

1.5	Requests for access/exemption to the bus lanes for electric cars as they are less polluting than buses & taxis	<p>The bus network is an integral part of the city's transport network. Bus lanes assist the efficient movement of people and provide faster, more reliable journey times. Allowing private electric vehicles to enter bus lanes could lengthen bus journey times, deter people from using public transport and cause friction between the two sets of drivers.</p> <p>BCC does not currently allow electric vehicles in any bus lanes/bus gates across the city, however, if this position is reviewed a change may be considered. This would be subject to a Traffic Regulation Order process that would affect all bus lanes/bus gates across the city.</p>
1.6	Requests for access/exemption to the bus lanes for contractors visiting residents' in the area Having to use the alternative routes adds considerable journey time and the bus lanes make it difficult to access nearby properties.	<p>There is nowhere within the surrounding scheme areas that will be inaccessible as a result of the Bus Lanes being put in place, only that alternative routes may be potentially required for particular journeys. Any allowances made for specific vehicles to use the Bus Lanes, over and above what has been advertised, will only serve to dilute the principal aims of the project, as stated in Appendix 1, background information.</p> <p>There are a few premises situated/addressed adjacent to some of the bus lanes, most of which have alternative access or can be accessed nearby, without having to enter the bus lanes themselves. There are existing double yellow lines and 24 hour no loading/unloading within the lengths of bus lanes, hence access to these premises would have been restricted prior to the bus lanes being introduced. If access and loading/unloading becomes an issue with any of these premises, BCC transport engagement team will liaise/have been liaising with those business owners direct to find a solution. There are no formal objections from owners of premises situated/addressed adjacent to the bus lanes.</p>
1.7	Requests for access/exemption to the bus lanes for Waste Vehicles (HGVs) The new bus gates have resulted in longer detours to service customers in the City Centre area, adding to local emissions.	<p>HGVs have authorised access over bus lane 5 (Baldwin Street/Bristol Bridge/Victoria Street) only. This is to combat issues with Redcliffe Way (Bascule Bridge) being an alternative route, but having a weight limit on it.</p> <p>There is nowhere within the surrounding scheme areas that will be inaccessible as a result of the Bus Lanes being put in place, only that alternative routes may be potentially required for particular journeys. Any allowances made for specific vehicles to use the Bus Lanes, over and above what has been advertised, will only serve to dilute the principal aims of the project, as stated in Appendix 1, background information.</p> <p>There are a few premises situated/addressed adjacent to some of the bus lanes, most of which have alternative access or can be accessed nearby, without having to enter the bus lanes themselves. There are existing double yellow lines and 24 hour no loading/unloading within the lengths of bus lanes, hence access to these premises would have been restricted prior to the bus lanes being introduced. If access and loading/unloading becomes an issue with any of these premises, BCC transport engagement team will liaise/have been liaising with those business owners direct to find a solution. There are no formal objections from owners of premises situated/addressed adjacent to the bus lanes.</p>
1.8	Lack of vehicular access for local businesses, workplaces and residents' - particularly in relation to Baldwin Street and the "Old City"	<p>The ETRO seeks to remove through traffic from using key corridors connected to Bristol Bridge by implementing bus lanes that prioritise public transport, taxis, coaches, motorcycles and bicycles whilst prohibiting other general traffic. General traffic will still be able to access everywhere within the scope of the interventions albeit a different access route may be required, that would avoid traversing the Bus Lanes, depending on the start and end point of any particular journey.</p> <p>There are a few premises situated/addressed adjacent to some of the bus lanes, most of which have alternative access or can be accessed nearby, without having to enter the bus lanes themselves. There are existing double yellow lines and 24 hour no loading/unloading within the lengths of bus lanes, hence access to these premises would have been restricted prior to the bus lanes being introduced. If access and loading/unloading becomes an issue with any of these premises, BCC transport engagement team will liaise/have been liaising with those business owners direct to find a solution. There are no formal objections from owners of premises situated/addressed adjacent to the bus lanes.</p> <p>There is a Temporary TRO (TTRO) in place in connection with timed road closures in the "Old City" area. These timed road closures are not part of the bus lanes ETRO and therefore not subject to this particular ETRO consultation.</p>
1.9	The bus lanes make access to the city centre more difficult for people using mobility scooters	<p>Whilst mobility scooters are not permitted in the bus lanes, they are permitted on footways, provided they are travelling at less than 4mph, and therefore their access to the City will not be detrimentally affected by the experimental bus lanes.</p> <p>Gov.uk cite the following rules for Mobility scooters and powered wheelchairs: <i>Driving on footpaths and parking - All mobility scooters and powered wheelchairs can legally travel at a maximum speed of 4mph on footpaths or in pedestrian areas. You cannot drive any type of mobility scooter or powered wheelchair on cycle paths marked 'cycle only'. Class 3 mobility vehicles can be used on roads at a maximum speed of 8mph, but cannot be used in bus lanes or cycle only lanes.</i></p> <p>An Equality Impact Assessment has been carried out and can be seen at Appendix 4 to this report</p>
1.10	HGVs should not be permitted in the bus lanes during commuter times, to improve safety for cyclists and pedestrians	<p>In order that HGV's over 7.5 Tonnes have access to the Welsh Back, The Grove, Prince Street, Marsh Street and Baldwin Street road system it is necessary to provide authorised access and egress in and out of Baldwin Street - Bus Lane 5 (Baldwin Street/Bristol Bridge/Victoria Street). This is due to the weight limit in place on Redcliffe (Bascule) Bridge which is the entry point for the only other alternative route in and out of the Welsh Back, The Grove, Prince Street, Marsh Street and Baldwin Street road system. Time limiting access to HGV's is complex and was not considered for the experiment, however, this is something that may be considered in the future. Traffic volumes in the primary affected corridors have reduced significantly during the experiment affording more road space for cyclists as a consequence (see data analysis report at Appendix 3)</p>

1.11	The bus gates should not force drivers to make illegal u-turns. HGVs should have access over Bristol Bridge from High Street direction, rather than having to do a U-turn	<p>If vehicles find themselves in a position that they need to make a U-turn on approach to the High Street/Bristol Bridge/Baldwin Street (eastern end) bus lanes, this manoeuvre is not illegal as long as it is carried out when safe to do so. There are no "No U-Turn" Traffic Orders/signs on any of the approaches to these bus lanes.</p> <p>There is an 'escape route' at each bus lane the scheme is concerned with. Those escape routes are: St Augustines Parade, The Horsefair, Marsh Street, Queen Charlotte Street, Redcliffe Street and Bridge Street.</p>
1.12	Electric Scooters should be banned	<p>Electric scooters are subject to separate National legislation. Currently, there is a Temporary TRO in place for Bristol, in line with National legislation, allowing official "hire" electric scooters on areas of the highway that pedal cycles are permitted, which includes most bus lanes. Private electric scooters are not permitted in the bus lanes</p>
