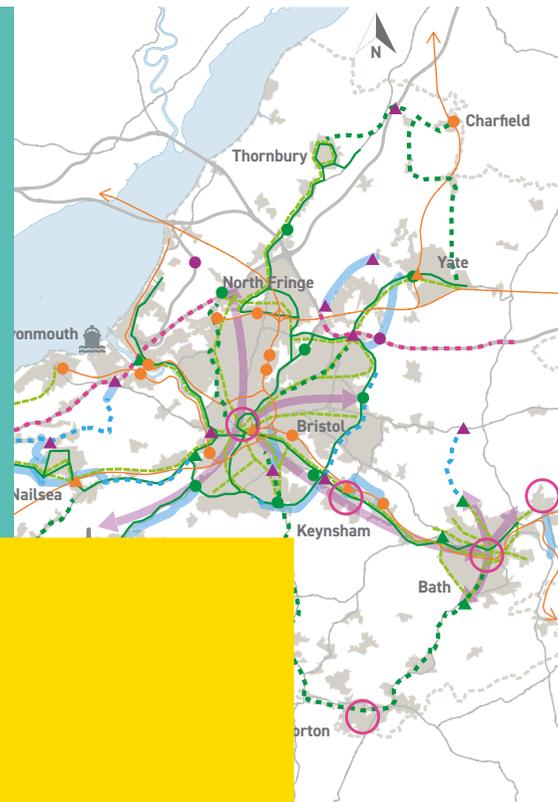


# TRANSPORT DELIVERY PLAN

February 2021



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# Transport Delivery Plan

**This Transport Delivery Plan sets out the currently funded transport projects (2021 – 2026) that are progressing to delivery over the next 5 years in the West of England region.**

It is designed to give clarity to the public, stakeholders and investors about projects they can expect to see delivered over the period and the changes in both travel patterns and travel behaviour that will be generated as a result. The overall programme and projects within the Transport Delivery Plan have and will continue to be developed in line with our current plans, strategies and policies which are summarised in the document. The programme has been developed to address the challenges set in our Joint Local Transport Plan JLTP4.

## The challenge

Home to the world-famous cities of Bristol and Bath, with vibrant towns and rural communities, the West of England is a great place to live. With a population of over 1.1 million, it is a place with a rich history of innovation. It's also a beautiful place with rich cultural activity, somewhere a diverse population calls home. People who live here, work here, and people who move here stay and build their lives here.

Our population is growing at a faster rate than other city regions, and so the strain on our transport network, housing supply and digital infrastructure is growing. There remains a real contrast between rich and poor, and residents don't benefit equally from the success of our region.

The West of England Combined Authority as the Regional Transport Authority is bringing partners together to improve transport across the region, connecting communities to support economic growth, tackle climate change and improve air quality.

We need a transport network that works for everyone, every day and for every journey. We expect our region to continue to grow so we need to make changes to accommodate this growth. We want well-connected communities – places where people want to live that are linked to employment and social centres. We have ambitious plans to improve transport for our residents, including investment in rail and transformational mass transit to offer more capacity and reliable journey times. Better transport will support the delivery of new homes, improve access to jobs and will help tackle our existing challenges of congestion and poor air quality.



## Covid-19

Covid-19 has had a huge impact on our transport system, radically changing travel habits, and is likely to alter our patterns of movement for some time to come.

As the region responds to this, WECA's role as Transport Authority has been particularly important in ensuring that those who need to travel to work can travel safely.

WECA has worked with local bus and rail operators to ensure that all parts of the region have continued to be served by the public transport network during the pandemic and that safety measures were in place. We have also continued to support community transport operators with funding to keep essential

services running while passenger numbers are reduced and supported school bus services to run safely.

Cycling and walking have increased during the pandemic, and there is an opportunity to capture this positive change. £13m has been committed to implement new measures to enable cycling and walking and a 'joy in the journey' walking and cycling campaign encouraged behaviour change. However further investment is needed to tackle high levels of traffic congestion and reduce levels of air pollution.

