

Public Transport Supplementary Document

1. Vision

A comprehensive, high-quality, integrated public transport system that is accessible, affordable, clean, comfortable, inclusive, reliable, safe and sustainable.

2. Strategy

A. General Approach

2.1. In the JLTP3 period 2011 to 2026 our overall strategy is to:

- PT1 Create an attractive alternative to the use of private cars in the West of England through the phased development of a comprehensive, integrated public transport system embracing buses, coaches, rapid transit, rail, community transport, **taxis**, private hire cars and ferries;
- PT2 Achieve a high quality public transport system which is reliable, punctual and with frequencies that respond to the varying demands of residents, businesses and others in different parts of the sub-region;
- PT3 Maintain/ improve public transport access and connectivity to jobs, educational and health facilities, shops and other services;
- PT4 Work with the operators and other parties to ensure that the system is resistant and adaptable to adverse weather, accidents, terrorist attacks and the impact of climate change;
- PT5 Encourage the introduction of vehicles that are high quality, accessible and emit the lowest possible levels of carbon and pollutants;
- PT6 Improve safety and personal security for public transport users and operators and reduce actual and perceived anti-social behaviour and crime;
- PT7 Introduce multi-modal ticketing and multi-operator smart card ticketing;
- PT8 Ensure that public transport provision is fully recognised in local planning and development decisions and supports new housing and employment growth;
- PT9 Improve interchange and the inter-connection between different forms of public transport; and
- PT10 Promote the use of public transport through marketing and provision of information under the umbrella of TravelWest and in travel plans and 'Smarter Choices' initiatives.

2.2. Figure 1 outlines the public transport improvements in our major scheme programme. To deliver our strategy we will need the support of bus, train and other operators, Network Rail, Highways Agency and other agencies.