1.13	Solo motor cycles should not be permitted to use the bus lanes. They are also private and polluting vehicles, so by this argument should be included in the ETRO's restriction of private vehicles. This should include the delivery mopeds that are also having a detrimental affect on road safety and ambience in Bristol.	<p>Solo motor cycles are permitted in the ETRO bus lanes, in common with them being permitted in the majority of bus lanes currently operating in Bristol.</p> <p>Private Solo motorcycles take up less road space than private cars and represent an efficient use of road space that may otherwise be replaced by more private cars. Solo motorcycles are also more fuel efficient than cars and so also help with efforts to curb air pollution. Allowing solo motorcycles to use the bus lanes takes them away from using the general traffic lanes thereby leaving them less prone to congestion.</p>
1.14	It's anti-competative. Taxis are allowed through the the bus lanes and they can deliver/collect parcels, making more money for taxi firms. Taxis should not be permitted	<p>Taxis are permitted in the ETRO bus lanes, in common with them being permitted in the majority of bus lanes currently operating in Bristol.</p> <p>Taxis form part of a multi-modal transport offering within the city that provide a door-to-door service, offered to the public at a mostly local level. Use of this mode results in a redcuton of private car journeys and less requirement for parking provision within the central area that aligns with the principal aims of the project as stated in Appendix 1 Background Information.</p>
2	ALTERNATIVE ROUTE ISSUES	
2.1	<p>The alternative routes are already saturated. This will add to congestion, poor air quality and travel times on those routes. Particularly: Cumberland Basin, Redcliffe area, Coronation Road, Temple Way and the City Centre/Haymarket Roundabout.</p> <p>If an incident or accident occurs on an alternative route it will clogg up the whole City, because there are less escape routes</p>	<p>In order to make public transport, walking and cycling more attractive it is necessary to provide priority access on key routes into the city centre that would otherwise be dominated by general traffic. The project recognises that not all road users can convert to using public transport, walking and cycling as their means to access to the city centre, however, by making it more attractive the conditions for mode switch will be greatly enhanced. The more people who choose to make their journey into the city centre by public transport, walking and cycling, instead of using private vehicles, results in less pressure on the road network. The creation of a sustainable transport corridor makes it possible for greater numbers of people to travel through the corridor than if it was open to general traffic due to the more efficient use of road space associated with travel by bus, walking or cycling. The switch to these modes will reduce the pressure on the surrounding network and by proxy reduce the potential for poor air quality in those areas.</p> <p>From the Data Analysis Report in Appendix 3: "Using the DMC's as our reference point we have established that overall traffic volumes, although down, bear comparison with pre-pandemic levels. Taking this into account and analysing the data we have for the areas where traffic displacement may be of concern (General & Secondary areas), we can see that the alternative routes drivers are using to avoid the project interventions are coping with the extra demand."</p> <p>The aims and principles of these interventions are included in agreed local, regional and national strategies and policies (as listed in Appendix 1, background information). In order to encourage modal shift towards more sustainable transport options that make better use of road space it is necessary to reduce the predominance of private motor vehicle trips through the central areas of the city. It is accepted that there will be an adjustment process needed and given the scope of the interventions this is why the bus lanes have been introduced as an experiment in the first instance to ensure that a period of monitoring and analysis takes place before a decision is take on whether to make the scheme permanent. (data analysis report is documented in Appendix 3). As alternative modes of transport become more attractive it is expected that uptake of these alternatives will translate into lower traffic volumes on the secondary access routes as more journeys are undertaken by alternatives to the private car.</p> <p>There is nowhere within the surrounding scheme areas that will be inaccessible as a result of the Bus Lanes being in place, only that alternative routes may be potentially required for particular journeys.</p> <p>If significant incidents and/or accidents occur on the network, emergency procedures can be implemented to facilitate appropriate diversion routes, which could include use of</p>
2.2	There have been more accidents on Coronation Road since the bus lanes were introduced	<p>Comparing accident data year on year does not necessarily lend itself to straight comparison, however, when looking at the accident data for Coronation Road during the experiment (10 months data capture) and relating this to previous 10 month periods there has not been an increase in accidents on the corridor. (data available on request).</p>
2.3	There is now a long detour to get to the Galleries car park	<p>The Galleries Car Park is still accessible by private vehicle only that depending on where a journey begins a different route may be required to access it. The primary route to access the Galleries Car Park is now via the Old Market roundabout>Lower Castle Street>Broadweir and Newgate. The area is well served by public transport and is also accessible by cycling and walking. The intention of the scheme is to stimulate a switch to these other modes of transport whilst still retaining access to the Galleries car park for those journeys that still need to be made by private car.</p> <p>BCC project managers have been in consultation with representatives of the Galleries car park and mitigation measures have been actioned</p>

2.4	Access from the south and south east of the city, either to the central area, or passing through, will be greatly affected. The measures cut the City in half and are also detrimental to residents' in the North West of the City.	The interventions do not restrict movement on any of the Main Distributory Routes and access to all areas of the city will still be possible via the Main Distrubutory Routes. The creation of public transport priority corridors will provide quicker access across the city centre via public transport to and from the south and the north of the city, whilst creating improved opportunity to introduce segregated cycleways and improvements for pedestrians. These interventions are supported by local/regional and national strategies (as listed in Appendix 1, background information) that seek to make it more attractive to switch from using the private car to choosing a more sustainable and efficient mode of transport where possible. Bristol is a city with a growing population and limited road space; in order that we can plan for future growth it is imperative that transport journeys are made in the most space efficient way as possible. By utilising more efficient modes of transport it will be possible to get more people in and out of the central area of the city in the most environmentally friendly way whilst still retaining access for private vehicles on the Main Distrubutory routes.
2.5	It will make congestion on match days even worse around Bristol City Football Club	The Bristol Bridge project serves to improve journey times for public transport to key destinations within the city. It is not sustainable to promote travel by private vehicle to large volume audience events as this does not represent an efficient use of the limited road space available on the network. By prioritising alternative modes of transport such as cycling, walking and public transport it will be possible to get more visitors in and out of Ashton Gate than would be possible via greater use of private vehicles. This will serve to provide conditions for mode switch whereby visitors alter their travel behaviour by opting to travel by a more sustainable mode which over time will reduce pressure on the road network around Ashton Gate.
