

<b>CS10: Transportation and Movement</b>	
<b>Scheme :</b> Ashton Vale to Temple Meads Rapid Transit	
<b>Scheme Prioritisation within Infrastructure Delivery Plan:</b> Critical	
<b>Cost Estimate:</b> £49.3m scheme outturn price	<b>Funding Source:</b> £34.5m Department for Transport (DfT) £14.8m local contribution from NSC & BCC
<b>Expected Completion Date:</b> Summer 2015	
<p><b>Scheme Description:</b></p> <p>Rapid Transit will provide a step change improvement in the quality and reliability of the public transport network in the West of England, to tackle congestion, deliver economic growth and reduce carbon emissions. The vision for rapid transit is a network of sustainable transport corridors connecting key areas of employment, retail, leisure, regeneration and housing that offer fast, reliable and comfortable journeys and an attractive alternative to the private car.</p> <p>The scheme infrastructure comprises two distinct elements. The section from Long Ashton Park and Ride to the Arnolfini stop (the “Corridor”) is a 4km long segregated and largely guided busway using kerb guidance. The remainder of the route serves the City Centre in the form of an anti-clockwise loop running on existing highway with additional link and junction priorities via Temple Circus, Cabot Circus, Broadmead and The Centre. See Fig 1. Scheme Plan.</p> <p>The current 903 service between Long Ashton Park and Ride and Broadmead will be replaced and augmented by a core Rapid Transit service. Services in the peak will run up to every six minutes (ten vehicles per hour) and every twelve minutes in the off peak (five vehicles per hour). The corridor will also provide the ability for bus services to/from Nailsea, Clevedon and Weston-super-Mare to join the busway using appropriate vehicles and serving a variety of different destinations. The total level of service on the segregated corridor of the Rapid Transit Scheme would be 15 services per hour in the peak, one every four minutes and ten services per hour in the off-peak, one every six minutes.</p>	
<p><b>Scheme Deliverability:</b></p> <p>The scheme currently has Development Pool status within the revised Department for Transport (DfT) major scheme funding process. The scheme was previously prioritised within the region and achieved a Regional Funding Allocation and also achieved Programme Entry status, prior to the changes to funding major transport schemes introduced by the DfT from June 2010.</p>	

The economic performance of the scheme has been assessed rigorously through transport modelling and appraisal techniques specified by the DfT. The headline output is the scheme has a benefit to cost ratio of 6.1, which falls within the DfT's 'high value for money' category.

In September 2011, the councils submitted a Best & Final Funding Bid to the DfT for £34.5m funding. The DfT are due to announce the outcome of the funding bid in late December 2011. Pending the DfT decision making, the councils will then complete the process of gaining powers to build and operate the scheme, complete scheme procurement and submit for Final Funding Approval to the DfT.

The project was included in the development of the Bristol City Council Core Strategy. The Core Strategy has now been adopted, including reference to the major transport schemes.

In respect of powers to build and operate the scheme, the councils submitted an application to the DfT for a Transport & Works Act Order (TWAO) submitted in June 2010. The DfT have informed the councils that it intends to make a decision on the timing for a Public Inquiry by 13 January 2012. The application includes two alignments between Long Ashton Park & Ride and Ashton Gate level crossing, on the basis of with and without the proposed football stadium.

Subject to the outcome to the TWAO process, and completion of procurement, construction is programmed to commence in summer 2013 with completion and scheme opening in summer 2015. The policy to deliver the Ashton Vale to Temple Meads Rapid Transit is set out in the 3<sup>rd</sup> Joint Local Transport Plan (2011-2026). The project is fully supported by the West of England Local Enterprise Partnership.

**Consultation:** In the years leading up to development of the preferred scheme there have been several public consultation exercises. The first consultation exercise was undertaken in November 2008 and was combined with the South Bristol Link Scheme, given the close interface between the two schemes. Consultation focused on the options to help develop preferred schemes. The options consultation exercise aimed mainly to understand the range of views and nature of people's concerns, and gauge the weight of opinion for particular broad options. This involved joint public exhibitions and stakeholder meetings. A separate consultation leaflet was produced for each project and further information was made available on the West of England Partnership website. Further consultation and engagement was under taken in 2009 and 2010 through the Neighbourhood Planning Network as the scheme design was developed. A formal consultation process was also undertaken in relation to the submission of an application for a Transport & Works Act Order (TWAO) in June 2010.

### **Scheme Justification:**

In 2006, the conclusions of the Greater Bristol Strategic Transport Study (GBSTS) recommended a package of measures to support the sustainable growth of the sub-region. As part of this wider package of measures, GBSTS set out the plan for the development of a bus rapid transit network. It identified corridors in the network that would serve many of the new residential and employment developments. This scheme is the first route of the rapid transit to be taken forward for delivery. Two other rapid transit routes are also being progressed and are programmed for delivery approx 1 to 2 years after this scheme. These rapid transit routes are the South Bristol Link and North Fringe to Hengrove Package. Within this context a process of scheme assessment and selection of both route and technology options been undertaken, in accordance with the DfT's requirements.

The primary objectives of the scheme are to:

- Extend choice of transport modes for all, in particular for private car drivers, to encourage a shift to public transport.
- Promote sustainable development by providing high quality public transport links.
- Promote social inclusion by improving access to employment, retail, community, leisure and educational facilities.

The scheme will significantly improve journey times and journey time reliability including for feeder bus services from a selection of North Somerset towns. By 2016, the current Park and Ride service journey time to Bristol Temple Meads is forecast to take 26 minutes in the peak and 20 minutes in the off-peak. Rapid transit will reduce this to 11 minutes in the peak and 9 minutes on the off-peak, yielding savings of 15 and 11 minutes respectively. The journey time to Broadmead from Long Ashton Park and Ride improves by 20 minutes in the peak and 14 minutes in the off-peak.

# Ashton Vale to Temple Meads Rapid Transit – Scheme Plan