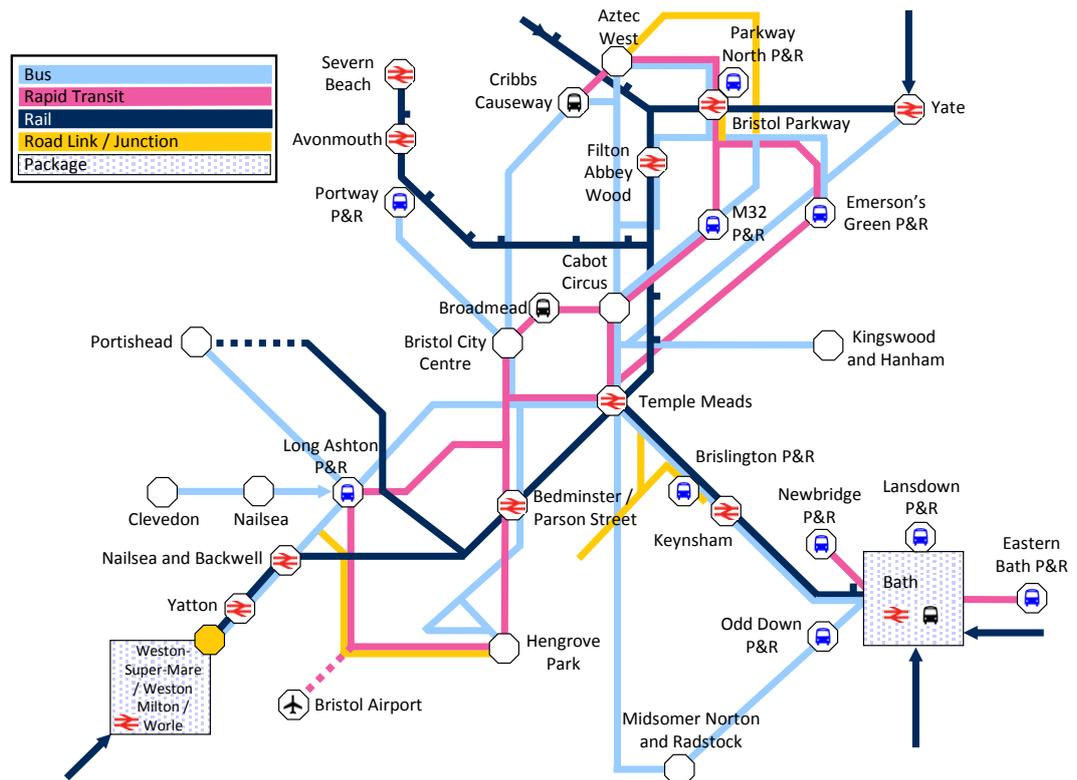


Figure 1: West of England Strategic Public Transport Network

B. Bus and Coach

2.3. Our overall strategy is to encourage and facilitate greater use of bus and coach services in order to achieving a modal shift from the car. Key areas of focus will include:

- B1 Showcase Routes – key corridors in our major urban areas with bus priority and high quality facilities and services, building on the Greater Bristol Bus Network, Major Schemes and other investment;
- B2 Working with Bus Operators – to maximise the effectiveness of the commercial bus network and maintain quality through Quality Partnership Schemes where appropriate;
- B3 Better Bus Areas – work with bus operators on a joint bid and reforms to the Bus Service Operators Grant;
- B4 Working with Coach Operators – to widen the choice of routes and services and improve facilities at key interchange sites;
- B5 Punctuality and Reliability – using Punctuality Improvement Partnerships (PIPs) to achieve substantial improvements in bus punctuality and reliability;
- B6 Supported Bus Services – continue to support non-commercial services within available budgets to promote accessibility, and also explore the use of demand responsive services where appropriate;

- B7 Working with Developers and Employers – to ensure that transport infrastructure requirements are taken into account at the planning stage and appropriate funding is secured;
- B8 Ticketing and Fares - seek voluntary agreements with operators on fare levels and zoning, continue to manage the national concessionary travel scheme whilst investigating the scope for extending this to other age groups;
- B9 Smartcards - supported by DfT funding, we have delivered a technology platform which allows the introduction of smartcards across the region, we will now work with operators to put tickets onto smartcards and improve the ticketing experience for passengers;
- B10 Passenger Facilities – with new shelters and raised kerbs at bus stops, particularly on our showcase corridors, and maintenance of facilities to a high standard;
- B11 Information – with a primary focus of supporting Traveline, we will continue to develop all formats of public transport information, including the use of old and new technologies, as well as further development of real time information at bus stops and interchanges;
- B12 Vandalism and Personal Security - work with the police, operators and community colleagues to improve personal safety at bus stops, on pedestrian routes that link them and on the buses themselves.

C. Community transport

- 2.4. Our strategy is to maintain, diversify and expand community transport in the West of England, recognising its distinctiveness from other forms of transport and its special customer care attributes. The strategy will be delivered under 5 key themes:

Supporting JLTP3 accessibility objectives

- C1 Promote community transport to enable disadvantaged people to connect with key local services and social networks where other forms of public transport are not available or accessible. This will include working closely with the health sector and supporting social car schemes and other demand responsive services.

Linking with other forms of public transport

- C2 We will seek to balance financial support between demand responsive services and other public transport services and explore the opportunities for demand responsive services to feed into mainstream public transport.

Optimising community transport operations

- C3 We will encourage organisations to work in partnership to maximise the efficiency of their operations, promote greater use of vehicle 'downtime' and wider provision of off-peak services. We will also encourage organisations to seek a more formal approach to procurement of services to widen their opportunities for service deliveries.

Encouraging social enterprises

- C4 Promote closer links with public, private and voluntary sector agencies and organisations.

Providing marketing, publicity and information

- C5 Assist community transport organisations to improve public understanding of their services through publicity and marketing.