Achieving clean growth is at the heart of our Local Industrial Strategy and our Regional Recovery Plan.

## Climate Change

The pandemic has brought into sharp focus the impact that reduced levels of traffic can have on air pollution. The reduction in traffic in cities and urban areas along with reduced industrial and commercial activity delivered a significant reduction in air-polluting emissions of up to 62% during the lockdown. However, as the UK lockdown measures have relaxed and normal everyday activities resumed, traffic levels and the corresponding emissions have quickly started rising again.

We recognise the very real challenge of climate change, the emergency we face and its impact on the health, safety and wellbeing of our residents and people around the world.

The transport sector at 32%, is the largest single source of carbon emissions in the South West. For the West of England transport CO2 emissions will rise by a further 22% by 2036 if we don't act, increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region. Consequently, all four local authorities and the West of England Combined Authority have now declared climate emergencies and committed to net zero carbon by 2030.

In addition, the financial costs of congestion are around £300m per year, rising to a predicted £800 million by 2036, due to increased vehicle costs and non-productive time. This will impact on our ability to recover and grow if left unchecked.

Our transport plans focus on tackling congestion and improving transport options, giving people a practical and realistic alternative to using the car.



**Addressing poor air quality and taking action against climate change are key objectives of our region's Joint Local Transport Plan.**

# Our priorities

**The long-term aspiration for transport in the West of England is connecting people and places for a vibrant, inclusive and carbon neutral West of England.**

## Objectives

 **Take action against climate change and address poor air quality**

 **Support sustainable and inclusive economic growth**

 **Enable equality and improve accessibility**

 **Contribute to better health, wellbeing, safety and security**

 **Create better places**

## What do we want to achieve?

We want our town and city centres to be great places where people want to live. We want to be less reliant on cars, and for our towns and cities to be more pleasurable, with better air quality. We also want it to be easier to access sustainable transport from our villages and rural areas.

We need to make sure that all the elements of a successful region are connected – creating communities that are linked to jobs and training, opening more opportunities for more people. A key element to achieve all this is to make our region better connected, with reliable easy to access public transport and better transport interchanges.

We know that it is difficult to achieve reliable journey times by public transport through the centre of Bristol. We are working with Bristol City Council to deliver dedicated continuous bus priority measures to ensure reliable, faster journeys by public transport.

We are working with Bath & North East Somerset Council on their Public Realm and Movement Strategy for Bath City Centre. This includes better public transport provision, and connectivity between Bath and the rest of the region.

- We are working to provide Park & Rides and transport hubs in the right places around our region to offer reliable transport interchange,

cross regional bus services and sustainable access to our urban centres for those where the car from home is the only option.

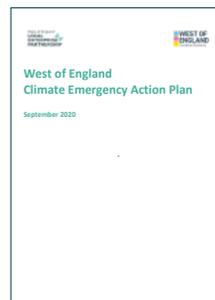
- We are investing in safe and convenient walking routes across the region.
- We have successful Metrobus services with over 50km of metrobus routes. We are building on that success with more dedicated bus lanes and further extensions.
- We are working with Network Rail and other partners to deliver more frequent rail services, new stations and a new railway line to Portishead.
- We are investing in the expansion of bus priority measures and bus stop infrastructure across the region and further improvements to bus facilities to increase passenger numbers and improve journey reliability.
- We have started work on a transformational mass transit network for the West of England which will bring further capacity and attractive reliable journey times.
- We must join up these different transport options to ensure provision of fast, seamless cross-regional travel. This will be done through greater use of interchange, integrated ticketing, parking facilities and reliable, informative timetables.

# Strategies and plans

**We have a number of strategies and plans in place that work together to address our regional priorities.**

## Climate Emergency Action Plan

Achieving clean growth is at the heart of our Local Industrial Strategy and our plans for recovery. It will increase our productivity, boost earning power and help protect the climate and environment upon which we and future generations depend.



recovery. It will increase our productivity, boost earning power and help protect the climate and environment upon which we and future generations depend.