2.6	Getting to the Bristol Royal Infirmary is worse The alternative routes cause more pollution outside the BRI	It is appreciated that many people will need to access the BRI by car. The interventions do not restrict movement on any of the Main Distributory Routes and access to all areas of the city, including the BRI, will still be possible via the Main Distrubutory Routes. Getting to the BRI via public transport or by walking and cycling will be improved. Emergency services are able to use all the bus lanes within the project and so critical services remain unaffected. In a genuine emergency, should a driver receive a Penalty Charge Notice for contravening the restrictions, they can challenge the ticket through the appeals process when evidence of the hospital emergency will be taken into account. During the bus lanes experiment, the Street Space temporary cycle scheme (which also amended the traffic signals at St Michaels Hill) has served to make the corridor operate more efficiently. When analysing the data, during the experiment, for the Upper Maudlin St/Park Row Corridor traffic volumes are significantly lower than pre-pandemic levels for the corridor despite overall traffic volumes for the wider experiment area approaching pre-pandemic levels. Both the temporary cycle scheme and the Bristol Bridge project have been included in the model for the upcoming Bristol Clean Air Zone. The Clean Air Zone is mandatory as ordered by central government and is expected to be implemented during 2021. Following implementation polluting vehicles will be deterred from using Park Row by the scheme . An Equality Impact Assessment has been carried out and can be seen at Appendix 4 to this report
2.7	Getting to Temple Meads Station is worse	The interventions do not restrict movement on any of the Main Distributory Routes and access to all areas of the city will still be possible via the Main Distrubutory Routes. The creation of public transport priority corridors will provide quicker access to the centre and Bristol Temple Meads via public transport whilst creating improved opportunity to introduce segregated cycleways and improvements for pedestrians. These interventions are supported by our strategies (as listed in the Appendix 1, background information) that seek to make it more attractive to switch from using the private car to choosing a more sustainable and efficient mode of transport where possible. Bristol is a city with a growing population and limited road space; in order that we can plan for future growth it is imperative that transport journeys are made in the most space efficient way as possible. By utilising more efficient modes of transport it will be possible to get more people in and out of the central area of the city in the most environmentally friendly way whilst still retaining access for private vehicles on the Main Distrubutory routes. The road layout around Temple Way, including the banned right turn into Temple Meads Station main entrance, was in effect prior to this ETRO being made and is not the subject of this consultation
2.8	Access to Bristol Old Vic is restricted	The bus lane interventions do not restrict movement on any of the Main Distributory Routes and access to all areas of the city, including the Old Vic, will still be possible via the Main Distrubutory Routes. Getting to the Old Vic via public transport or by walking and cycling will be improved. There is a Temporary TRO (TTRO) currently in place, which includes a road closure on King Street and reversed direction of one way on King William Avenue. This is not part of the bus lanes ETRO and therefore not subject to this particular ETRO consultation.
2.9	It is difficult to get to the Registry Office	The bus lane interventions do not restrict movement on any of the Main Distributory Routes and access to all areas of the city, including the Registry Office, will still be possible via the Main Distrubutory Routes. Getting to the Registry Office via public transport or by walking and cycling will be improved. The primary route to access the Registry Office via private vehicle is via Old Market roundabout>Lower Castle Street>Broadweir>Newgate>Wine Street There is a Temporary TRO (TTRO) in place in connection with timed road closures in the "Old City" area. These timed road closures are not part of the bus lanes ETRO and therefore not subject to this particular ETRO consultation.
2.10	HGV's will be forced to use Redcliffe Bridge as an alternative route, which is weak	HGVs are not permitted to use Redcliffe Way Bascule Bridge, it has a 7.5 Tonne Maximum Gross Weight Limit on it. That is why HGVs have authorised access over bus lane 5 (Baldwin Street/Bristol Bridge/Victoria Street) - note: loading/unloading will not be permitted within this bus lane itself.
2.11	More congested alternative routes hinder emergency services	All emergency services are exempt from Bus Lane/Bus Gate restrictions across the network in Bristol and so can use them when necessary. Bus Lanes/Bus Gates are more prevalent on the Main Distributory Routes which are the primary alternative routes to avoid the Bristol Bridge/Baldwin Street restrictions.

2.12	<p>Welsh Back is cobbled and is therefore unsuitable as an alternative route and as a main route to the NCP car park.</p> <p>Emergency vehicles are hindered on Welsh Back.</p>	<p>The Queen Charlotte Street car park can be reached by approaching from Marsh Street which avoids Welsh Back. The traffic volumes on Welsh Back, The Grove, Prince Street, Marsh St and Baldwin Street road system are reduced, as an effect of the bus lanes introduced by the scheme, (see data analysis report Appendix 3) as they are no longer available for through travel and are therefore subject to less demand, freeing up the road space to those visiting this area specifically.</p> <p>Emergency vehicles should not be hindered on Welsh Back any more than previous to the schemes introduction, due to there being less traffic overall in the Welsh Back/Queens Square traffic cell.</p>
2.13	<p>The closure on Cumberland Road is adding to the long alternative route journey times</p>	<p>The closure on Cumberland Road is not subject to the Bristol Bridge area ETRO consultation. The closure on Cumberland road is not permanent and limited access has been retained during the repairs. Given the nature of change and development in an urban core city such as Bristol there will always be sections of the road network unavailable at any given time due to planned works or emergencies.</p>
2.14	<p>Temporary cycle lanes on Lewins Mead have made things worse</p>	<p>At the time of writing these cycle lanes are not permanent and were installed as a direct response to initial government advice regarding Covid-19. This is not part of the bus lanes ETRO and therefore not subject to this particular ETRO consultation. Given the nature of change and development in an urban core city such as Bristol there will always be sections of the road network unavailable at any given time due to planned works or emergencies.</p>
2.15	<p>Marsh Street is not suitable as an alternative route</p>	<p>This project does not include any amendments to the existing waiting restrictions/parking provisions on Marsh Street. The effects of the ETRO/bus lanes have been closely monitored (refer to data analysis report Appendix 3). Any impacts/mitigations will be considered when deciding whether to make the bus lanes permanent, or not. At the time of writing we have not received any reports of Marsh Street experiencing any particular problems associated with it being used as an alternative route.</p>
2.16	<p>The Horsefair should not be open to cars. It causes a conflict between cars and pedestrians</p>	<p>In order to provide an outlet for general traffic using Union Street, including blue badge holders accessing disabled parking, it is necessary to allow vehicles to exit the road system via the Horsefair and Penn Street. To mitigate against this we have removed the bus lane on Newgate to allow travel in both directions. Once drivers are more used to the restrictions, it is considered they will make alternative route plans ahead of time and avoid Union Street altogether.</p> <p>The traffic volume data from counters on Lower Castle St and Newgate do not indicate that traffic volumes there are any higher than pre-pandemic levels.</p>
3	<p>PUBLIC TRANSPORT ISSUES</p>	
3.1	<p>Public transport or cycling is not an option for everyone. This scheme discriminates against those unable to use public transport, cycle or walk.</p>	<p>The aims of the project are to reduce the prevalence of private vehicle trips through the central area of the city. It is understood that it would not be possible for all journeys to be made by public transport, walking and cycling and that the city must still be accessible to those who will still need to use the private car as a primary means of transport. The benefits the scheme seeks to recognise are- increased trips made by walking, cycling and public transport for those that reasonably can. This will allow a greater number of people to access the city centre in the most efficient and environmentally friendly way. The interventions do not restrict movement on any of the Main Distributory Routes and access to all areas of the city will still be possible via the Main Distributory Routes.</p> <p>An Equalities Impact Assessment is included at Appendix 3 to this report.</p>
