

Next steps

The three schemes are at slightly different stages of development and preparation, but all three schemes have to provide a 'best and final' bid to the Department for Transport (DfT) by 9th September this year. We expect a decision on the results to be announced by the end of the year.



Find out more

To find out more about any of the bids we are making to the Department for Transport including information on the Weston Package and Bath Package, please visit www.travelplus.org.uk, or contact us on the telephone number below.

Contact us

West of England Office, Wilder House,
Wilder Street, Bristol BS2 8PH
0117 903 6868
transport@westofengland.org

Bath & North East Somerset
Council
www.bathnes.gov.uk

Bristol City Council
www.bristol.gov.uk

North Somerset Council
www.n-somerset.gov.uk

South Gloucestershire Council
www.southglos.gov.uk

Stages in the bidding process

- 2008/2009** We consulted you on the Ashton Vale to Temple Meads and South Bristol Link schemes
- Mar 2009** We submitted the Ashton Vale to Temple Meads bid to the DfT
- Dec 2009/ Jan 2010** We consulted you on the North Fringe to Hengrove Package
- Mar 2010**
- We submitted the North Fringe to Hengrove Package and the South Bristol Link to the DfT.
 - The DfT awarded the go-ahead for further design of the Ashton Vale to Temple Meads.
- Jun 2010** We submitted a Transport and Works Act Order for the Ashton Vale to Temple Meads scheme
- Summer 2010**
- Central Government asked us to reduce the scope of all schemes.
 - We consulted you about the Ashton Vale to Temple Meads 'Transport and Works Act Order'
- Oct 2010** We were invited by the DfT to make an 'expression of interest' of our intention to submit the revised bids
- Dec 2010** Expressions of interest' submitted including draft revised proposals, trying to keep as many of the benefits as possible whilst reducing the costs
- Feb 2011** The DfT invited us to submit 'best and final bids' by 9th September 2011
- Jun/Jul 2011** Information about our revised proposals is being published before councils submit their final bids
- Sep 2011** We will submit all 3 best and final bids by 9th September
- Dec 2011** The DfT is expected to announce their decision about which council's' schemes have been successful

If we are successful in our bid:

- Mar 2012** Anticipated date of the public inquiry for the Ashton Vale to Temple Meads scheme
- 2012 & 2013**
- Detailed scheme design and consultation with you on the designs
 - Application for the relevant planning permissions
 - Anticipated dates of the public inquiries for North Fringe to Hengrove package and South Bristol Link
 - Purchase land needed for the proposals
 - Tender for contractors to carry out the work
- 2013 & 2014** If the DfT gives the necessary approval, construction could start as early as 2013 (Ashton Vale to Temple Meads and North Fringe to Hengrove) and 2014 (and South Bristol Link)
- 2015** Parts of the new rapid transit system could be in operation during 2015

If you would like this information in a different format, for example Braille, audio tape, large print or computer disc, or community languages please contact the West of England Partnership Office on 0117 903 6868

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

Transport News from the West of England

June 2011

Three rapid transit routes proposed for the West of England

Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire Councils are working together to improve transport in the area. We are in the process of bidding for some funding from the Department for Transport which is available for major transport schemes across the country.

We are submitting five separate bids – three of which seek funding for a new network of three rapid transit routes for the area:

- **North Fringe to Hengrove** – linking areas like Cribbs Causeway, Aztec West and Emersons Green with Bristol city centre and with Hengrove in the south of Bristol
- **Ashton Vale to Temple Meads** – providing frequent services from Long Ashton Park & Ride to Bristol Temple Meads and on to the city centre
- **South Bristol Link** – extending the Ashton Vale to Temple Meads rapid transit service from Long Ashton Park & Ride to the new community hospital campus and leisure centre at Hengrove

If successful, these rapid transit routes would play an important role in tackling traffic congestion and would provide services that link residential areas, shopping, work, leisure and district centres.

The councils are bidding for funding for each rapid transit route separately, but if they are all successful, they would link together to provide a direct and efficient transport network for the area.

What is rapid transit?

Rapid transit is a fast, frequent and reliable public transport service using modern, accessible, comfortable and low-emission vehicles.

Benefits for passengers

- Reduced journey times
- Improved ticketing and payment facilities
- Turn up and go service frequencies and reliable journey times
- High quality stops with facilities like CCTV at stops and real time electronic information
- Modern, environmentally friendly vehicles
- High quality walking and cycle links
- High quality, comfortable, and accessible vehicles



"We believe the North Fringe to Hengrove Package would provide significant benefits to UWE and employers in the wider area, in terms of improved accessibility which would, in turn, enhance the local economy"
University of the West of England

Consultation has been a very important part of the development of all these schemes, and your input at key stages of each scheme helped form the basis of what we submitted to the Department for Transport in 2010.