The Climate Emergency Action Plan outlines how we can accelerate the shift to low carbon transport using our planning transport levers (Interim JLTP4, Bus Strategy, LCWIP) to achieve:

- Fewer car journeys eg investment in transport hubs to allow easy and efficient interchange between modes
- Work towards decarbonising the public transport system
- Facilitate a modal shift towards walking and cycling.

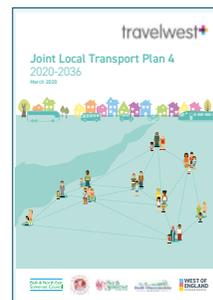
## Regional Economic Recovery Plan



Our recovery plan has been developed by the West of England Recovery Taskforce, set up to drive the region's economic recovery following the impact of Covid-19.

The plan covers the four council areas of the West of England Local Enterprise Partnership area - Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire.

## Joint Local Transport Plan 4



The Joint Local Transport Plan 4 (JLTP4) – led by the West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils – sets out the vision for transport up to 2036. It shows

how we will aim to achieve a well-connected sustainable transport network that works for residents across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.

Our Joint Local Transport Plan aims to ensure that transport is carbon neutral by 2030. To encourage people to move away from cars, we will need to provide transformational alternatives such as a new mass transit network and promote and transform cleaner and greener and sustainable forms of transport – cycling, walking and public transport.

## Local Cycling and Walking Infrastructure Plan



The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant first step towards transforming active travel in the region. The plan proposes capital investment of £411m by 2036 and is the result of a collaborative effort

between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The LCWIP proposes improvements to the walking environment focussing on 30 local high streets (totalling £105 million), as well as improvements along 55 continuous cycle routes (totalling £306 million), with the aim of providing high quality infrastructure to support our transition to a region where walking and cycling

are the preferred choice for shorter trips and to access public transport.

During the Covid-19 pandemic, through the use of the Emergency Active Travel Fund, local councils have been working with WECA to rapidly plan and implement measures such as widening pavements and installing pop up cycle lanes to help people travel safely while social distancing is required. An Active Travel campaign has encouraged more people to walk and cycle and directed residents to tips and support.

### Bus strategy



Before the Covid-19 lockdown, our region had seen significant growth in bus usage from 2012 onwards.

The West of England Bus Strategy was adopted in June 2020, and outlines a shift in road space allocation towards

bus services, and improvements to service interchanges.

Funding has also been allocated to improve bus infrastructure along key corridors to reduce car dependency and carbon emissions. The strategy includes a target to double bus passenger journeys by 2036 and this target remains

unchanged pending a bus strategy review by the end of 2021.

WECA investment fund allocations have been identified to progress the bus infrastructure, Park and Rides and associated changes to walking and cycling infrastructure.

### 10 Year Rail Delivery Plan



The joint Network Rail and WECA 10 Year Rail Delivery Plan aims to enhance local rail services, providing people with better access to jobs and services. The aim is for 'turn up and go', fast and frequent, clean and carbon neutral trains, with services

from stations that are step-free. The Henbury and Portishead lines will be reopened, new stations opened and there will be more frequent services to Bath, Westbury, Yate and Gloucester.

It will restore confidence in the rail network following Covid-19, assist economic recovery, rebuild passenger numbers, increase freight carried by rail and support the West of England's key growth locations for housing and jobs.

