare a Joint Local Transport Plan (JLTP). In July 2005 the Provisional JLTP was submitted to Government following extensive public consultation. Following advice from the Government Office for the South West and feedback from further public consultation the JLTP was updated and expanded. The Final JLTP was completed in March 2006.

The Government praised our Final JLTP - rating it as 'good', recognising that the councils are working well together, first producing and now delivering our vision for transport. This builds on the progress of our first round Local Transport Plans (2001 to 2006) - reviewed in our July 2006 Joint Delivery Report, which the Government described as demonstrating strong delivery in a number of strategy areas and making a positive overall impact on local transport in the sub-region.

As an important part of producing the Final JLTP views were sought on strategy, funding and priorities from local people, businesses, transport stakeholders, health and education providers and a wide variety of interest groups. There was general support for the need to inject more funding into the West of England's transport system.



Because of the strength of our Final JLTP an extra 3% funding was awarded. This extra funding will take annual spending on schemes to tackle congestion; road safety and air quality and helping people get around the sub-region up to nearly £12m. Another £12m for repairing roads and bridges and replacing street lights in 2007/08 was also awarded.

POLICY DEVELOPMENTS

Our JLTP takes forward the policies of the draft **Regional Spatial Strategy (RSS)**, subject to an Examination in Public which began in April 2007. Significant new development has already been committed for the West of England in the next five years and the RSS foresees the sub-region continuing to experience high rates of growth in jobs, population and housing. About 100,000 new jobs are expected to be created and up to 92,500 extra dwellings, mainly within existing urban areas but with some in well planned urban extensions beyond 2011.

The aim through our sub-regional policies and programmes is to work within the guiding principles of the RSS which seek to:

- minimise the need for travel;
- reduce reliance on the private car;
- reduce greenhouse gas emissions;
- encourage a shift towards more sustainable modes of transport; and
- promote a step change in public transport.



The four **Local Development Frameworks** will need to be in general conformity with the RSS.

The **Regional Economic Strategy (RES)** sees the West of England taking a lead role as a city region of international, national and regional significance and helping to achieve the ambitious vision for the South West as a whole.

The economy of the sub-region makes up about a quarter of regional Gross Value Added and wage

rates are higher than the regional average. Improvements to transport networks are a regional priority and the RES Delivery Plan focuses on the need to tackle congestion, improve access to markets and enhance public transport.

Our policies as set out in the JLTP are all directed towards helping deliver the Government's four **Shared Priorities** for transport:

- tackling congestion;
- improving road safety;
- improving air quality; and
- improving accessibility.

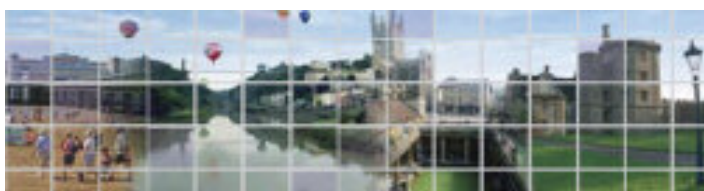
Within the JLTP policy framework action plans for tackling congestion are being progressed.

As one of the country's major urban areas the Government asked us to give more details of our plans through the preparation of a **Congestion Delivery Report**.

Enhancement of **public transport** is key and the four councils are actively pursuing this through our major scheme programme (see Major Transport Schemes). Short term improvement in **bus services** is expected from our Greater Bristol Bus Network scheme, but the sub-region is also taking the initiative through the development of quality and bus punctuality partnerships, our joint concessionary travel scheme, joint ticketing proposals and infrastructure investment funded from our JLTP funding.

Consultation during the production of the JLTP showed that 49% of people considered **Rail** a priority. Rail use has increased dramatically, up 33% in the last 5 years. The JLTP's Rail Action Plan responded to these challenges setting out a series of short, medium and long term schemes.

Events around the December 2006 timetable highlighted considerable concern over local rail services. To address these and help find a way forward The West of England Partnership organised a Rail Summit on 1 March 2007 bringing together passenger groups, train operators, local authorities and the Department for Transport.



