

West Wilts and Bath metro

Local rail to connect people and places in a fast-growing area.



Jenny Raggett
Director, Transport for New
Homes CIC



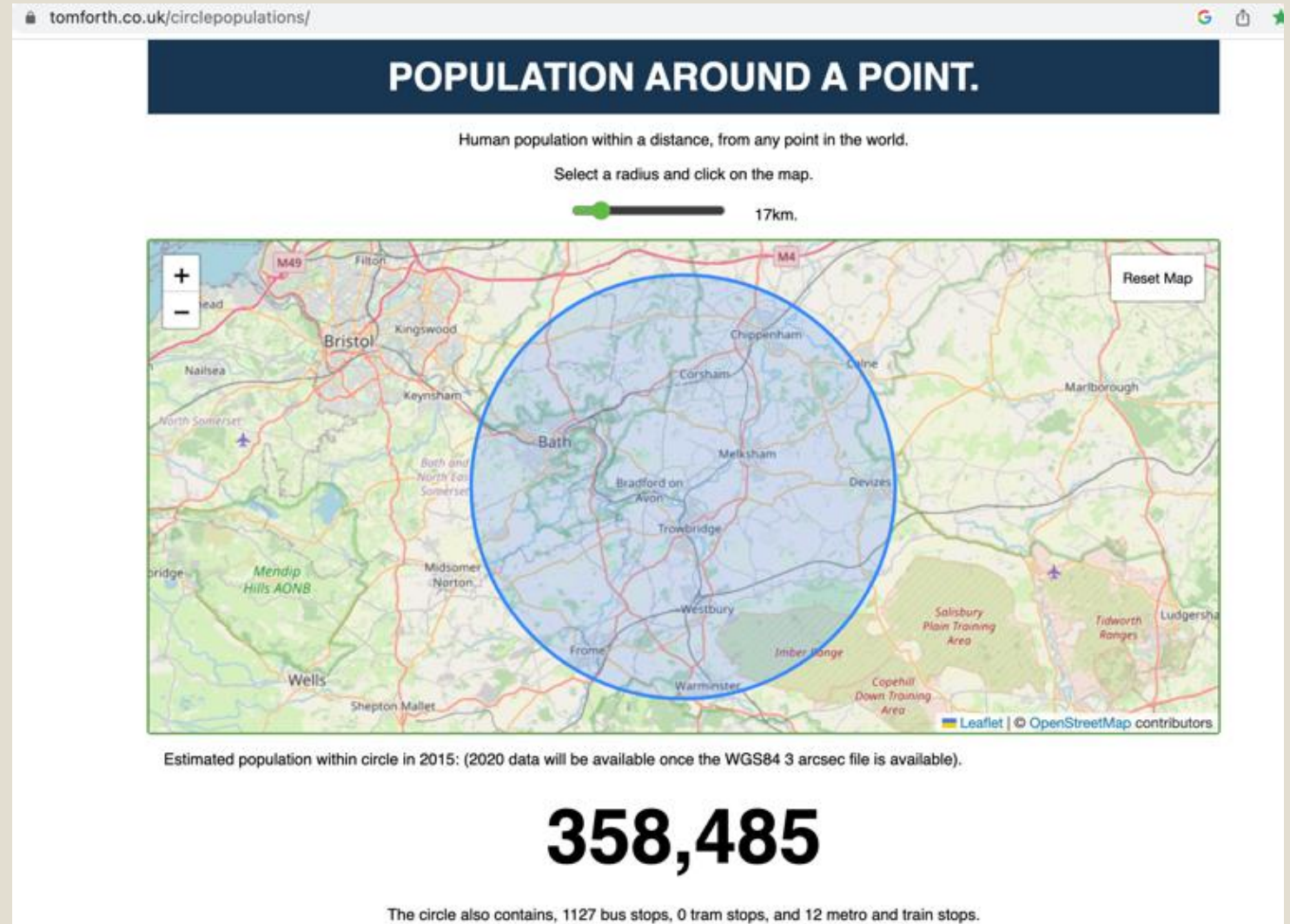
Transport for New Homes

- Formed in 2017 to highlight the importance of planning new homes around sustainable transport.
- Research involves real life visits to large-scale development, including those in other European countries.
- Large photographic record of what we have found on visits, and data on transport matters.
- Review Local Plans, planning applications, transport assessments and masterplans.