3.2	<p>Public transport is too expensive and unreliable.</p> <p>There are no buses to/from certain destinations.</p> <p>Bristol should have a better public transport and infrastructure before introducing such schemes</p>	<p>The aim of this scheme is to improve punctuality and reliability for key bus services that will use the bus lanes created by the scheme. Giving priority to buses along the corridors of Bristol Bridge, Baldwin Street, High Street and Union Street will improve reliability of those bus services that use those corridors. The cost of public transport compares favorably when the all round costs associated with driving a private car (Fuel/MOT/Tax/Insurance/Maintenance) and paying for parking in the centre of the city are taken into account. Increasing the number of public transport journeys taken in Bristol can drive down the cost of public transport in real terms due to economies of scale whilst also increasing the frequency of the services at the same time.</p> <p>Bus routes are currently available between most major destinations and attractors, however, these can be improved. By improving punctuality and reliability on key corridors a situation is provided to accelerate service provision to new locations given how journey times will be reduced.</p> <p><u>Quote from Chris Hanson, Operations Director First West of England - in Bristol city Council press release 27.1.21</u> “Moves such as the pedestrianisation of parts of the city centre and improving access for buses have enabled us to provide more efficient transport links for customers travelling into this part of the city, with over 25 routes serving the centre. We took immediate advantage of this by increasing the number of route 2 buses that cross Bristol Bridge with the introduction of a new 2a route from Stockwood to Southmead, which runs parallel to the number 2 for most of its route. We have seen bus punctuality improve as a result of the change in access and have had some great feedback from our customers who travel on these routes.”</p> <p>The aims and principles of these interventions are included in agreed local, regional and national strategies and policies (as listed in Appendix 1, background information). In order to encourage modal shift towards more sustainable transport options that make better use of road space it is necessary to produce conditions that stimulate the creation of new bus routes.</p>
3.3	<p>Baldwin Street is bus gated both ends when only one bus travels along it</p>	<p>The Portway Park and Ride bus service uses Baldwin St to get passengers from the Portway Park and Ride car park into the city centre as fast as possible. The reduction of through traffic travelling along Baldwin Street also serves to reduce air pollution along a corridor that suffers in this regard.</p>
3.4	<p>Buses and emergency vehicles get stuck/delayed in congestion on alternative routes</p>	<p>Bus Lanes/Bus Gates are more prevalent on the Main Distributory Routes which are the primary alternative routes to avoid the Bristol Bridge/Baldwin Street restrictions. Therefore buses and emergency vehicles (which are permitted in bus lanes/bus gates) should not be delayed on the alternative routes.</p>
4	<p>CYCLING AND WALKING ISSUES</p>	

4.1	<p>The improvements have not been considered from a cyclist viewpoint. Bristol Bridge is more dangerous to pedestrians now, because of the intermittent vehicles now going over it</p>	<p>The Bristol Bridge project is an experiment utilising an experimental traffic regulation order to assess the impact of the bus gates on the traffic network before deciding whether or not to make the measures permanent. If the experiment were to be made permanent then consideration would be given to make further improvements (within the scope of the Traffic Order), such as segregated cycleways, by reallocating road space. These are expensive interventions, however, and require more engineering than is sensible to carry out during an experiment.</p> <p>Pedestrians should only cross the road when it is safe to do so. There is now more opportunity to cross at the main junction crossing from Castle Park to Baldwin Street. The traffic signals at the junction are due to be upgraded soon with more modern equipment that will manage better the priority between pedestrians, cyclists and vehicular traffic.</p>
4.2	<p>Bristol needs a better cycling and walking infrastructure before closing roads</p>	<p>The Bristol Bridge project is an experiment utilising an experimental traffic regulation order to assess the impact of the bus gates on the traffic network before deciding whether or not to make the measures permanent. If the experiment were to be made permanent then consideration would be given to make further improvements (within the scope of the Traffic Order), such as segregated cycleways, by reallocating road space. These are expensive interventions, however, and require more engineering than is sensible to carry out during an experiment.</p>
<p>5 DETRIMENTAL EFFECTS ON BUSINESS</p>		
5.1	<p>The City Centre will be inaccessible. It is destructive to shops/businesses in the centre because people won't bother going there, they will go out of town eg Cribbs Causeway. Some business owners have stressed that their business is suffering and may have to close.</p>	<p>It is still possible to access all areas of the city centre in a private vehicle, that were previously accessible prior the measures installed by this project, only that the journey needed to do so may be different depending on the start and end point. The creation of public transport priority corridors will provide quicker access to the city centre via public transport whilst creating improved opportunity to introduce segregated cycleways and improvements for pedestrians. These interventions are supported in agreed local, regional and national strategies and policies (as listed in Appendix 1, background information) that seek to make it more attractive to switch from using the private car to choosing a more sustainable and efficient mode of transport where possible.</p> <p>Bristol is a city with a growing population and limited road space; in order that we can plan for future growth it is imperative that transport journeys are made in the most space efficient way as possible. By utilising more efficient modes of transport it will be possible to get more people in and out of the central area of the city in the most environmentally friendly way whilst still retaining access for private vehicles on the Main Distributory routes. The realisation of the schemes aims should therefore allow for greater numbers of people to access the city centre providing the opportunity for a positive affect on the shops and businesses in the central area.</p> <p>Consultation has taken place with business group representatives regards the scheme and mitigations have been explored with individual businesses and actioned where appropriate.</p> <p>There are no outstanding formal objections from 'owners' of premises situated/addressed adjacent to the bus lanes.</p>
5.2	<p>One local business claims it was informed by BCC staff that the works on Temple Meads Roundabout was to improve access to the M32 and to the main business quarter via Victoria Street. However, Victoria Street is now a road to nowhere.</p>	<p>The main principle behind the Temple Circus scheme was to maintain and improve capacity at two of Bristol's major junctions - Bath Bridges and the previous Temple Circus roundabout. If the Bristol Bridge projects' benefits are recognised it can be expected that greater numbers of trips will be made along the Victoria Street corridor, only that those trips will be made predominantly via sustainable transport modes such as walking, cycling and public transport rather than by private motor vehicle.</p>
5.3	<p>Deliveries to the "Old City" are not allowed after 10.30am. This impacts on local businesses</p>	<p>There is a Temporary Traffic Regulation Order (TTRO) currently in effect relating to access and parking in the "Old City" area. This is a separate scheme and not subject to this Bristol Bridge area bus lanes ETRO consultation.</p>