# Infrastructure Delivery Programme

	2020			2021				2022				2023				2024				2025					
BUS PROGRAMME	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
A38 North Corridor							OBC				FBC	CONSTRUCTION													
Bristol City Centre Corridor								OBC							FBC	CONSTRUCTION									
A4174/A432 Corridor							OBC				FBC	CONSTRUCTION													
A37 South/A367 Corridor							SOBC				OBC				FBC	CONSTRUCTION									
A37/A4018 Corridor							OBC				FBC	CONSTRUCTION													
Yate Park & Ride			FBC	CONSTRUCTION																					
Cribbs Patchway metrobus	CONSTRUCTION																								
Metrobus Consolidation								OBC				FBC	CONSTRUCTION												
<b>RAIL PROGRAMME</b>																									
Portway				CONSTRUCTION																					
Charfield	SOBC			OBC																					
MetroWest Phase 1a - Severn Beach & Westbury				CONSTRUCTION																					
MetroWest Phase 1b - Portishead										CONSTRUCTION															
MetroWest Phase 2 - Henbury, Yate & Gloucester									CONSTRUCTION																
<b>WALKING &amp; CYCLING PROGRAMME</b>																									
Walking & Cycling				OBC																					
<b>MASS TRANSIT PROGRAMME</b>																									
Bristol and Bath A4				SOBC				OBC				FBC				CONSTRUCTION									
Mass Transit				SOBC				OBC								FBC									
<b>DIGITAL &amp; ALTERNATIVE TRAVEL</b>																									
Future Transport Zones								OPERATIONAL TRIALS																	
E-Scooters				E SCOOTER TRIAL																					

OBC - Outline Business Case SOBC - Strategic Outline Business Case FBC - Full Business Case

 Programme duration
  Programme milestone

## Investing in and improving key routes

WECA is planning to introduce significant improvements to key transport routes, making it easier to connect people sustainably to jobs and leisure opportunities and supporting economic recovery and growth.

To encourage people to drive less and only use cars when essential requires significant investment in walking, cycling and bus infrastructure and crucially integrating non-car modes to enable end to end sustainable journeys to be made. To achieve this we have allocated £123m to improving our busiest sustainable routes.

This includes measures to prioritise buses on congested routes, walking and cycling routes and improved connections with Park & Rides and rail stations. Investing in Park & Rides will help reduce the volume of traffic travelling into our city centres.

A new Park & Ride at Yate is planned to open in 2021 and will help reduce traffic levels along the congested A432 Badminton Road, improve air quality and offer people who travel into Bristol an alternative to the car.



## Sustainable transport corridors

To maximise the benefits for the travelling public from the overall delivery programme, we are taking a design approach to consider many modes of travel within each project, integrating sustainable travel routes and creating a real alternative to private car journeys along the main movement corridors in the West of England whether it is a bus, rail, walking and cycling project and more recently e-scooters.

This ranges from simple low cost solutions of bike racks at rail stations, bus stops and Park and Ride sites to major projects such as

Cribbs Patchway Metrobus Extension where a new multi-modal corridor has been created with new walking, cycling and bus routes, upgrading what was previously a constrained car dominated road. Taking this approach that maximises the sum of the parts of the Transport Delivery Plan through the next 5 years and beyond will help to deliver our transport vision and meet the challenges of climate change and congestion. This principle is being used in the early scheme appraisal work for the Bus Infrastructure Programme, mass transit and the next phase of rail schemes in the 10 year Rail Delivery Plan.

## Projects in delivery – Bus and rail programmes

### Bus infrastructure and strategy

Delivery Date:  
**March 2022 to March 2025**

The West of England Bus Strategy has been prepared by the West of England Combined Authority, working with its constituent councils of Bath & North East Somerset, Bristol and South Gloucestershire, as well as neighbouring North Somerset Council. It looks at how improvements to bus services can help us to tackle traffic congestion and reduce carbon emissions at a regional level.

The Bus Strategy is one of three interlinked programmes which support the delivery of bus services within the region: Bus Strategy; Bus Infrastructure delivery including Metrobus Consolidation and Strategic Park & Ride projects; and Integrated Ticketing. All three projects are progressing in parallel to deliver in Phase 1 corridor improvements on the A4018/A37 (First Route 2, and Bristol City Centre), A4 Bath Road, A38 (North) and the Ring Road / Route to Yate and in Phase 2 improvements to A38 (South), A4 (Portway) – inc. Hotwells Road, Bristol City Centre, Bristol citywide bus stop upgrades and Bath Park & Ride.

