

Bristol Transport Strategy Summary Document

Introduction

Bristol City Council has produced a draft Bristol Transport Strategy document.

The Strategy fills a gap in transport policy for Bristol. We have the Joint Local Transport Plan that covers the whole of the West of England region, including Bristol. We also have individual strategies relating to transport, such as walking and cycling strategies. We currently do not have a strategy that links the wider West of England transport plan with the individual focussed strategies in Bristol. The draft Bristol Transport Strategy fills this gap.

We realise the draft Strategy is complex. This summary provides information on the vision and objectives of the document. We recommend reading the Bristol Transport Strategy document in full to find out more about the actions we will take to deliver the vision and objectives of the Strategy.

Challenges

The draft Strategy recognises the following challenges that we face as a city that affect transport:

- *Growth in housing and jobs*- We need to build over 100,000 new homes over the next 20 years in the West of England. This means more people will need to travel around Bristol to get to jobs and every day services. Our roads are already congested, so we need to find better ways to help people get to where they need to go as the number of people living and working in our city grows.
- *Equality*- Some parts of Bristol are well connected by public transport and others are not. This means that some people can access jobs, training and facilities easily whilst others can't. This is a challenge that we must put right so that everyone in Bristol can access jobs, training and every day facilities.
- *Health*- The air pollution in Bristol is an issue and much of it is caused by fumes from cars, buses and lorries. Also, many people in Bristol are not very physically active in their daily lives, leading to health issues. We can make this better by getting more people to walk or cycle to get active and reduce air pollution.
- *Better places*- We need to make our public spaces better places to spend time. Congested roads can make areas less attractive and less inviting for walking or cycling.
- *Reliable journeys*- It would be useful to know how long our journey will take before we leave our homes or workplaces. Traffic on our roads means that we cannot easily plan how long journeys will take. Buses also get caught up in traffic, leaving people waiting at bus stops for long periods of time.
- *Sustainable growth*- We want the economy of Bristol to grow, so we need transport to help people get to jobs and shops. There is a lot of new technology around, such as phone apps that can help people move around Bristol easier and we need to be able to work with new technologies to bring more options for transport.

Vision

Our vision for Bristol's transport is for people from all areas of the city to be able to access jobs, training, education and everyday facilities all over the city by many different transport options, such as buses, trains, cycling and walking.

Objectives

The objectives of the Bristol Transport Strategy are to reduce congestion on our roads and address the challenges mentioned above by exploring, enabling and delivering actions with our neighbouring councils and other groups and partners across the city.

Outcomes and actions

The outcomes and actions we want to achieve are put into separate groups. These are:

- *Citywide movement*- This covers all type of journeys and travel across the whole city. We know that everyone has to travel for different reasons to different parts of the city on a daily basis to work, school, health care, leisure, shopping, to visit friends and many other reasons. The outcomes and actions in this group look at the transport network across the whole city.
- *City Centre*- The centre of Bristol is very congested and is where most jobs, shopping and leisure activities are located. The outcomes and actions in this group look at reducing congestion in the centre and improve access by public transport, cycling and walking.
- *Corridors*- These are the main roads that connect neighbourhoods across Bristol with the city centre. These are main roads such as Gloucester Road, Church Road in Redfield, Fishponds Road, Whiteladies Road, Wells Road and Bath Road. Our corridors carry a lot of people into the city centre so the outcomes and actions in this group look at how we can carry more people in a more efficient way without increasing congestion.
- *Local Centres*- These are the local high streets and clusters of shops within our neighbourhoods across the city. They are places where people travel to for everyday shopping, or to meet friends or to catch the bus to other parts of the city. The outcomes and actions in this group look at improving access to these areas for local residents and making sure they are pleasant places to spend time.
- *Neighbourhoods and residential streets*- These are the type of roads that most of the residents of Bristol live. Each area of Bristol has its own identity and different types of streets from old Victorian terraces or wider modern streets. The outcomes and actions for this group focus on improving safety for local people to walk or cycle around their local area to get to local shops and facilities or catch the bus or train to other parts of Bristol.

Outcomes and actions in more detail

City wide movement- Across Bristol we need to make changes to help people travel around and reduce congestion. Sometimes it is easy to think that we can do this by building more roads. But this won't solve the problem, as there we don't have the space to do this all over Bristol. This means that there will always be a 'bottleneck' somewhere where cars, vans, buses and lorries will have to squeeze into spaces where there is not space to build new roads. Also, building more roads won't

help us solve our challenges of reducing air pollution, or helping to connect people from all areas of the city to jobs if they don't have a car, or to help us be able to plan our journey times better.

The strategy for improving movement across the city is to:

Manage the demand on the network to ease congestion- this means reducing travel by car and getting onto buses, trains, bikes or walking for those that can make a change. We appreciate that not everyone can travel by foot, bike or public transport, so for those where a car or taxi is the only realistic option, reducing congestion will enable these journeys to be more reliable.