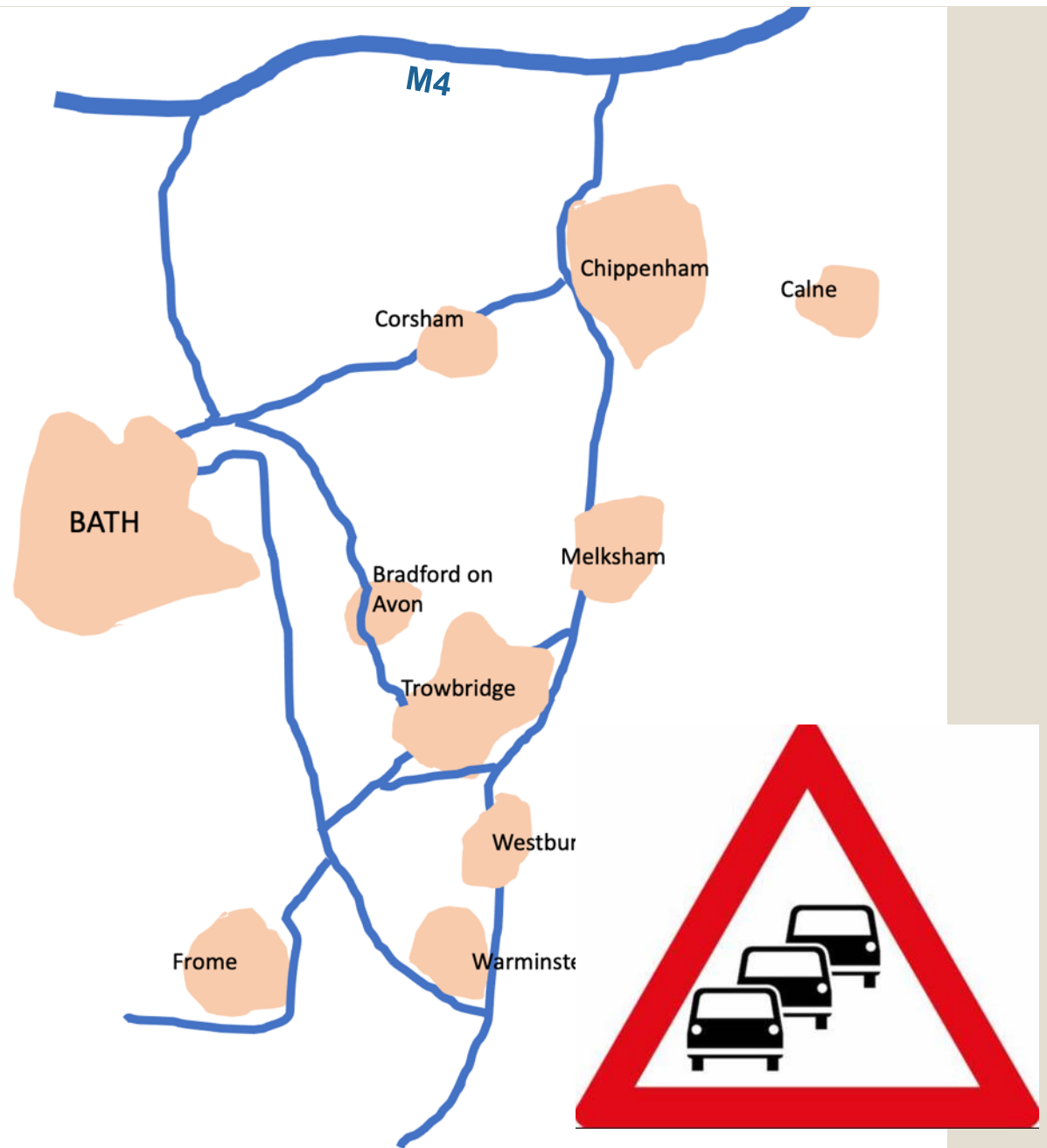


This metro would be for a population similar to that of a city

350,000 people live in the Bath - Western Wiltshire - Frome area. This is equivalent to a city population. The whole area needs to be well connected with an integrated transport system.