Arising from the Rail Summit is a new **Rail Project Group**. This is partnership working at its best involving the four councils, The Government Office for the South West, Network Rail, Department for Transport, First Great Western and the Severnside Community Rail Partnership. Its first focus will be on improving Bristol services from Weston-super-Mare to Yate.

A new sub-regional **Road Safety Partnership** has been set up to tackle road safety issues. In the last five years the number of people involved in serious accidents has gone down by about 7%. There has been a bigger drop in child casualties. Nevertheless the total figure of 430 people killed or seriously injured in 2005/06 is unacceptably high. The Road Safety Partnership, made up of elected Members, the police and key stakeholders will focus on delivering the JLTP road safety strategy.

The four Councils are working on a range of **accessibility planning** activities all aimed at making it easier for people to get to work, college, the local hospital or health centre- especially for those in disadvantaged groups or areas. Our JLTP identified the most significant accessibility problems for both urban and rural areas, and work continues with partners focusing on specific problems and opportunities.

Our programme of action plans embraces:

- Bristol Health Services Plan, working with partners on achieving maximum access to new community hospitals;
- Bristol Royal Infirmary and Royal United Hospital, working with hospitals and others to widen public transport options;
- Employment Sites, working with major employers to provide alternatives to the car;
- Learning Difficulties, joint approach to improve access and usage of transport;
- Public Transport Information, working with operators to improve quality, format and availability;
- Further Education, working with colleges to enhance access, especially for rural students.



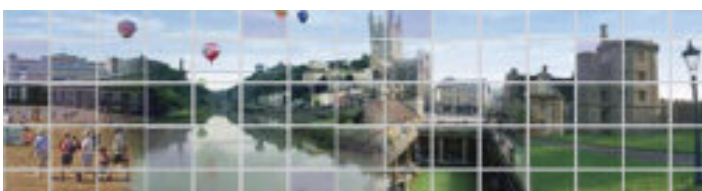
Bath and North East Somerset, Bristol City and South Gloucestershire Councils have come together to put forward a **Joint Rights of Way Improvement Plan (ROWIP)**. Our aim is to increase the use of rights of way by developing a network of safe and attractive routes.

Public consultation on the draft Joint ROWIP started on 17 May 2007 and continues until 12 August 2007. The final Joint ROWIP will be submitted to the Department for Environment, Food and Rural Affairs in November 2007. North Somerset Council has a separate ROWIP but the two plans will in future be combined.

MAJOR TRANSPORT SCHEMES



The Greater Bristol Strategic Transport Study (GBSTS), was commissioned by the Government Office for the South West in partnership with the Highways Agency, South West of England Regional Development Agency and the West of England authorities. This study reported in 2006 and provided a technical assessment of the current and future strategic transport needs of the West of England area up to 2031. GBSTS recognised and demonstrated the need for significant investment in the sub-region, equating to a total package of transport infrastructure funding in excess of £1 billion. Much of this investment is needed in the next 10 years to tackle existing problems, let alone support the proposed growth in population, jobs and housing outlined in the draft Regional Spatial Strategy.



In parallel with the GBSTS study, to assist with its decision-making process in 2005 the Government announced a new system of Regional Funding Allocation (RFA) prioritisation. This process asks the Regional Assembly to consider all the potential major transport schemes (those costing over £5m) being considered for the next 10 years by local authorities and national agencies and to score them against a set of investment priorities. The aim was to achieve a list of 'regional priorities' that would be recommended to Government as the preferred schemes for funding in the South West.