5.4	<p>Closing the "Old City" to traffic will kill local shops.</p>	<p>There is a Temporary Traffic Regulation Order (TTRO) currently in effect relating to access and parking in the "Old City" area. This is a separate scheme and not subject to this bus lanes ETRO consultation.</p> <p>The bus lanes subject to this ETRO consultation do not prevent access to the anywhere in the City. It is still possible to access all areas of the city centre in a private vehicle, that were previously accessible prior the measures installed by this project, only that the journey needed to do so may be different depending on the start and end point.</p>
<p>6 WASTING MONEY WITH FURTHER MODELLING OF THE CENTRE</p>		
6.1	<p>The centre was remodelled a few years ago – changing it now is a waste of tax payers' money.</p>	<p>The changes and benefits that were realised when the city centre was remodelled in recent years are further improved by the additional measures that this experiment seeks to introduce. The physical road layout remains largely the same (civil engineering works were minimal) only that vehicle access is changed on the road layout so that priority is given to public transport, pedestrians and cyclists.</p>
6.2	<p>Putting in the cycle lane on Baldwin Street recently was a huge waste of money</p>	<p>The cycle way on Baldwin Street has proved to be very successful. Many cyclists that may otherwise have chosen to travel by private vehicle, thus putting more pressure on the general traffic network and negatively affecting air quality, have used the Baldwin Street cycle way instead, travelling east/west through the central area. The West of England Local Cycling and Walking Infrastructure Plan 2020-2036 (LCWIP) proposes improvements to the walking environment focussing on 30 local high streets, as well as improvements along 55 continuous cycle routes, 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. The Baldwin Street cycle way forms an important section on the strategic cycle network that connects to other sections of the cycle network to establish continuous cycle routes as set out on in the LCWIP.</p>

7	PARKING	
7.1	Because of lack of access more loading and unloading, general parking and taxi bays are required in the Baldwin Street/Wine Street vicinity. In particular: for the Hotel on Broad Street and on Baldwin Street for St Nicholas Church cript access	<p>The Bristol Bridge area Bus Lanes and suspension ETRO does not include any proposals relating to parking (Neither removing or introducing parking places). Should a future city centre parking review take place, these comments will be considered.</p> <p>There is an existing daytime loading bay on Baldwin Street near St Nicholas Church, which can still be accessed via the alternative routes to and from Baldwin Street.</p> <p>There are a number of existing night time taxi ranks on Baldwin Street.</p> <p>For information, there is a Temporary Traffic Regulation Order (TTRO) currently in effect relating to access and parking in the "Old City" area. This is a seperate scheme and not subject to the bus lanes ETRO.</p>
7.2	Parking spaces have been reduced significantly, this is a problem for maintenance companies	<p>The Bristol Bridge area Bus Lanes and suspension ETRO does not include any changes/reduction to parking.</p> <p>For information, there is a Temporary Traffic Regulation Order (TTRO) currently in effect relating to access and parking in the "Old City" area. It may be that the objector is referring to this, which is a seperate scheme and not subject to the bus lanes ETRO.</p>
7.3	Reduced parking for blue badge holders due to less double yellow lines available	<p>Blue Badge holders are permitted to park on double yellow lines for a maximum of 3 hours, provided they are not causing an obstruction and provided there is not a loading ban in place. Every location where the new bus lanes have been implemented, previously had double yellow lines and the majority also had a 24/7 loading ban. Where there were double yellow lines only, these were at locations where any parking would of caused an obstruction. Also, The ETRO does not include any changes to parking places. Therefore, the introduction of the experimental bus lanes have not resulted in a reduction of available parking for blue badge holders.</p> <p>An Equalities Impact Assessment is included at Appendix 3 to this report.</p>
7.4	A loading bay on High Street will inconvenience others who wish to park	<p>The Bristol Bridge area Bus Lanes and suspension ETRO does not include any proposals/changes relating to parking bays. Should a city centre parking review take place, these comments will be considered.</p> <p>For information, there is a Temporary Traffic Regulation Order (TTRO) currently in effect relating to access and parking in the "Old City" area. This is a seperate scheme and not subject to the bus lanes ETRO.</p>
8	ENFORCEMENT	
8.1	The bus lanes are not effective because of lack of enforcement	<p>Given the scale and complexity of the scheme a long period of soft enforcement was applied before full enforcement of the scheme began in November 2020. All bus gates within the scheme have been subject to enforcement since November 2020.</p>
8.2	The bus lanes have been introduced because the Council needs the money from fines. The signs are not clear and BCC is content for motorists to become ensnared and liable to fines.	<p>Bristol City Council is promoting the Bristol Street Space - Bristol Bridge project which aims to reduce car dependency and congestion; reduce carbon emissions and air pollution; support sustainable economic growth; promote accessibility; contribute to better safety, security and health; improve quality of life and create a healthy natural environment. The aims are to be achieved by prioritising Public Transport (Buses and Taxis) and Active travel (Cycling and Walking) at key points on the transport network centred on Bristol Bridge and associated traffic corridors. The interventions are contained within the Central and Hotwells and Harbourside administrative wards of Bristol City Council. A range of highway modifications and improvements are required to enable Public Transport and Active Travel to fulfil their potential on Bristol Bridge and associated traffic corridors. New bus priority measures are particularly important for the efficiency and reliability of the Bristol Bus network. In order to minimise delays and improve reliability on the Bus Network it is necessary to prioritise bus travel via reallocation of road space that might otherwise be used by all traffic.</p> <p>The Traffic Signs Regulations and General Directions (TSRGD) 2016, as amended, set out the design and conditions of use of official traffic signs that can be lawfully placed on or near roads in Great Britain. The signage and road markings that have been applied to the scheme adheres to TSRGD. However, should the experimental Traffic order be made permanent, the signage will be reviewed, within the scope of TSRGD, to explore if there is any more that can be acheived to improve driver awareness of the bus lanes/bus gates.</p> <p>The use of revenue generated from the issuing of Penalty Charge Notices (PCN) (fines) is ring fenced for PCNs use under the Traffic Management Act 2004 under Section 55 of the Road Traffic Regulation Act 1984 and for Bus Lanes under Regulation 36 of the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.</p>
9	OPERATIONAL TIMES OF THE BUS LANES	
9.1	The bus lanes/bus gates don't need to be 24/7. They should be daytime only	<p>24-hour bus lanes/bus gates provide resilient public transport corridors on a regular basis, including weekends. In general terms, 24-hour bus lanes can make a significant contribution to the punctuality and reliability of bus services throughout the day and night, as well as benefiting other road users such as cyclists and motorcyclists who tend to be vulnerable or disadvantaged in high volumes of general traffic, and taxis carrying farepaying passengers as well as school buses and coaches. 24 hour bus lanes can also be used by the emergency services on call-outs.</p>
10	TIMING OF THE EXPERIMENT AND RESULTS	