### MetroWest

Delivery Date:  
**2021 to 2024**

MetroWest is a significant rail infrastructure programme that will dramatically increase rail travel in the region, connect more people to the rail network and improve air quality.

MetroWest Phase 1a & 1b  
Portishead Line and Severn Beach and Westbury lines – Reopen the Portishead line with new stations at Portishead and Pill, hourly services on the Severn Beach line with half hourly services to Avonmouth from Temple Meads, and improved services to Westbury via Bath.

MetroWest Phase 2 - Half hourly train services to Gloucester and hourly services on a reopened Henbury Line with new stations at Henbury, North Filton and Ashley Down.



## Projects in delivery – Walking and cycling schemes

### Weston-super-Mare – Clevedon cycleway

Delivery Date: **2021**

Part of the North Somerset Coastal Towns Cycle Route, the Weston-super-Mare to Clevedon cycleway is the missing link that will bring new opportunities for leisure and exercise for residents and visitors. A new bridge at Tutshill will cross the Congresbury Yeo and Oldbridge rivers.

The scheme has received £1.3M funding from Highways England and almost £640K from the European Union's Rural Growth Fund.

### Walking and cycling

Delivery Date: **2023**

The West of England Combined Authority is currently establishing a five-year infrastructure delivery plan which will incorporate Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes.

The delivery of bus infrastructure through the West of England Bus Strategy is providing opportunities to fund and co-deliver walking and cycling improvements, improving sustainable transport options to help us meet the ambitious targets set out in the JLTP4.

The West of England's two city centres (Bath and Bristol) have received significant investment to upgrade pedestrian infrastructure, and strategies are being developed to continue this delivery as part of this work.



## Projects in delivery – Mass Transit and Future Transport Zone

### Mass Transit

Delivery Date: **tbc**

The West of England Combined Authority is leading on work to assess a new and ambitious mass transit system that will revolutionise the way we move people around the West of England, dramatically improving congestion and air quality with reducing carbon emissions.

A variety of transport options are being assessed to understand which technologies might work best for the region. Route options will be developed across Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire that have the potential to connect the highest volumes of people, city and town centres and employment hubs.

### Future Transport Zone

Delivery Date: **May 2024**

WECA's Future Transport Zone (FTZ) aims to improve access to public transport by local communities through trialling innovative new transport technologies.

A Future Transport Living Lab will work with local communities, stakeholders and innovators to co- design, trial, demonstrate and find solutions to overcome mobility challenges, make better use of our transport network and support our air quality and climate change initiatives.

We aim to do this by:

1. Building a data hub and mobility stations to improve physical and digital connectivity;
2. Developing a Mobility as a Service Platform and trialling the use of mobility credits for improving access to employment; and
3. Trialling new mobility services, including dynamic demand responsive travel and supporting the use of more sustainable travel solutions.

## Future Transport Zone

Our region has been selected as one of only three Future Transport Zones in the UK. WECA is leading a £28m package of transport improvements that will put our region at the cutting edge of the world transport revolution, helping to cut congestion and improve our air quality.

The Future Transport Zone (FTZ) will trial globally significant transport innovations to ensure our residents can readily access clean public transport choices through a more integrated transport system. Our Transport Living Lab will bring people together to co-create our future transport solutions within the community, targeting disadvantaged areas to improve access to employment and training opportunities.



### Future Transport Zone goals

1. Improve access to public transport to reduce the reliance on cars
2. Enable better public transport planning by using data to improve decision-making
3. Operate transport more efficiently by responding in real-time to demand and disruption
4. Improve access to employment through sustainable transport
5. Trial emerging transport technology and emerging ways of travelling.