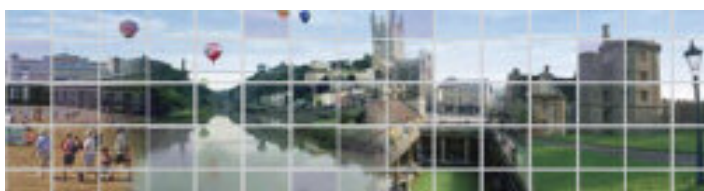
Within the West of England sub-region a total of 8 schemes were identified as regional and sub-regional priorities proposed for development and submission to the Department for Transport during the next 5 years for funding to 2016, namely:

- The Greater Bristol Bus Network (GBBN) – a package of bus priority and other improvements on 10 sub-regional corridors. These ten corridors serve a much wider network of bus services with 70 different services benefiting from the GBBN improvements.
- The Bath Package – a range of measures aimed at improving alternatives to the private car by providing a modern, integrated and easy to use public transport system.
- South Bristol Ring Road Phases 1 and 2 (A370 – A4174 Hartcliffe Roundabout) improved orbital access in South Bristol to deal with traffic growth and support regeneration.
- Bus Rapid Transit routes linking Hengrove/North Fringe, Ashton Vale/Emerson's Green and Bath/Cribbs Causeway – three new routes with a high degree of segregation to provide fast and reliable journey times.
- Weston-super-Mare Package Phase 1 – a range of measures aimed at supporting sustainable development including improved interchange facilities at Worle.

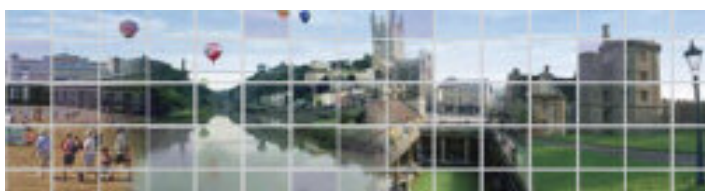
The proposed development programme for these schemes is shown in the table on page 6, and further information is provided in the following pages. In addition to the schemes identified as regional and sub-regional priorities, there are many other transport schemes that will be needed within the sub-region, many of which were identified through GBSTS. Further work will be required before these schemes, also shown in the table can be considered for future revisions of the RFA.

All the proposed major schemes require significant development work to enable the costs, impacts and benefits to be fully understood and for a robust business case to be produced in keeping with Government's guidelines for funding. To facilitate this, governance arrangements have been developed which comprise a Project Board for each major scheme who are responsible for the delivery of the project, a Programme Steering Group who provide strategic co-ordination, liaison and monitoring of the programme, with overview and scrutiny being provided by the West of England Partnership and Joint Scrutiny arrangements. It is recognised that there is likely to be strong interest in these bids as they are developed. An important part of the development process will be the active engagement of both the public and stakeholders to ensure the schemes submitted to Government have the strongest possible case for approval.

In 2005 the Government launched the Transport Innovation Fund (TIF) which provides additional funding for authorities to tackle congestion by introducing quality alternatives to the private car in combination with 'restraint' measures such as road pricing. The authorities in the West of England were awarded £1.5m of development funding through TIF to investigate which package of measures would be appropriate and effective in helping to reduce existing and future congestion in the sub-region.



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 Ring 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 Ring 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/Clutton 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								



In addition to these schemes being promoted by the local authorities in the West of England, the Highways Agency has commissioned a comprehensive assessment of the available traffic management techniques which could improve the level of service of the sub-regional motorway network. The objective of the study is to examine and assess the full range of potential measures which could be implemented in the short to medium term, i.e. within the next 10 to 15 years, at specific locations in the area. The study commenced in autumn 2006, and following a review of UK and international best practice, assessment of the potential application of these techniques to the West of England area, and discussion with stakeholders, a shortlist of measures has been produced. The Greater Bristol Integrated Traffic Management Study final report, expected in summer 2007, will include recommendations for measures for which funding business cases will be further developed. The Highways Agency are working closely with the sub-regional authorities to ensure the emerging recommendations complement the other major schemes.

Somerset, Bristol City, North Somerset and South Gloucestershire, working with bus operator, First.

Generically the scheme can be defined as a 'Bus Showcase' network comprising a range of measures that will improve the speed, reliability, comfort and image of conventional bus travel across the Greater Bristol area.