D. Rapid Transit

RT1 Creating a Rapid Transit System

- 2.5. We believe the Rapid Transit network is essential for sustainable economic growth and combating traffic congestion growth through the short to medium term. The Rapid Transit network will provide fast and reliable transport corridors to ensure people will be able to continue to get access to major employment areas and key destinations in and around Bristol, set against a long term trend of increasing traffic congestion.
- 2.6. The Rapid Transit network will provide a deliverable, cost effective, frequent, scalable, reliable and attractive alternative to the car. Without it our competitiveness could reduce and investment could go elsewhere. We will:
- Introduce a series of Rapid Transit services (see Figure 2) operating on routes including, where possible, segregation from general traffic;
 - Include high quality stops, interchanges and information, and 'smart' and integrated ticketing;
 - Deliver new, high quality vehicles including where possible alternative fuels and/or hybrid drives;
 - Complement and supplement bus and rail services, offering much wider public transport journey opportunities; and
 - Be able to develop further Rapid Transit corridors over the long term, as passenger demand increases, alongside new technology and funding sources.

RT2 Ashton Vale to Temple Meads and Bristol City Centre

- Rapid Transit link between the Long Ashton park and ride site and central Bristol and better access to Temple Meads station;
- Reduce car traffic within the built up area and provide a fast, high quality public transport service for people coming into the city from North Somerset;
- Segregation from general traffic where possible to deliver fast and reliable journey times; and
- A one-way loop in the city centre to serve major office, shopping, leisure and interchange destinations.

RT3 North Fringe to Hengrove

- Provide a fast public transport link between regeneration areas and South Bristol, the city centre and major housing, education and employment centres in the North and East Fringe, using bus lanes and other priority measures.
- New park and ride sites and interchanges to enable people to switch to and between public transport modes to reduce traffic demands on the A4174 ring road and main radial routes into central Bristol.

RT4 South Bristol Link

- Rapid Transit service as part of the South Bristol Link major scheme including improved links to Bristol Airport.
- Increase accessibility of jobs and services and provide a better public transport link to employment sites in South Bristol.

E. Rail

2.7. Our Strategy for rail aims to:

- Deliver Greater Bristol Metro Phase 1 and Phase 2 and the New Stations Package.
- Secure electrification of the Great Western Main Line and an electrified suburban rail network.
- Seek wider ticketing opportunities and enhancement of stations;
- Continue to work closely with our community rail partners.