Since then, Central Government has announced a reduction in the amount of funding available for transport projects. In order to increase our chances of receiving funding for each scheme, we've had to make some changes to reduce costs.

Some of the changes apply across all the schemes. For example, while we have kept the high quality shelters, train station style platforms, real time information and CCTV at all stops, we have decided to only provide extended platforms and shelters for the key stops on the network. Other changes are particular to each scheme and are highlighted below.

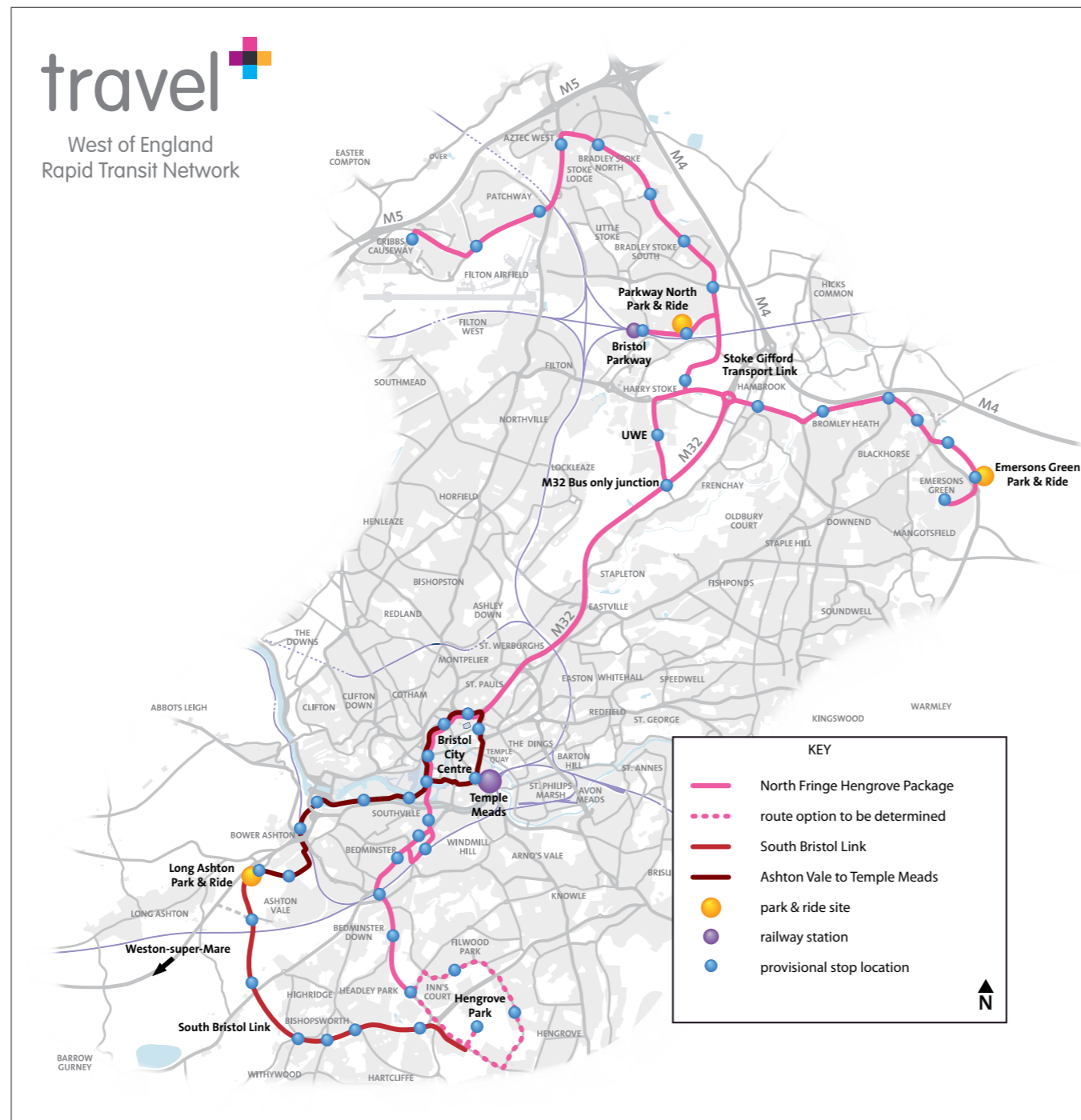
We believe that we have managed to keep the most effective elements of the scheme in place and are confident that we will still be able to deliver an efficient, rapid and reliable public transport service.