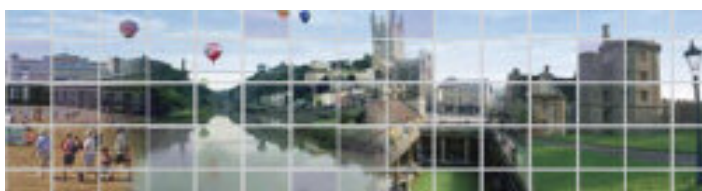
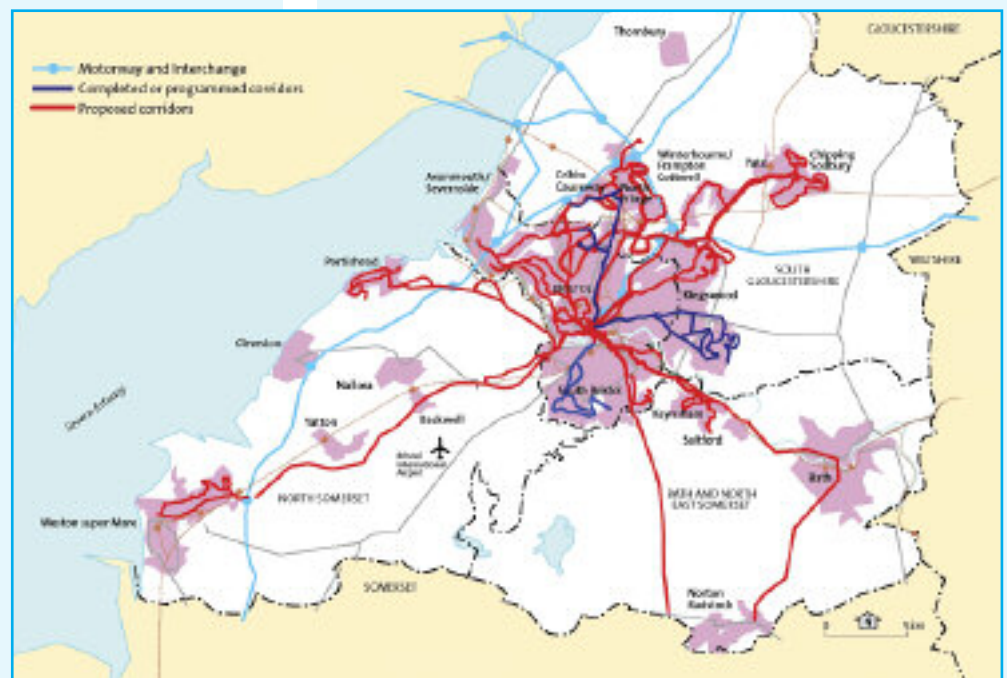
It will complement two Bus Showcase routes that have already been taken forward: the north-south 76 and 77 services along the A38 Showcase Corridor between Henbury and Hartcliffe which was completed in December 2003; and the east-west A420 corridor which will be completed in 2007/08. In summary, the scheme comprises:

- Bus priority measures along each of the 10 identified corridors such that the impact of traffic congestion on bus travel times and reliability can be reduced, delivered in a way that does not have an adverse effect on travel conditions for other road users;
- The provision of new fully accessible low floor buses on the core routes serving the GBBN corridors;
- The provision of improved service frequencies and new bus routes, where demand potential is at its greatest;

THE GREATER BRISTOL BUS NETWORK (GBBN)

Description of the Scheme

The GBBN major scheme comprises a significant investment in ten corridors across the Greater Bristol area to deliver substantial improvements in the quality of bus services. These ten corridors serve a much wider network of bus services with 70 different services benefiting from the GBBN improvements. Due to the cross boundary nature of this project the scheme is being promoted by the four councils of Bath and North East



- The provision of significantly improved passenger facilities at bus stops, including new shelters, raised kerbs and, at the most heavily used stops, real time passenger information; and
- The provision of improved passenger information in conjunction with the extension of the existing Real Time Passenger Information (RTPI) system.