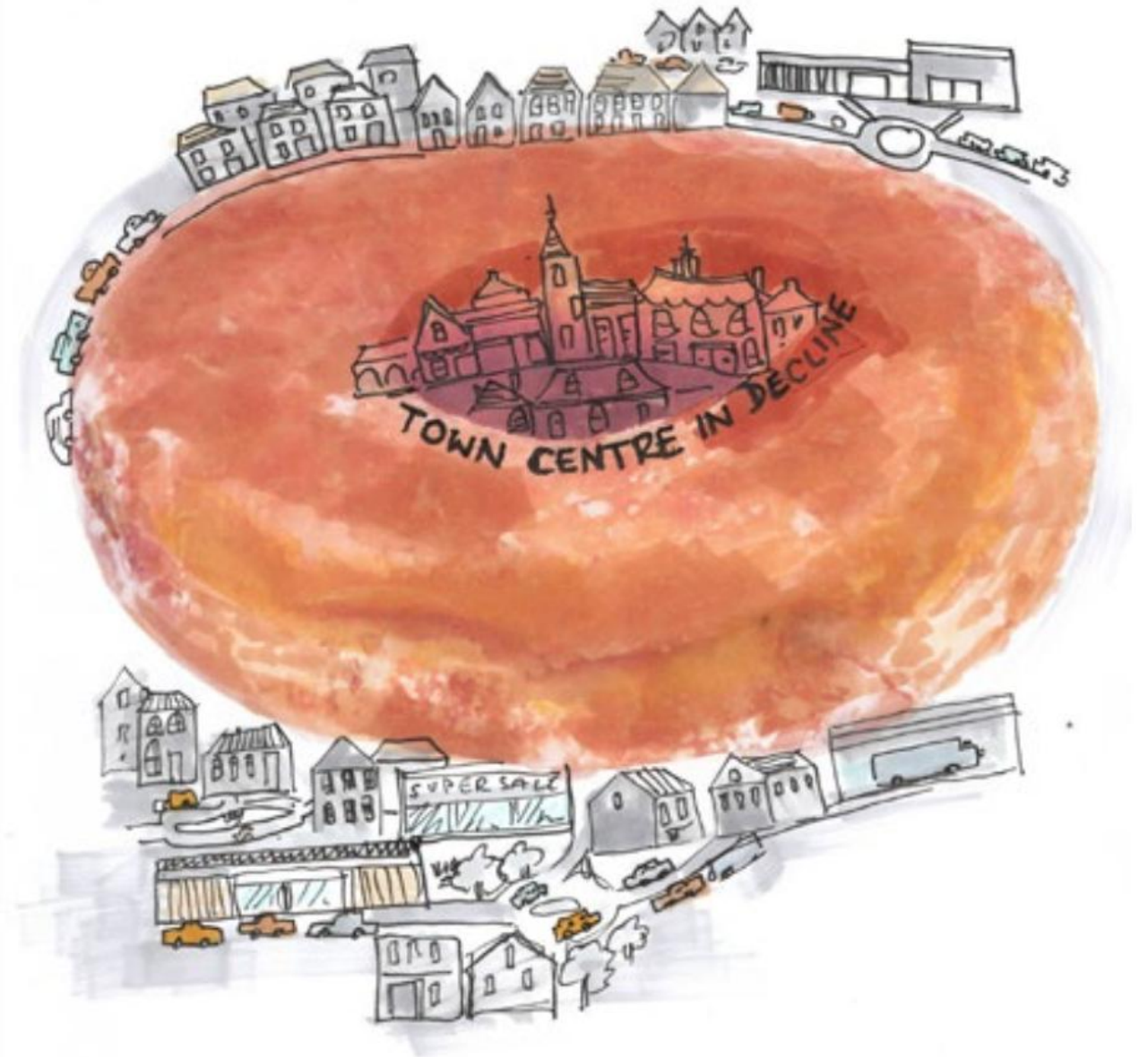


For the majority of people in the area, getting about means driving. Public transport in the this fast-expanding part of the country is often infrequent, unreliable and takes a long time. If you can't drive you are at a disadvantage and your options limited. But even if you do drive, there is the problem of **mounting traffic**. Bath is trying to reduce traffic entering the city.