<p>10.1</p> <p>10.1 cont.</p>	<p>The review period will not reflect normal driving behaviours, whilst travel patterns are disrupted due to the Covid-19 pandemic and people working from home. Nor will it reflect how many people will use cycles/public transport when things are back to normal.</p>	<p>The period covered by the data analysis report (see Appendix 3) shows that total traffic volumes (motorised vehicles), in the areas of concern, approached pre-pandemic levels during the months when covid related restrctions were relaxed, allowing for sensible comparison. The boom in working from home that the pandemic has generated is widely forecasted to continue in the post pandemic world albeit on a less full-time basis. It is therefore difficult to assume that traffic levels and behaviour will ever return to pre-pandemic levels given the overall changes to society that the pandemic has caused.</p> <p>No traffic related trial period is ever fully perfect as traffic conditions vary for a number of different reasons outside the control of the authority. The state of the economy has a long established and proven relationship to traffic flow volumes with recessions driving fewer car trips and vice versa. Similarly policy changes like the fuel duty escalator will also change what "standard" baseline traffic conditions are. In reality the base line has to be seen in relation to what is happening at the time. COVID can also be seen as a factor impacting on what those base line conditions would be.</p> <p>COVID has permanently changed driver and vehicle behaviour in the city and in particular flows in and around the city centre. The change in working practices and shopping habits that is evident from the response to the three lockdowns makes it clear that there will be no return to what was considered normal pre-pandemic. An event like the pandemic impacts what might be considered the base line and reshapes it, this happens regularly with transport and traffic levels.</p> <p>The scheme was carried out as an ETRO to test what impact it would have on the network and to see if these impacts were manageable. In that respect the fact that there have been several different lockdowns with varying degrees of traffic volumes is a benefit to the trial period in that it allowed us to test several different scenarios, so that we can be confident of the efficacy of the scheme irrespective of what traffic conditions return to when COVID is no longer a major issue.</p> <p>During the trial period traffic volumes have increased to near pre-pandemic levels. When these busiest traffic conditions have been in place there has been no noticeable failings in the network as a whole. Bus services have continued to see the benefit of the scheme while congestion levels and journey times for general traffic have not been adversely affected. As above the types and volumes of trips have changed during the pandemic and some of these changes will likely be permanent. Where these trips are going to and whether they will still be doing these trips after the pandemic is to some extent irrelevant as the total volume has stress tested the network to an appropriate degree to show that the changes implemented do not significantly impact the performance of the network compared to its pre-pandemic state.</p> <p>While we do not know at present what will happen to traffic levels post pandemic, with the increase in internet shopping, home working, the return of public transport capacity and the increasing confidence of the public following the vaccination programme, it is reasonable to assume that traffic volumes will decrease rather than increase. Recently released government policy documents, Gear Change and Bus Back Better both point local authorities to focus on sustainable transport modes, walking cycling and public transport, and to reallocate road space from the private car to do this. These policy documents also point towards a long term reduction in private car use.</p> <p>The ETRO process has tested traffic conditions across the city centre during the pandemic with traffic volumes returning to pre-pandemic levels and the varying levels of traffic have provided ample evidence on which to base a decision. It is therefore reasonable to carry out an ETRO process and make decisions based on the evidence available as it provides us with a comprehensive set of data across several different volumes of traffic in what is an ever changing world.</p>
<p>10.2</p>	<p>It is not correct to say that the traffic and pollution has reduced drastically since the closure of the bridge because people are working from home and are not driving/using any method of transport. The Council are manipulating the figures.</p>	<p>The reduction of Tthrough traffic, from the Primary affected corridors that are the focus of this project, has reduced traffic pollutant in the core project area. The Primary area contains public and private space that is subject to the highest rates of footfall in the city. Improving the Air Quality in this zone (which in itself is within the Air Quality Management area) provides multiple benefits at the heart of the city centre environment. The alternative routes that traffic has used as consequence of the interventions have not been subject to increases in traffic volumes that would suggest that there would be a causal increase in air pollution in those areas. Although not the subject of this experiment, central government policy, has mandated the introduction of measures to reduce air pollution in many cities across the UK. Bristol is subject to this mandate and as such is preparing to introduce a Clean Air Zone that is proposed to encompass all of the General and almost all of the Secondary areas of this project which will further mitigate against any potential future increases in traffic volumes in these areas.</p>
<p>10.3</p>	<p>It is claimed that the closure in the trial has led to reduced traffic congestion and improved bus reliability. However, the trial period is flawed and the local authority is at risk of acting unreasonably (Wednesbury principles, by failing to take into account all relevant factors) in basing its decision on the trial period being conducted during several periods of lockdown. The ETRO is "experimental" and any experiment should be conducted under control conditions that are hypothesised to reflect the proposed variation. The trial period selected does not achieve this.</p>	<p>Following Statutory government guidance released in mid-May 2020 - https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19 - the Council elected to use an Experimental TRO as the mechanism to deliver the required interventions.</p> <p>Refer to officer response to 10.1 above</p> <p>Quote from Chris Hanson, Operations Director First West of England - in Bristol City Council press release 27.1.21 <i>"Moves such as the pedestrianisation of parts of the city centre and improving access for buses have enabled us to provide more efficient transport links for customers travelling into this part of the city, with over 25 routes serving the centre. We took immediate advantage of this by increasing the number of route 2 buses that cross Bristol Bridge with the introduction of a new 2a route from Stockwood to Southmead, which runs parallels to the number 2 for most of its route. We have seen bus punctuality improve as a result of the change in access and have had some great feedback from our customers who travel on these routes."</i></p>

10.4	Why introduce this now, when people are being discouraged to use public transport – due to COVID -19	<p>Bristol City Mayor - Marvin Rees said on May 13th 2020: <i>"Bristol can emerge from this crisis in a more inclusive and sustainable way by improving access to public transport and introducing safer areas to walk and cycle. Action we take now will contribute to reducing air pollution, improving people movement for all Bristolians and encouraging alternative sustainable ways to travel".</i></p> <p><i>"Work on the Old City and Bristol Bridge proposals are already underway, but the coronavirus means we now need to accelerate the changes that will transform the way we travel in the city centre. For the future we need to ensure everyone has more travel options and these proposals are underpinned by the Bus Deal that we continue to progress, alongside our ongoing plans for mass transit."</i></p> <p><i>"The current situation is challenging our usual travel habits and behaviour in a way that we've never seen before. Many of us have already embraced more walking and cycling journeys and, whilst it is understandable bus usage has dropped, we want to protect the long-term viability of our public transport services because of their intrinsic value to communities across the city."</i></p>
10.5	The future introduction of a Clean Air Zone will negate the need to close Bristol Bridge for air pollution reasons	<p>Although improving air quality in key areas is one of the major benefits the projects seeks to generate we also need to transform the way we travel into the city centre. In order to make public transport, walking and cycling more attractive it is necessary to provide priority access on key routes into the city centre that would otherwise be dominated by general traffic. The project recognises that not all road users can convert to using public transport, walking and cycling as their means to access to the city centre, however, by making it more attractive the conditions for mode switch will be greatly enhanced. The more people who choose to make their journey into the city centre by public transport, walking and cycling, instead of using private vehicles, results in less pressure on the road network. The creation of a sustainable transport corridor makes it possible for greater numbers of people to travel through the corridor than if it was open to general traffic due to the more efficient use of road space associated with travel by bus, walking or cycling. The switch to these modes will reduce the pressure on the surrounding network and by proxy reduce the potential for poor air quality in those areas. The aims and principles of these interventions are included in agreed local, regional and national strategies and policies (as listed in Appendix 1, background information).</p>