Objectives of the Scheme

The GBBN scheme is an integral part of the Joint Local Transport Plan (JLTP) and as such its aims are to support the Plan's Bus Strategy in:

- Increasing the number of bus passengers;
- Increasing satisfaction with bus services;
- Improving bus reliability and punctuality and reduce journey times; and
- Increasing the percentage of the population within 45 minutes journey time by bus from the major centres of Bath, Bristol, Cribbs Causeway, the North Fringe and Weston-super-Mare.

The scheme will also assist in the achievement of the broader JLTP targets including those around accessibility; road safety; congestion and air quality whilst promoting social inclusion.

Scheme Cost

The total cost of the scheme is £69.8 million comprising:

- Department for Transport - £42.3m
- First Group - £20m
- Local Authority Contributions - £1.8m
- Developer Contributions - £5.7m

Programme Key Milestones

The Major Scheme Business Case (MSBC) for the GBBN scheme was first submitted to the DfT in July 2005. In summer 2006 the DfT awarded the scheme Programme Entry which is an agreement in principle to fund the scheme. Since this time the MSBC has been revisited and was submitted to DfT for Full Approval in March 2007. The scheme is currently awaiting this approval from the DfT and if granted soon implementation is planned for autumn this year.

For further information contact the West of England Partnership Office
Telephone: 0117 903 6868,
Email: transport@westofengland.org

BATH PACKAGE

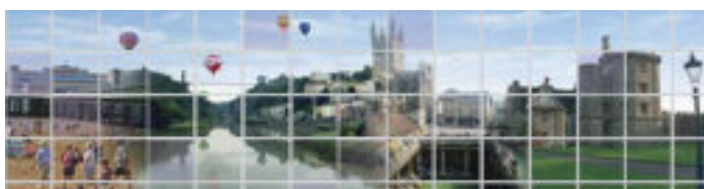


funding to implement a package of measures to improve transport opportunities and quality for all travellers and residents in the City of Bath and the surrounding area. The package underpins both the 'Vision for Bath', the World Heritage status and tourism.

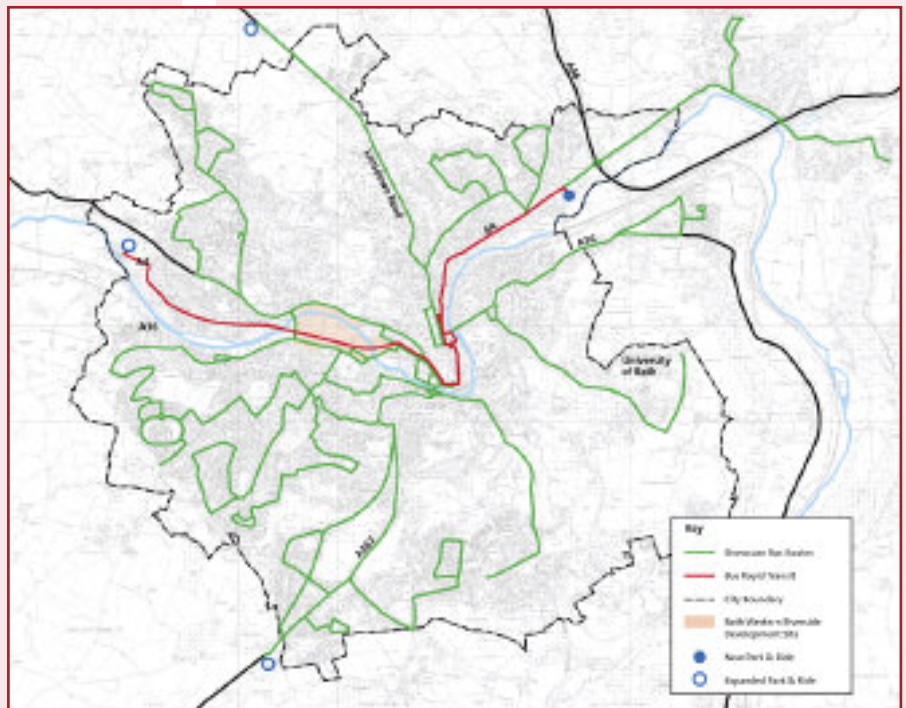
The Bath Package aims to provide a modern, integrated and easy-to-use public transport systems which seeks to:

- Create a high quality transport system that provides attractive alternatives to the private car.
- Reduce congestion and improve air quality.
- Improve accessibility.
- Secure environmental improvement.
- Create an effective and efficient transport system that will support the Bath Western Riverside regeneration project and other future developments.

The scheme has been developed through technical assessment and stakeholder and public consultation and comprises the following elements:



- Showcase bus routes – significant improvements to bus routes throughout the city, providing quicker and more reliable journeys and making buses an attractive alternative for more people.
- Bus-based Rapid Transit – replacing conventional buses on the busiest services with latest-technology vehicles to provide a high quality public transport service. The construction of a busway along a disused railway line will provide a segregated route from an expanded Park & Ride site at Newbridge to the city centre passing through the Bath Western Riverside regeneration area. It will integrate with the new transport interchange at Southgate, continue to the historic core of the city, and from here it will extend eastwards along the A4 London Road to the new Park & Ride site at Lambridge.
- New and expanded Park & Ride sites – the scheme will provide a new 800 space car park at Lambridge serving traffic from the A46, M4 motorway and the A4 and west Wiltshire towns. In addition existing Park & Ride sites at Newbridge, Lansdown and Odd Down will be expanded providing some 1,200 additional spaces.
- City Centre vehicle access restrictions, bus priority measures, and pedestrian enhancements are proposed.
- A reduction in traffic in central Bath will ensure public transport can be given the necessary priority to improve reliability, whilst reducing vehicle emissions and improving the quality and the safety of the pedestrian environment.
- Access to good information is vital for making sustainable travel choices and therefore the



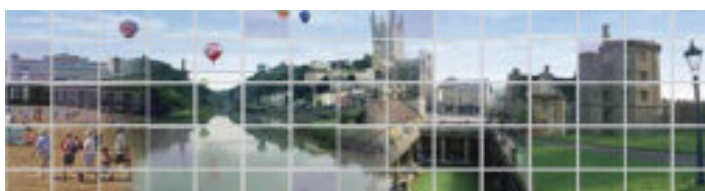
package includes Travel Information Systems to allow informed decisions to be made.

The Bath Package major scheme bid was submitted to the Department for Transport in July 2006 and it is anticipated that the scheme will receive Programme Entry in the near future, with implementation planned to commence in 2009.

For further information contact Bath and North East Somerset Council
Telephone: 01225 394446,
Email: transportation@bathnes.gov.uk

WESTON PACKAGE

Weston-super-Mare suffers from ‘out commuting’ to Bristol and other parts of the sub-region. The need to encourage people to live and work in the town has been identified in both in the draft Regional Spatial Strategy and the Joint Local Transport Plan. North Somerset Council is developing the ‘Weston Package’ as a key element in its strategy of enabling sustainable development in Weston-super-Mare. The emerging transport objectives within this strategy are:



- To improve access to essential services and employment opportunities;
- To improve the local environment through the increased use of sustainable modes of travel;
- To improve journey time reliability for all modes of transport; and
- To improve the actual and perceived safety of travel.

A 'long list' of proposals has been developed from work undertaken for the Weston Vision, the Area Development Framework and Area Action Plan, plus discussions with key stakeholders. These proposals will be assessed against a framework with criteria including:

- Conformity with the Weston Package objectives;
- Compatibility with Department for Transport (DfT) Major Scheme Bid (MSB) criteria;
- Fundability; and
- Deliverability.