Enable people and goods to travel into and through the city more efficiently- congestion is caused by large numbers of individual vehicles on our roads. The space taken up by 50 cars each carrying one person is much bigger than 1 bus carrying 50 people. 50 people on bikes also take up less space than 50 people in cars. We can reduce the number of vehicles on the road and tackle congestion by getting more people to travel by public transport, by bike or on foot. We can also improve how parcels and deliveries are moved around the city by looking to group deliveries together on fewer vehicles.

Make space and improve safety for movement by sustainable modes- this means that when we tackle congestion by getting people out of cars and onto public transport, cycling and walking, we can change how the space on roads is used. We will be able to speed up public transport by putting in bus lanes and make cycling safer by putting in cycle lanes to encourage more people to use public transport and cycle.

Encourage the use of sustainable modes and embed a sustainable transport ethos to achieve our vision- this means that once people try travelling by public transport, cycling and walking they can help us spread the message that using these modes of transport will help us as a city achieve our vision to make sure everyone in Bristol can get where they need to go easily.

The outcomes we want to achieve for **citywide movement** are:

Outcome 1: Efficient movement of traffic around the city, with increased resilience of the network and minimised impacts of congestion and air pollution.

This means that we want to see people easily being able to make their journeys to where they need to go. Congestion means that we cannot easily plan how long our journeys will take either by car or on public transport so we want to change this. When there is a major event or a traffic crash, the transport network grinds to a halt so we want to make sure that this does not happen in future and have lots of options available to people to make their journeys reliably. By tackling congestion and

Street Space



improving the flow of traffic we will also see improvements to air pollution levels. We will work with our West of England partners to look into ways to manage the transport network across the region to help achieve this outcome.

Outcome 2: On and off street parking managed efficiently to encourage use of sustainable transport and tackle congestion, while providing options that support the city's 24 hour economy.

This means that we will look into the amount of parking on the street and in car parks. If there is a lot of parking available, more people might think about driving into the city which adds to congestion at the busiest times during the day. We will also look at the price of parking as a way to get people to leave their cars at home and travel to the busiest areas by other modes. On the other hand, we want to attract people to the city centre during evenings to support the restaurants and leisure facilities and make sure that parking is available for these visits when congestion has died down from the daytime. A parking strategy for Bristol is proposed for 2019 that will go into more detail on these points.

Outcome 3: Reduced excess lorry and van travel in the city (especially during peak hours), working with industry to find cleaner alternative for the movement of goods.

Online shopping is increasing and there are more deliveries being made to homes around the city. Businesses also need to receive deliveries throughout the day and night. Lorries and vans can be some of the most polluting vehicles on our roads so we want to work with delivery companies and suppliers to fill up vans and lorries with more goods so there are fewer vehicles on the roads that are half full. We also want to work with organisations to help delivery companies and suppliers to use electric vehicles to help reduce air pollution.

Outcome 4: Public transport will be visibly integrated, convenient and reliable to enable people to move around the city in a more efficient way.

Buses and trains carry more people than cars. Much more space is taken up on our roads by 50 cars than it is for 1 bus carrying 50 people. But in order to encourage people to make a change from their cars to public transport it needs to go where people want to go and turn up on time. We will work with public transport operators to create a bus and rail network that connects people across the city. We are currently writing, with our West of England colleagues, a bus strategy for the region, which will address these points in more detail.

Outcome 5: Walking to be safe, pleasant, accessible and the first choice for local journeys and combined with public transport for longer journeys.

We want to make walking safe and attractive to connect people from their homes to local facilities and to public transport stops to connect to points across the city and beyond. Walking can feel unsafe if routes are not well lit or overlooked, or it can be unpleasant if a route is next to busy roads so we need to improve this. We are currently writing a plan with our West of England colleagues that sets out a walking network to make improvements across the region. We also plan to create a walking strategy for Bristol that contains more detail on this.

Outcome 6: Cycling to be safe, simple, accessible and convenient, either as an option for the whole journey or as part of a journey combined with public transport.

We want to create safe cycling paths and lanes that everyone feels safe to cycle around the city. We want people of all ages and abilities to feel confident to be able to cycle to where they need to be across the city. We want people to be able to cycle to bus stops or rail stations and park their bikes safely and securely to get on the bus or train to connect to places that may be too far to cycle. We are currently writing a plan with our West of England colleagues that sets out a cycling network to make improvements across the region. We also plan to create a cycling strategy for Bristol that contains more detail on this.

Outcome 7: A resilient, safe and well-maintained network to enable continuous movement of people and goods, using smart technologies.

This means that we will keep track of the state of our roads and transport network to make sure they are well maintained. We will also seek to make our roads safer by improving road layouts and reducing speed to help reduce danger to other people on the road, such as pedestrians and cyclists.

Outcome 8: More people making sustainable and healthy transport choices by improving engagement with communities, schools and businesses.

This means we will continue working with people in our communities, schools and businesses to help people to plan their journeys by public transport, cycling or walking. We want to make sure people are more active in their daily lives to improve health, which can be achieved through more walking and cycling. We want to make sure we promote new technologies such as smart phone apps to help people travel around the city as easily as possible.

Outcome 9: New developments to be innovative in their approach to prioritise sustainable transport options and address the impact on the existing network.