11	CONSULTATION OF THE EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)	
11.1	It is unacceptable to use Covid-19 as an excuse for the measures	<p>Refer to the Bristol City Mayor speech cited in response to 10.4 above.</p> <p>Central government released statutory government guidance released in mid-May 2020 that mandated reallocation of road space to more sustainable modes of transport as a reaction to the Pandemic but also to embed altered travel behaviours moving forward: https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19. The Council elected to use an Experimental TRO as the mechanism to deliver the required interventions.</p> <p>The government indicated that it expected these sorts of schemes to become permanent longer term to assist with the transition to more sustainable transport modes</p> <p>The council took the decision to promote the Bristol Bridge project as it was an existing proposal, set out in the City Centre Framework, that would meet all of the government requirements – protecting buses while providing more and safer space for walking and cycling</p> <p>It was decided to use an ETRO to give the option to make the scheme permanent if it was deemed a success. An ETRO was used as a valid approach to testing the impact of the scheme and was a response to government direction to make changes to our transport network.</p>
11.2	The consultation only invites objections and not support	<p>The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 require the decision maker to consider "objections" when deciding whether to make an Experimental Traffic Order permanent. Therefore, the TRO procedure only involves inviting and considering the nature of objections, prior to a decision being made. However, in addition to this legal requirement, a few days after the formal consultation period began the wording of the on-line statutory consultation webpage was amended to also invite comments of support, following public requests to do so. However, whilst the number of comments of support will be noted, as indicated above, it is the content/nature of the objections that will be considered prior to a decision being made on how to proceed.</p>
11.3	It's unfair to implement such measures without any proper consultation with local businesses and residents. The upcoming consultation should have been advertised better.	<p>In line with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, consultations with statutory consultees were carried out prior to introducing the experimental measures. This included the Police, Emergency services, local ward Councillors and various stakeholders/local business groups such as Businesswest and DestinationBristol. In addition to this, a letter was delivered all local businesses/premises situated within the vicinity of the experimental bus lanes and this was followed up with some phone calls from the Councils' Transport Engagement Team.</p> <p>Following the above initial consultations, the Experimental Traffic Regulation Order (ETRO) was made and the bus lanes were introduced on 2nd August 2020 and that is when this 6 month wider public statutory consultation began. (The ETRO itself can be in place for 18 months). This is inline with the Procedural Regulations for ETROs, which provides the public with an opportunity to experience the advantages and disadvantages of the measures, before deciding whether they wish to object to their becoming a permanent fixture. A notice was published in the local press and notices erected at various location on site to that effect, detailing the ETRO and how to object to it being made permanent.</p> <p>Throughout this 6 month objection period, the Council's Transport Engagement Team have answered any queiries coming in from local businesses, residents or the general public and have informed them of the correct procedure to formally object, should they wish to do so.</p>

11.4	The yellow signs are too complicated to understand	It is appreciated that some of the technical wording in the site notices (yellow signs) may be complicated. However, the site notices state various locations where more details, including plans, can be viewed either on line or accessed in person.
11.5	Statutory consultations are a waste of time, comments will just be ignored. It's a tick box exercise	It is a legal requirement to consider all objections submitted prior to a decision being made. All statutory procedures for the making of an ETRO have been followed, as set out in The "Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996". This report documents all the objections and other comments received and gives detailed officer responses to the objections. It also sets out the results of the data analysis/monitoring report. All this will be taken into consideration, so that an informed decision can be made whether to continue with the measures on a permanent basis or not.
11.6	BCC does not have a mandate to do this	<p>All statutory procedures for the making of an ETRO have been followed, as set out in The "Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996" and procedures will be followed under these Regulations, should approval be given to make the ETRO permanent .</p> <p>Following Statutory government guidance released in mid-May 2020 https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19, Bristol City Council elected to use an Experimental TRO as the mechanism to deliver the required interventions.</p> <p>Bristol City Mayor - Marvin Rees said on May 13th 2020: "Bristol can emerge from this crisis in a more inclusive and sustainable way by improving access to public transport and introducing safer areas to walk and cycle. Action we take now will contribute to reducing air pollution, improving people movement for all Bristolians and encouraging alternative sustainable ways to travel".</p> <p>"Work on the Old City and Bristol Bridge proposals are already underway, but the coronavirus means we now need to accelerate the changes that will transform the way we travel in the city centre. For the future we need to ensure everyone has more travel options and these proposals are underpinned by the Bus Deal that we continue to progress, alongside our ongoing plans for mass transit."</p> <p>"The current situation is challenging our usual travel habits and behaviour in a way that we've never seen before. Many of us have already embraced more walking and cycling journeys and, whilst it is understandable bus usage has dropped, we want to protect the long-term viability of our public transport services because of their intrinsic value to communities across the city."</p> <p>The aims and principles of these interventions are included in agreed local, regional and national strategies and policies (as listed in Appendix 1, background information). In order to encourage modal shift towards more sustainable transport options that make better use of road space it is necessary to reduce the predominance of private motor vehicle trips through the central areas of the city.</p>
11.7	The alternative route maps on BCC website are confusing	<p>The Council has a general information website where access maps can be viewed, which highlight the new vehicle access routes available for general traffic and HGV's over 7.5T. These are designed to illustrate access routes to the City Centre area and best explain a complex project.</p> <p>The Council also has a statutory consultation website, available throughout the 6 month objection period, where alternative route plans can be viewed. These plans are in a less complex format and are designed to illustrate alternative routes precisely from the start/to the end of each individual bus lane.</p>
11.8	The closure of Baldwin Street is an unlawful implementation of traffic management	All statutory procedures have been followed as set out in The "Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996". Whereby with an Experimental Traffic Order (ETRO), the Experimental Order is made (comes into force) and the measures are introduced on site. Then any person who is opposed to the measures being retained indefinitely are invited to submit their objections within 6 months of the ETRO coming into force. This sequence of events provides the public with an opportunity to experience the advantages and disadvantages of the measures, before deciding whether they wish to object to their becoming a permanent fixture. All objections and comments received will be considered, prior to a decision being made as to whether the measures should be retained permanently, or not.