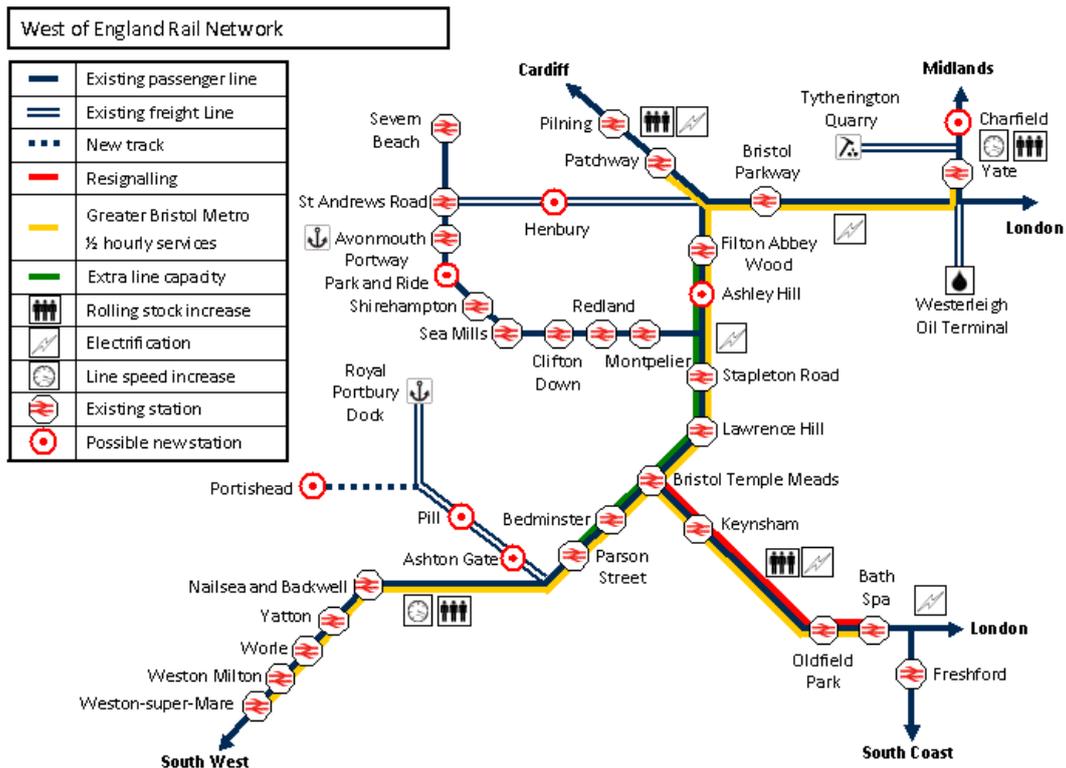


Figure 3: Vision for West of England Rail Network

R1 Greater Bristol Metro Phase 1

- Portishead – reopening the line with new half hourly service to Bristol Temple Meads with one train an hour going on to Severn Beach via Bristol Temple Meads. New stations at Portishead and Pill.
- Bath Spa to Severn Beach – new hourly service stopping at Oldfield Park, Keynsham, Bristol Temple Meads and stations to Severn Beach with a turnback or capacity for trains at Bath Spa or Bathampton Junction.
- Severn Beach line – half hourly service delivered by the new Bath Spa and Portishead services above. No additional infrastructure on the Severn Beach line is required.
- Bedminster/Parson Street – half hourly service by stopping Taunton to Cardiff trains.

R2 Greater Bristol Metro Phase 2

- Henbury Line – hourly bolt on service to Bristol Temple Meads via Filton Abbey Wood (not Bristol Parkway) with capacity for two new stations (Filton North/Henbury) alongside Filton Airfield development subject to business cases. The service could serve new stations at Horfield/Ashley Down subject to business cases (with four tracking of Filton Bank).

- Yate – half hourly service by extending Weston-super-Mare to Bristol Parkway service with new turnback facility.

Aspirations for the Henbury loop service via the Severn Beach Line are not ruled out should revised growth forecasts and developer funding come forward and a business case be developed.

R3 New Stations Package

- New stations package - Saltford, Ashton Gate and Corsham (Wiltshire Council proposal) implemented over the life of the Great Western Franchise 2013 to 2028.

R4 Electrification

- Electrification of the Great Western Main Line via Bath Spa, Bristol Temple Meads and Bristol Parkway.
- Extension of electrification and Inter City Express trains to Weston-super-Mare.
- Extension of electrification to Yate and the Severn Beach, Portishead and Henbury Lines.

R5 Stations

- Support major station regeneration schemes at Bristol Temple Meads and Bath Spa;
- Work with the Local Enterprise Partnership, Network Rail, First Great Western and other key stakeholders to develop a plan for improved interchange at Bristol Temple Meads as part of the Temple Quarter Enterprise Zone;
- Work with the train operators and rail partnerships to enhance facilities at the West of England's smaller stations;

R6 Other local rail schemes

- Re-doubling of the track between Worle and Weston and a bay platform at Weston-super-Mare.
- Extending the platforms at Worle station.
- Portway Park & Ride platform.
- Bathampton Junction station investigations.
- Ashley Down station alongside four tracking of Filton Bank.
- Work with the Great Western Partnership to secure electrification and a 'state of the art' high speed route.
- Long term aspirations for the Thornbury and Radstock lines.

R7 Capacity, Performance and Journey Times

2.8. We support Great Western Route Utilisation Strategy (2010) schemes covering the period 2014 to 2019:

- Bristol Temple Meads to Parson Street four tracking;
- Train lengthening Manchester and Gloucester to Bristol Temple Meads and Cardiff to Portsmouth and Taunton;
- Increased linespeed Bristol Temple Meads to Bridgwater;
- Filton Bank four tracking;
- Bristol Temple Meads to Yate half hourly extension and Bristol Temple Meads to Bath (with extension to Clifton Down/Avonmouth) additional services – Note these are now incorporated into the Greater Bristol Metro;
- Additional rolling stock for services between Bristol Temple Meads and Gloucester, Portsmouth, Taunton and Cardiff;
- Electrification of the Great Western Main Line and opportunities for electric services on the Greater Bristol Metro;
- Bath Spa capacity upgrade (committed scheme 2009 to 2014);
- Westerleigh Junction to Barnt Green linespeed increase (committed scheme 2009 to 2014).