North Fringe to Hengrove

The North Fringe to Hengrove bid is a package of measures designed to improve the links between residential areas and employment, leisure and retail centres. It links key employment hubs like Cribbs Causeway, Aztec West, the Science Park at Emersons Green and Bristol city centre with residential areas to the north and south of the city centre – including Bradley Stoke, Stoke Gifford, Patchway, Emersons Green in the North Fringe, and Hengrove to the south of Bristol.

Key elements of the project include:

- Rapid transit routes – including a new direct link by road from the ring road (near UWE) to Bradley Stoke (the 'Stoke Gifford Transport Link').
- Park & Rides at Emersons Green (nr Sainsburys) and near Parkway Station
- New junction onto the M32 for rapid transit vehicles only (between junction 1 and junction 2).
- Public transport and urban realm improvements to the Centre in the city centre.



- New bridge over the Avon New Cut for rapid transit, cyclists and pedestrians.

Key changes made since we last consulted you:

- The length of separate running lanes for rapid transit services has been reduced and targeted at areas most affected by congestion. This includes a more direct route between Aztec West and Cribbs Causeway (via the A38).
- The 'Stoke Gifford Transport Link' has been kept in the scheme, but the rapid transit lanes have been reduced to key sections on approaches to junctions.



- The Park & Rides at Emersons Green and Parkway Station have been retained but with reduced on-site facilities at Emersons Green and fewer spaces near Parkway Station.
- The M32 Park & Ride site is no longer part of the scheme. A bus-only junction onto the M32 has been kept in the scheme so that priority can be given to rapid transit services from the North and East Fringe getting onto and off the motorway.
- The proposed bus, cycle and pedestrian bridge over the New Cut has been revised to deliver a more affordable structure whilst still meeting appropriate design criteria.
- Further enhancements to public spaces in the East Street area of Bedminster district centre have been deferred to be funded from separate sources.

Ashton Vale to Temple Meads

The Ashton Vale to Temple Meads rapid transit route would provide a separate running lane for rapid transit vehicles adjacent to the public highway from the Long Ashton Park & Ride to Bristol Temple Meads, and on to Cabot Circus, Broadmead and the city centre. This would also provide huge benefits for passengers using bus services from North Somerset (Weston-super-Mare, Clevedon and Nailsea), which would be able to join the network from the Long Ashton Park & Ride.

As part of our proposals, we had to submit an application to the Government in 2010 for a Transport and Works Act Order to carry out the work. In order to avoid having to re-submit this application – which is a long parliamentary procedure, we have had to limit the changes we make to our scheme.

Key changes since we last consulted you:

- The width of the maintenance track alongside the rapid transit route has been reduced.
- The Silbury Road stop platform has been moved away from the bridge crossing at Colliter's Brook.
- The cantilevered pedestrian/cycle facility on Ashton Avenue swing bridge has been removed. Pedestrians and cyclists will be kept safe through the use of 'shuttle' traffic

- signal working for rapid transit vehicles.
- The Bristol Harbour railway terminus spur has been shortened.
- While Prince Street Bridge is closed to traffic, a temporary structure would have to be provided. The specification of this structure has been reduced.

South Bristol Link

The South Bristol Link has been designed to link key employment, housing and leisure areas in the south of Bristol together. It would also improve accessibility from South Bristol to the city centre and to the strategic transport network, including Bristol airport.

This rapid transit route would extend the Ashton Vale to Temple Meads rapid transit service from the Long Ashton Park & Ride site to the new community hospital campus and leisure centre at Hengrove, improving public transport to these key community facilities. The Bristol Airport Flyer service would also join the South Bristol Link, reducing journey times and improving the reliability between the airport and the city centre.

The South Bristol Link would provide a new highway between the A370, the A38 and the Hartcliffe Roundabout. Rapid transit vehicles would run predominately on nearside bus lanes except near the A370 where a dedicated busway will link to the Long Ashton Park & Ride Site. A segregated cycle and pedestrian path will be provided along the length of the scheme to facilitate access by bicycle and on foot.

Key changes since we last consulted you:

- Between the A370 and A38 the proposed central segregated busway has been replaced with traditional nearside bus lanes. This offers the same journey time reliability to rapid transit vehicles and to the Airport Flyer but with a slightly reduced footprint.
- Between the A38 and Hengrove Park the proposed central segregated busway has been replaced with traditional nearside buslanes on the approaches to significant junctions. This still offers journey time reliability to rapid transit vehicles whilst significantly reducing the projects footprint in areas where the buslanes need not be provided.