11.9	This decision could not of been based on speaking to the people of Bristol	<p>Following Statutory government guidance released in mid-May 2020 https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19, Bristol City Council elected to use an Experimental TRO as the mechanism to deliver the required interventions. The ETRO statutory consultation has been followed whereby a period for objections is open for 6 months from the date of implementation.</p> <p>Bristol City Mayor - Marvin Rees said on May 13th 2020: "Bristol can emerge from this crisis in a more inclusive and sustainable way by improving access to public transport and introducing safer areas to walk and cycle. Action we take now will contribute to reducing air pollution, improving people movement for all Bristolians and encouraging alternative sustainable ways to travel".</p> <p>"Work on the Old City and Bristol Bridge proposals are already underway, but the coronavirus means we now need to accelerate the changes that will transform the way we travel in the city centre. For the future we need to ensure everyone has more travel options and these proposals are underpinned by the Bus Deal that we continue to progress, alongside our ongoing plans for mass transit."</p> <p>"The current situation is challenging our usual travel habits and behaviour in a way that we've never seen before. Many of us have already embraced more walking and cycling journeys and, whilst it is understandable bus usage has dropped, we want to protect the long-term viability of our public transport services because of their intrinsic value to communities across the city."</p> <p>The aims and principles of these interventions are included in agreed local, regional and national strategies and policies (as listed in Appendix 1, background information). In order to encourage modal shift towards more sustainable transport options that make better use of road space it is necessary to reduce the predominance of private motor vehicle trips through the central areas of the city.</p>
11.10	Making a decision now with upcoming elections is political posturing	<p>The ETRO 6 month objection period expired 1st February 2021. However, monitoring of the experimental bus lanes and their effect on surrounding roads was carried out until the end of May 2021, to enable as much data capture as possible to be made available, prior to a decision being made. Therefore, the decision to make the scheme permanent will take place after the May 2021 elections.</p>
11.11	The implementation of the bus lanes does not meet the reasons in the "Statement of Reasons"	<p>The reasons quoted in the ETRO Statement of Reasons are those that are relevant from the list in the Road Traffic Regulation Act 1984 for the purpose of making a Traffic Order. The reasons quoted in the ETRO Statement of Reasons being:</p> <ul style="list-style-type: none"> - for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or -for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or -for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or -for preserving or improving the amenities of the area through which the road runs, or -for assessment and management of the quality of air pursuant to paragraphs (a) to (c) of sub section (1) of Section 87 of the Environmental Act 1995 (air quality) <p>Officers consider that the above reasons satisfy the legal requirement for the making of the Experimental Traffic Regulation Order</p>
12	OTHER	
12.1	Bristol is built on a river and should not be losing one of its river crossings	<p>The river crossing is not being removed but reallocated as a sustainable transport corridor. The creation of a sustainable transport corridor makes it possible for greater numbers of people to travel through the corridor than if it was open to general traffic due to the more efficient use of road space associated with travel by bus, walking or cycling.</p>
13	SIGNAGE These are comments rather than direct objections to the bus lanes themselves, but have been included for a response nevertheless	
13.1	Signage should be improved at the bus gates and on the alternative routes. The signs are confusing and drivers' ignore them or don't see them	<p>The Traffic Signs Regulations and General Directions (TSRGD) 2016, as amended, sets out the design and conditions of use of official traffic signs that can be lawfully placed on or near roads in Great Britain. The signage that has been applied to the scheme adheres to TSRGD. However, should the experimental Traffic order be made permanent, the signage will be reviewed, within the scope of TSRGD, to explore if there is any more that can be achieved to improving driver awareness of the bus lanes.</p>

13.2	The phase "Bus Gate" is not in the Highway Code and its usage has been chosen to confuse drivers and therefore profiteer from them	<p>The Department for Transport publication Traffic Signs Manual chapter 3 (Regulatory Signs) item 9.14 states - <i>"Bus-only streets and bus gates are lengths of road or parts of road where access is restricted to buses, although sometimes other vehicles such as pedal cycles, solo motor cycles, taxis and trams are also permitted"</i></p> <p>Whilst the term "bus gate" as well as "Bus Lane" has been used by the Council in relation to this project, the Experimental Traffic Regulation Order (ETRO) is for "Bus Lanes" over the lengths of affected roads. This is standard practice whereby bus lane TROs in the City have been introduced to regulate bus gates. The signs at the start of the Bus Lanes are standard blue roundels detailing permitted vehicles - in this case being: buses, pedal cycles, public service vehicles, solo motor cycles and taxis; with bus lane 5 (Baldwin Street/Bristol Bridge/Victoria Street) having a plate for Authorised Vehicles (which in this case are goods vehicles which exceed 7.5 tonnes maximum gross weight).</p> <p>The Traffic Signs Regulations and General Directions (TSRGD) 2016, as amended, sets out the design and conditions of use of official traffic signs that can be lawfully placed on or near roads in Great Britain. The signage and road markings (including the legend "Bus Gate" is in compliance with TSRGD.</p>
13.3	There are no signs indicating there are restrictions if you turn out right from from Queen Charlotte Street car park	<p>There is an advanced direction sign on Queen Charlotte Street, indicating that a right turn out onto Baldwin Street leads to the bus lane. Drivers would of passed this sign prior to entering the NCP car park.</p> <p>The Traffic Signs Regulations and General Directions (TSRGD) 2016, as amended, set out the design and conditions of use of official traffic signs that can be lawfully placed on or near roads in Great Britain. The signage that has been applied to the scheme adheres to TSRGD. However, should the experimental Traffic order be made permanent, the signage will be reviewed, within the scope of TSRGD, to explore if there is any more that can be acheived to improving driver awareness.</p>
13.4	The signal times at Baldwin Street/High Street/Bristol Bridge junction should be better for pedestrians and cyclists	<p>Since the interventions were introduced we have tweaked the traffic signals times at the Baldwin Street/High Street/Bristol Bridge junction as much as possible to favour pedestrians and cyclists. The traffic signals are toward the end of their operating life and will be replaced, soon afterwhich we will be able to provide more advantageous signal times for pesedstrians and cyclists than the current signals allow.</p>
13.5	GPS companies should update their information and not send vehicles down bus lanes	<p>The new restrictions were added to One.Network a central hub that is used by Sat Nav companies to update their platforms accordingly. Web based platforms, such as Google Maps have been updated accordingly. Those platforms that rely on a subscription service may need an up to date subscription to reflect the new changes on the users Sat Nav, however It is the driver's repsonsibility to follow and obey the road signs on site.</p>