And there is also the increasing 'doughnut' effect

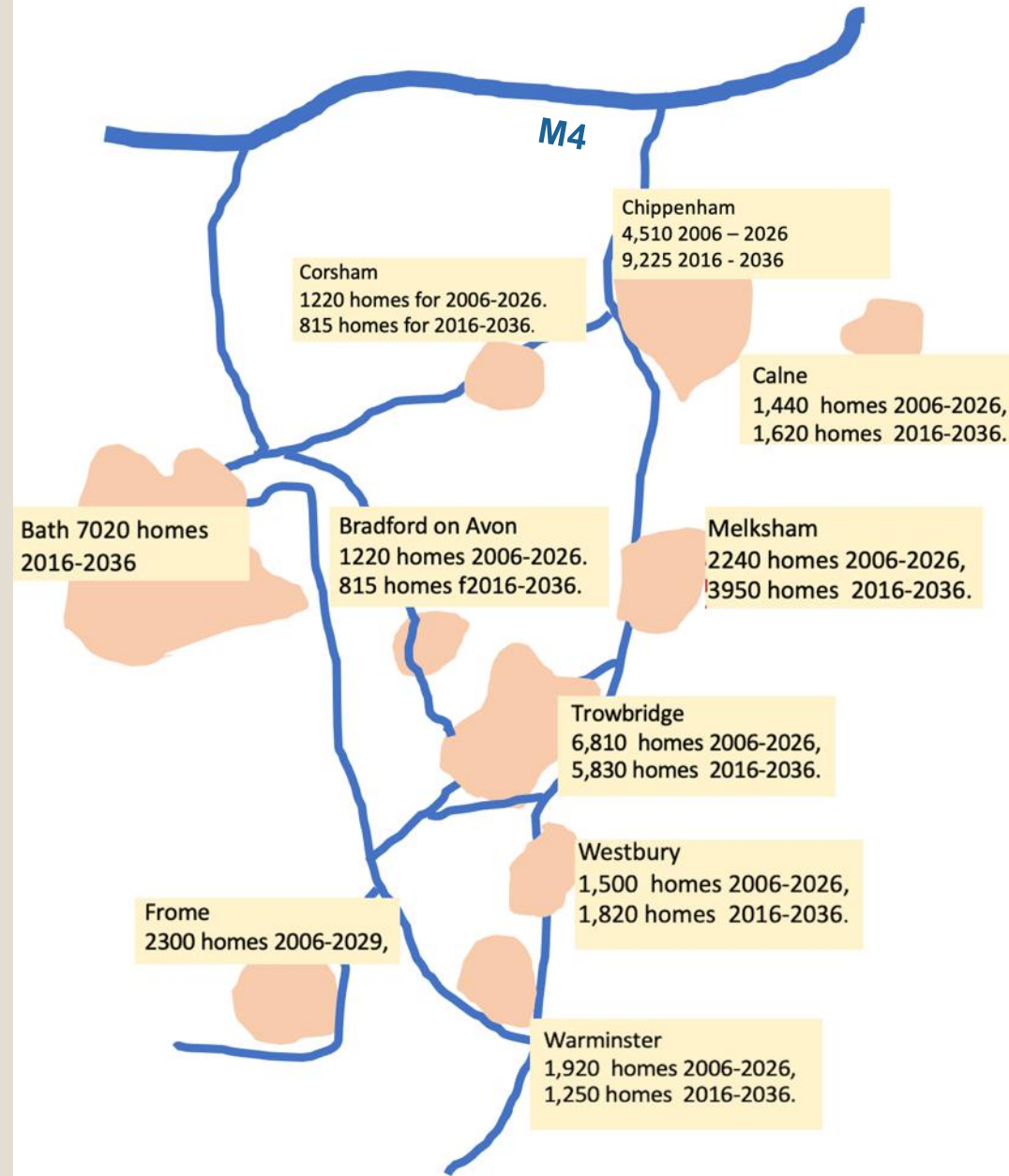
As an area moves to a car-based life style, all kinds of destinations move out of town to where parking is free and where land has been opened up by new roads. Local traffic interferes with long distance Town centres become depleted. Car-based sprawl results, and 'tarmac' housing estates appear.