Detailed scoping work and discussion with stakeholders are ongoing, but the anticipated package components could include:

- A transport hub at Worle Station to link rail, local and longer distance bus journeys together;
- Improved public transport links between the Worle Station transport hub, existing and proposed employment centres and the town centre;
- Park and ride;
- Addressing some congestion issues at M5 Junction 21 and along the A370 into Weston;
- Improved pedestrian and cycle links between residential areas and employment centres.

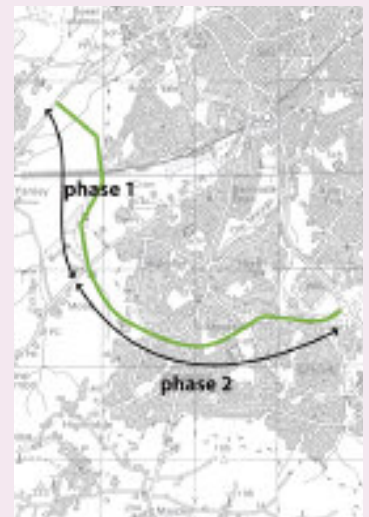


The overall Phase 1 Package comprises £13m allocated in the RFA over 3 years from April 2011, plus significant contributions from development. It is intended to submit the MSB to DfT for Programme Entry in September 2008. Public consultation on the emerging MSB is expected early in 2008.

**For further information contact
Chris Young, North Somerset Council
Telephone: 01275 888 519, Email:
transport.policy@n-somerset.gov.uk**

SOUTH BRISTOL RING ROAD PHASES 1 AND 2 – A370 TO A4174 HARTCLIFFE ROUNDABOUT

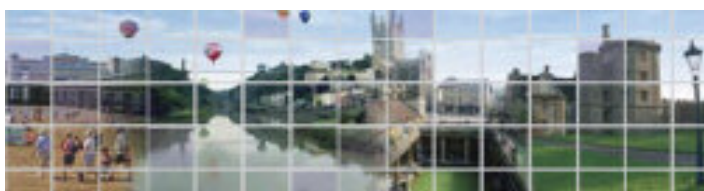
South Bristol Ring Road (phases 1 and 2) would extend approximately 3 miles from the A370 near Long Ashton Park & Ride site to the A4174 Hartcliffe roundabout. A route is 'safeguarded' in the local plans of Bristol and North Somerset Councils and initial review work is in hand.



The project is being promoted by Bristol City and North Somerset Councils and aims to reduce congestion, improve access and facilitate regeneration.

Scheme Costs

Early cost estimates indicate the project would cost approximately £40m. Government has earmarked funding through Regional Funding Allocations of £20m for Phase 1 and £20m for Phase 2. No funding is yet allocated, nor route identified for a potential Phase 3 to link to the A4. Major costs would be borne by central government and with contributions from developers.



Key Milestones

Public consultation	summer 2008
Bid to government for funding	summer 2009
Planning application/ public inquiry	summer 2010
Construction	2011– 2014

For further information contact Bristol City Council Telephone: 0117 903 6707, Email: transport.sbrr@bristol.gov.uk

BUS RAPID TRANSIT

There is an increasing need to radically improve the quality and reliability of public transport in the West of England sub-region. Extensive studies have demonstrated the potential for Bus Rapid Transit to provide a high quality network of public transport corridors to offer a radical improvement to public transport provision, significantly reduce dependency on the private car, reduce traffic congestion and improve the economic performance of the sub-region.



Routes will be segregated from general traffic to ensure rapid and reliable journey times, with new state-of-the-art bus-based vehicles and high profile stops and information provision. The network will provide many of the advantages of a tram but at a significantly lower cost, and will assist in successfully and sustainably accommodating additional travel demand arising from future housing and employment growth in the sub-region.