R8 Rolling Stock

- Support the RUS proposal to introduce 9 additional vehicles to local train services;
- Address overcrowding on the Cardiff-Taunton, Cardiff-Portsmouth and Gloucester-Weymouth services;
- Support train operating companies in bids for additional rolling stock;

R9 Ticketing

- Widen ticketing opportunities and work with the train operators to extend the smartcard to include rail travel.

R10 Community Rail

- Continue to work with the Severnside Community Rail Partnership and the Heart of Wessex Rail Partnership to promote rail travel.

F. Park and Ride

2.9. Our strategy is to increase the provision of park and ride services to encourage more drivers to switch to public transport for the urban leg of their journeys, thereby reducing car traffic on main routes in Bristol, Bath and the North Fringe.

PR1 Existing Sites

- Significantly expand the Newbridge park and ride site (part of the Bath Transportation Package);

- Lansdown and Odd Down sites to be extended to cater for drivers approaching Bath from the north and south;
- Long Ashton park and ride rapid transit link to enhance opportunities for car drivers coming from the south west of Bristol;
- Expansion of the A4 Brislington park and ride site.

PR2 New Sites

- M32 site with a rapid transit link (as part of the North Fringe to Hengrove Package) to Bristol city centre.
- Work with partners to open further park and ride sites at Emerson's Green, Bristol Parkway, east of Bath and at other locations.

PR3 Park and Ride Operations

- Rapid transit will bring attractive, frequent services to the M32 site and replace conventional buses at Long Ashton;
- Conventional buses will continue to serve the Newbridge, Brislington, Lansdown, Odd Down and Portway sites;
- Operating times and fares will be kept under review.

G. Water Transport

2.10. Our strategy for water transport focuses on enhancing access as key parts of the regeneration of Bristol city centre and Bath City Riverside and working with partners on:

- G1 Promoting sustainable access to recreational facilities on the River Avon and Kennet and Avon Canal through visitor travel plans and enhanced public transport information.
- G2 Initiatives to increase patronage of Bristol Harbour ferries and integrating them further into the public transport system, including participation multi-modal ticketing.

H. **Taxis and Private Hire vehicles**

2.11. Our strategy is for taxis and private hire vehicles to complement and reinforce other public transport services. We intend to focus on three main areas:

Infrastructure and information improvements;

TPH1 We will continue to review the need for improvements to the location and design of taxi ranks, and well as the delivery of information to passengers.

Licensing controls and working with operators;

TPH2 We will work in partnership with organisations to discuss infrastructure, licensing, driver training and other issues of common interest, placing a

high priority on public safety. We will also seek the upgrading of vehicle fleets to reduce emissions.

Increasing role as part of integrated transport strategy.

TPH3 We will seek ways for taxis and private hire vehicles to play as wide as possible a role in the public transport system, integrating with other modes and areas of travel demand as appropriate.

I. Interchanges

2.12. Our strategy is to maximise opportunities for interchange between all modes to create a fully integrated public transport system for the West of England. The strategy has four strands:

Enhancement of interchange infrastructure

I1 Major investment to enhance interchange facilities at Bristol Temple Meads, Bath Spa and Worle stations, Bath and Bristol city centres and the development of new rapid transit interchanges at the University of West of England, Emerson's Green, Aztec West and other locations in the North Fringe and South Bristol.

Coordination of bus, rail and rapid transit services

12 Work in partnership with operators to achieve maximum co-ordination of services and ticketing to keep journey times as convenient as possible.

Improvement of access to interchanges

I3 Work with operators to achieve access enhancements, including safer, more convenient paths to bus stops and local stations and additional cycle parking.

Through ticketing between modes and services

I4 Work with operators to enable the introduction of multi-operator and multi-modal ticketing wherever possible, building on the current examples of these tickets such as the Avonrider, Freedom Travelpass and PlusBus.

3. Targets

Indicators and targets to monitor the Public Transport Supplementary Document are:

- Bus passengers
- Bus punctuality
- Rail Passengers