Housing growth

Meanwhile the number of people moving to the Western Wiltshire/ Bath/Mendip area is growing fast.

The figures opposite are from current and past Local Plans and show the number of new homes.



And higher numbers of new homes are on the way.



The new targets generated by the new government 'algorithm' mean:

Somerset goes up from 2,669 to a target of **3,891 homes per annum**

Wiltshire up from 1,917 to **3,476 homes per annum**

Dorset up from 1,788 to **3,230**

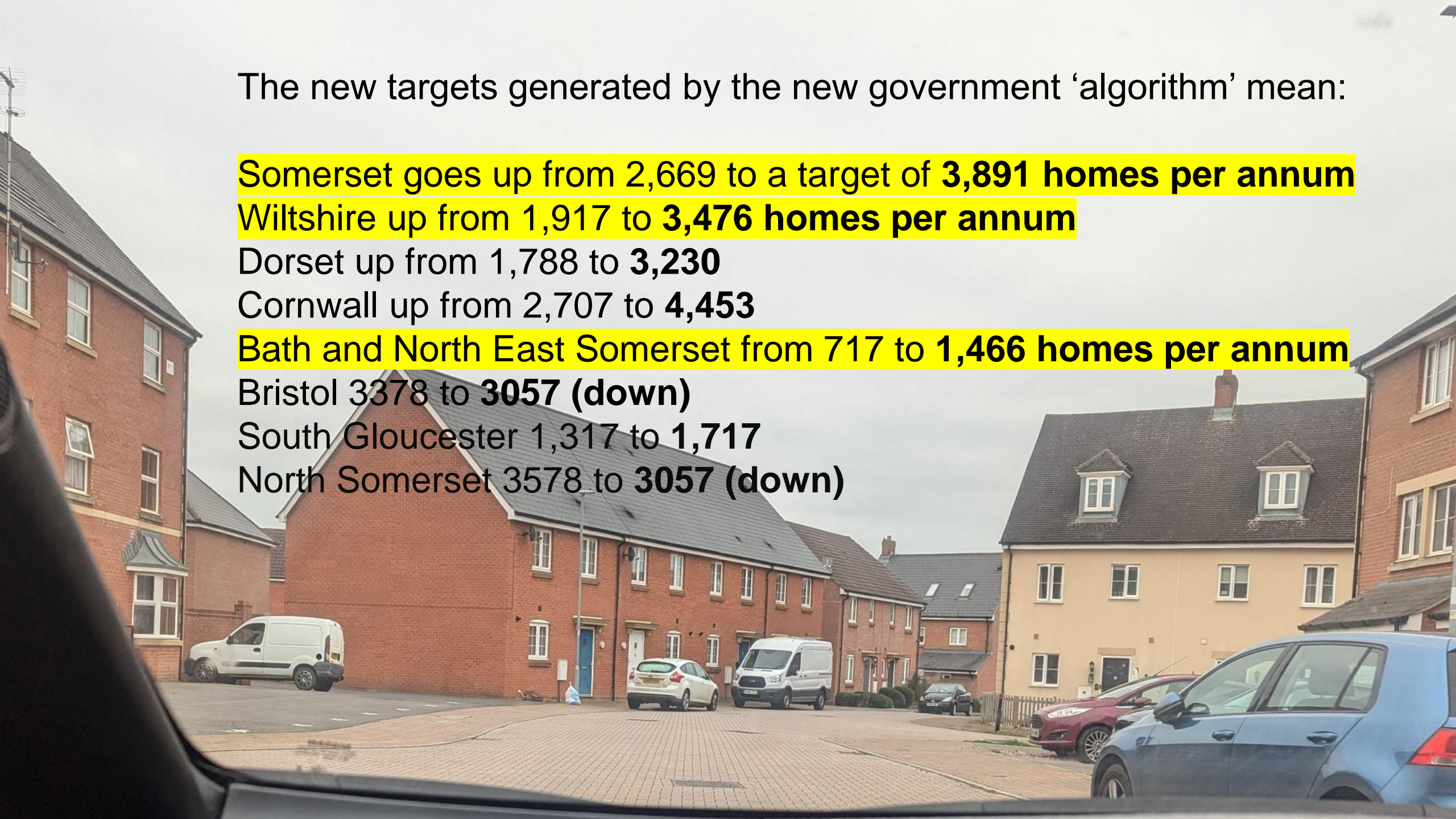
Cornwall up from 2,707 to **4,453**

Bath and North East Somerset from 717 to **1,466 homes per annum**

Bristol 3378 to **3057 (down)**

South Gloucester 1,317 to **1,717**

North Somerset 3578 to **3057 (down)**

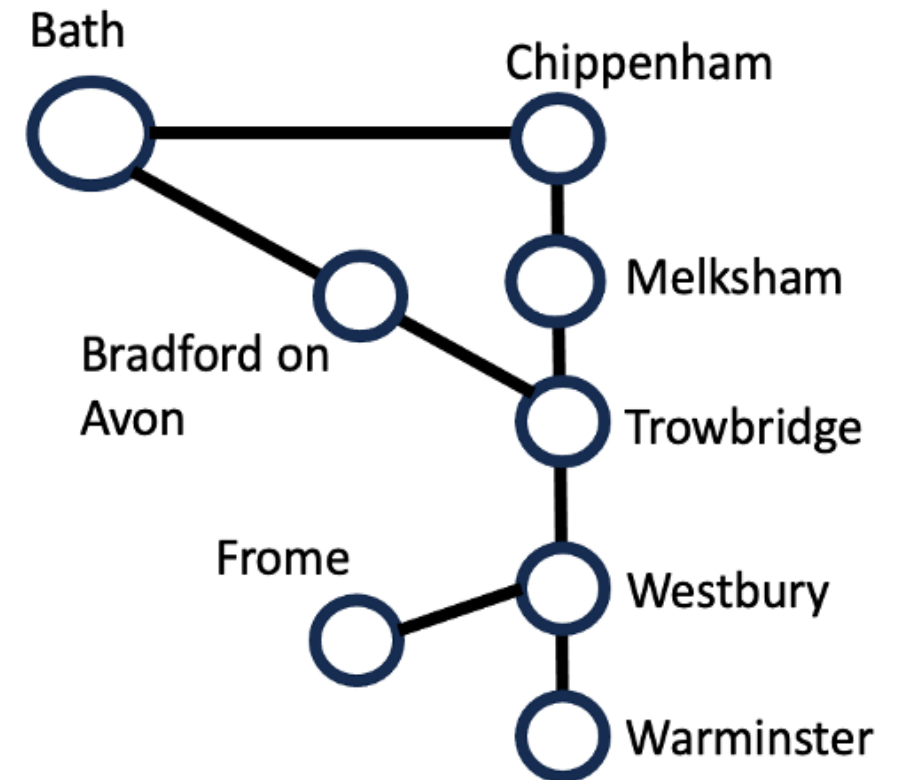


With so much house-building, the risk is that traffic and car-dependency will get worse, unless we plan differently.



This is why we think that a Metro for the area is essential.

Local Plans for Wiltshire, Somerset and Bath and NE Somerset are being prepared/ and/ or revised to accommodate the new housing targets. Now is the time to think of including the Metro as a central feature in planning for the future, working cross-boundary, and planning and consulting with communities on where and what should and could be built.



People will say a metro is just not possible and too expensive.
But we need to start now for the future.

- Other parts of the country are thinking about metros or light rail and tram systems.
- The price to pay for *not* improving rail is high – more traffic, more car-dependency, more spend on extra road capacity and more sprawl. We risk blocking local economic growth.
- New local railway services and stations recently opened out-perform expectations Eg the Dartmoor Line and Northumberland Line have far exceeded their original forecasts.
- Northumberland Line used land value uplift resulting from new rail services to successfully fund stations – could we do this too?



Celebrations in Okehampton as more than 550,000 journeys made in first two years of Dartmoor Line reopening



A Metro can be built, and it would popular. We hope that this meeting is the first in many step to getting a metro for the Western Wiltshire – Bath – Mendip area actually delivered.

Finally, a real transport project for councilors and officers alike to deliver and embed into Local Plans.

But let's now hear from the rail industry and how it can be done.



TRANSPORT FOR NEW HOMES