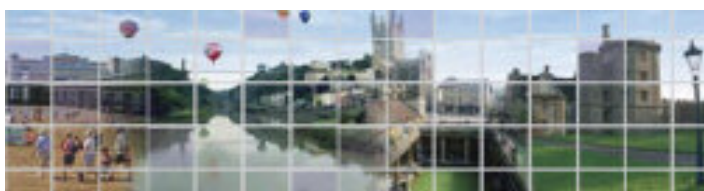
Initially, four viable and deliverable corridors have been short-listed as the next route to be progressed within the sub-region, building upon that identified as part of the Bath Package. These link Bristol city centre with Emerson's Green, the North Fringe, South Bristol and Ashton Vale. These routes will successfully connect with existing routes of travel demand, new development sites and new or existing park and ride sites, and improve access to employment, leisure, retail and educational facilities. Existing bus services from outside the city will also be able to join the network at interchange points to take advantage of the segregated alignments.

It is intended to submit a Major Scheme Bid for the first routes in the network to the Department of Transport in autumn 2008 with planned implementation by 2014. If successful, a total of £71 million has already been identified within the Government's Regional Funding Allocation for the South West region to deliver the first routes in the network. A further business case for the second phase of the network will then be submitted in 2010.

For further information contact the West of England Partnership Office Telephone: 0117 903 6868, Email: transport@westofengland.org

TRANSPORT INNOVATION FUND (TIF)

Building on GBSTS and the draft Regional Spatial Strategy, the consultation responses received when developing the Joint Local Transport Plan showed a clear desire for the Councils to explore the potential of a bid to the Government's Transport Innovation Fund (TIF) as a means for tackling congestion and providing much needed infrastructure investment. The award of pump-priming funds by DfT in 2005 has enabled the four councils to investigate potential packages of measures aimed at congestion reduction.



The TIF development work has been split into two broad phases; an initial feasibility study undertaking a high level appraisal of demand management and public transport options which will be followed by a detailed design, modelling and appraisal stage to meet the full Major Scheme Bid requirements.

The feasibility work is being 'problems led' and the first focus of activity was to identify where and when congestion occurs both now and in the future, and how packages of complementary measures – potentially including Bus Rapid Transit, new and improved bus, rail and Park & Ride facilities and services, walking and cycling infrastructure, and increased use of 'smarter choices' - all introduced

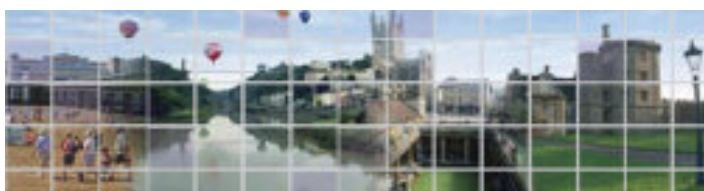


alongside road pricing type measures, could reduce congestion and its impact on the economy and the environment.

The Government has allocated up to £200m per year from 2008/09 to 2014/15 to support local authorities bringing forward TIF schemes. The authorities are currently undertaking the necessary technical and high level modelling work on a range of TIF options to assess whether a suitable package can be identified. It is intended to submit an outline TIF proposition identifying the proposed scheme elements in July 2007, which will be subject to detailed public consultation, refinement and assessment in the autumn, with a view to the submission of a Business Case to DfT in December 2007, subject to political approval.

The overriding challenge of the full TIF submission will be to define a package of measures that provides decongestion benefits and at the same time is equitable, promotes social inclusion, supports regeneration and economic growth, and is deliverable in the short to medium term.

For further information contact the West of England Partnership Office
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CONTACT US

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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

Studies and Documents

Greater Bristol Strategic Transport Study

Government Office for the South West

www.gosw.gov.uk/gosw/transport/regtransstrat/gbsts

Highways Agency Integrated Traffic Management Study

Email: Ronald.Davies@highways.gsi.gov.uk

Joint Local Transport Plan

www.westofengland.org/transport

Regional Economic Strategy

South West of England Regional Development

Agency – www.southwest.rda.org.uk

Regional Funding Allocations/ Regional Spatial Strategy

South West Regional Assembly -

www.southwest-ra.org.uk

Transport Innovation Fund

Department for Transport

www.dft.gov.uk/pgr/regional/tif/