This means that we will work closely with developers to make sure that any new homes or other developments are well connected to where people want to go by public transport, cycling and walking. We want to make sure that new homes and other developments do not need people to rely on cars as the only option to get around the city, as not everyone has access to cars and more cars in the city means more congestion.

The outcome we want to achieve for the **city centre** is:

Outcome 10: A city centre that is accessible by active and sustainable transport and attractive to live, work and visit, enhancing its status as the foremost shopping and cultural centre in the South West.

This means that we want to continue to make Bristol city centre a place that people visit and spend time, as well as a place for people to want to work, live, study and volunteer. We want to improve connections to the city centre by public transport, cycling and walking from all areas of the city. We will be publishing a plan for the city centre in 2019 that will go into more detail to achieve this outcome.

The outcome we want to achieve for our transport **corridors** is:

Outcome 11: More efficient transport corridors to move the largest number of people in the space available.

Our transport corridors are the main roads that connect neighbourhoods to the city centre. Many people travel along them every day in cars, vans, buses, on bikes and on foot. They are often very congested. We need to make movement of people along these corridors easier by looking at ways to carry lots of people in a way that takes up less space on the roads as there is no extra space available to make roads wider. This could mean looking at public transport options that go underground to allow corridors on the ground to be improved for safe walking and cycling.

The outcomes we want to achieve for our **local centres** are:

Outcome 12: Supported and enhanced local centres and high streets, recognising that they provide key services and facilities, and can also be transport corridors and destination points for visitors.

This means that we want to make sure that people can easily get to their local shopping areas by walking or cycling. We also want to make sure that local centres are well served by public transport so that people can access all parts of the city from their local centres. Places like Gloucester Road, North Street and Fishponds Road are popular places for shopping and leisure so they need to be well connected for people to visit from all over the city.

Outcome 13: Reduced impact of motorised traffic on local centres, creating better public spaces that are more accessible by walking, cycling and reliable public transport.

Because many of our local shopping centres are located on main roads, constant traffic can make these areas noisy, polluted and unsafe for walking and cycling. We want to reduce the effects of lots of traffic and make local centres attractive places to spend time. We will do this by improving road layouts to make it more attractive to walk cycle and use public transport.

The outcomes we want to achieve for our **neighbourhoods and residential streets** are:

Outcome 14: Key facilities and services increasingly accessible to all citizens without the need to rely on a car.

People living in all parts of Bristol should be able to access every day services and facilities without having to rely on a car to get around. We want people to be able to feel safe to walk or cycle in their local neighbourhood to get to where they need to be. For any new housing developments, as well as for existing housing, we will make sure that local facilities are easy to get to and public transport connects people from their neighbourhood to other parts of the city.

Outcome 15: Safer places to live by working with citizens to design and deliver measures to improve movement and liveability in our neighbourhoods.

Our citizens know their local areas well, so it is important that we work closely with our citizens to improve roads in our neighbourhoods to encourage people to walk and cycle more. We want to allow our citizens to be able to report transport issues easier so that we can work together to make our neighbourhoods great places to live.

Funding

The measures proposed in this strategy are ambitious and could transform the way we travel in the Bristol. Some of the projects will be expensive, for instance an underground metro, but if it is feasible it could change transport for the whole city. We already receive funding through various sources, such as from Central Government through bids and allocated funding, from devolved funding through the West of England Combined Authority and from new developments, but we need to be able to fund these types of projects in new ways. We are putting forward some options that could help to raise the funding for the projects in the Bristol Transport Strategy. These are:

Workplace parking levies- this is where people are charged to park at their places of work. It could raise funding to pay for big transport projects. It could also encourage people to think about whether they want to drive to work if they have to pay for parking at work, which might lead to some people opting to leave their cars at home, helping to tackle congestion.

Road user charging/congestion charge- this is where drivers would pay to drive into a zone set out in the city. Again, it could raise funding to pay for big transport projects as well as encouraging people to this about using a different mode of transport than the car to help tackle congestion. Of course, if everyone opts to make a change to public transport, walking or cycling, then funds generated through a congestion charge will be lower, but it will mean that we are achieving our aim to reduce congestion and getting the city moving in a healthy and sustainable way. Additionally, if more people are opting to use public transport to avoid a congestion charge, more fares will be paid that can then be reinvested into public transport options.

Council tax increase- this means raising council tax prices for residents in Bristol to help raise funds to pay for big transport projects. However, unless council tax is raised by a lot, it is unlikely on its own to raise enough funds for big transport projects.

Business rate increase- this means raising rates that businesses pay to the council to help raise funds to pay for big transport projects. However, as like the council tax increase, it is unlikely on its own to raise enough funds for big transport projects.

Implementing the Strategy

In the full document, we have set out who we will need to work with to help us deliver the projects and actions of the Bristol Transport Strategy. We have also set out approximate timescales for delivery of each of the outcomes.

Measuring success

We will measure how well we are doing in achieving the objectives of the Bristol Transport Strategy using many different sources of information, which are listed in full in the document. We will report our progress after the first five years of the Strategy on the Bristol City Council website.