

2001/2 - 2005/6



BRISTOL LOCAL TRANSPORT PLAN

SUMMARY DOCUMENT

submission July 2000

getting Bristol to work



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THE BRISTOL LOCAL TRANSPORT PLAN

Central government and local authorities are playing their part in making the transport system work better, but success will depend on transport operators, businesses, schools, communities and individuals all playing their part. The strategy recognises that cars will continue to be used for many journeys in the future but recognises that even small changes can bring benefits. For example, if for every 10 journeys by car, 1 was replaced, then there would be a 10% reduction in traffic. The council is working to support such changes.

This summary document describes the Transport Plan approved by the city council in July 2000. The plan sets out a bid to government for funds for the 2001/02 – 2005/6 financial years, and lays out the council's transport strategy for the next 10 - 20 years.

The plan follows from the Provisional Transport Plan adopted last year after a very wide-ranging public consultation involving residents, community groups, commercial bodies and others. The consultation demonstrated that Bristol people saw improved public transport as a priority, and that they were prepared to consider new ways of raising revenue to achieve this goal. The Provisional Plan was successful in attracting for Bristol a considerably enhanced level of funding from government. A significant part of this enhancement was advance funding in recognition of Bristol's willingness to be one of the first cities to examine additional transport finance from road user charging in the city centre.

The aim of this Summary is to give a short review of the policies and opportunities facing Bristol, and to set out the wide range of proposals in the Bristol Local Transport Plan for addressing those issues.



Bristol today - problems and opportunities

Bristol is fast becoming a premier European City - but with the benefits of success come problems:

"In my opinion my city has been taken away from me by the explosion in the number of cars".

"I believe that Bristol's aspirations to become a premier European city may live or die on its transport plan".

"The successful implementation of fundamental changes in our modes of city travel requires a long-term hearts and minds campaign".

(Questionnaire responses)

Bristol has the highest level of car ownership of any city of comparable or greater size in the United Kingdom. Every weekday 500,000 vehicles cross into and out of central Bristol. The average speed of traffic in the city centre at peak times is only 11mph (ten years ago it was 16mph), costing business an estimated £50m every year.

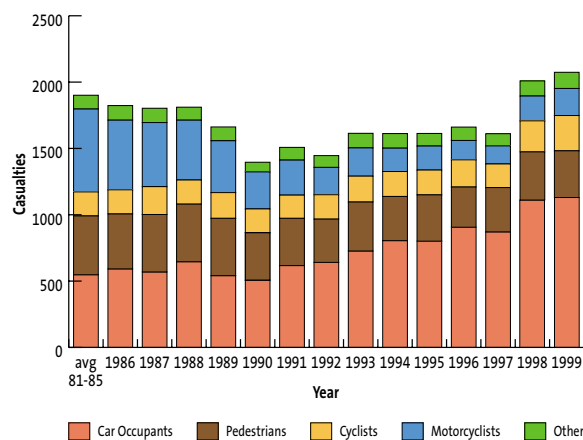
Total road casualties throughout the city, having declined to 1990, are now on the rise again (Figure 1). Since 1998 this applies even to the numbers of people killed or seriously injured. Air pollution, largely due to motor traffic, exceeds national standards. It is concentrated in the city centre and along the main corridors, notably the M32.

But things are looking up. Bus use in Bristol, although amongst the lowest of any comparable city in the United Kingdom, has increased 25% since 1986. Rail travel is increasing, as is cycling. Public attitudes are changing, and safety, environmental quality and clean air are high priorities for an increasing number of people.

Nonetheless, Bristol traffic is still continuing to grow, notably by 40% in outer Bristol since 1985.

Figure 1

Bristol Casualties: All Injuries Trends by Road Users



Public Involvement

The Provisional Transport Plan was approved in 1999 after extensive public involvement through public and specialist meetings, and media events. Around 5,000 questionnaires were returned. The result was broad public acceptance of the draft proposals, with a quarter of respondents thinking that the proposals did not go far enough. Objectives were endorsed to:

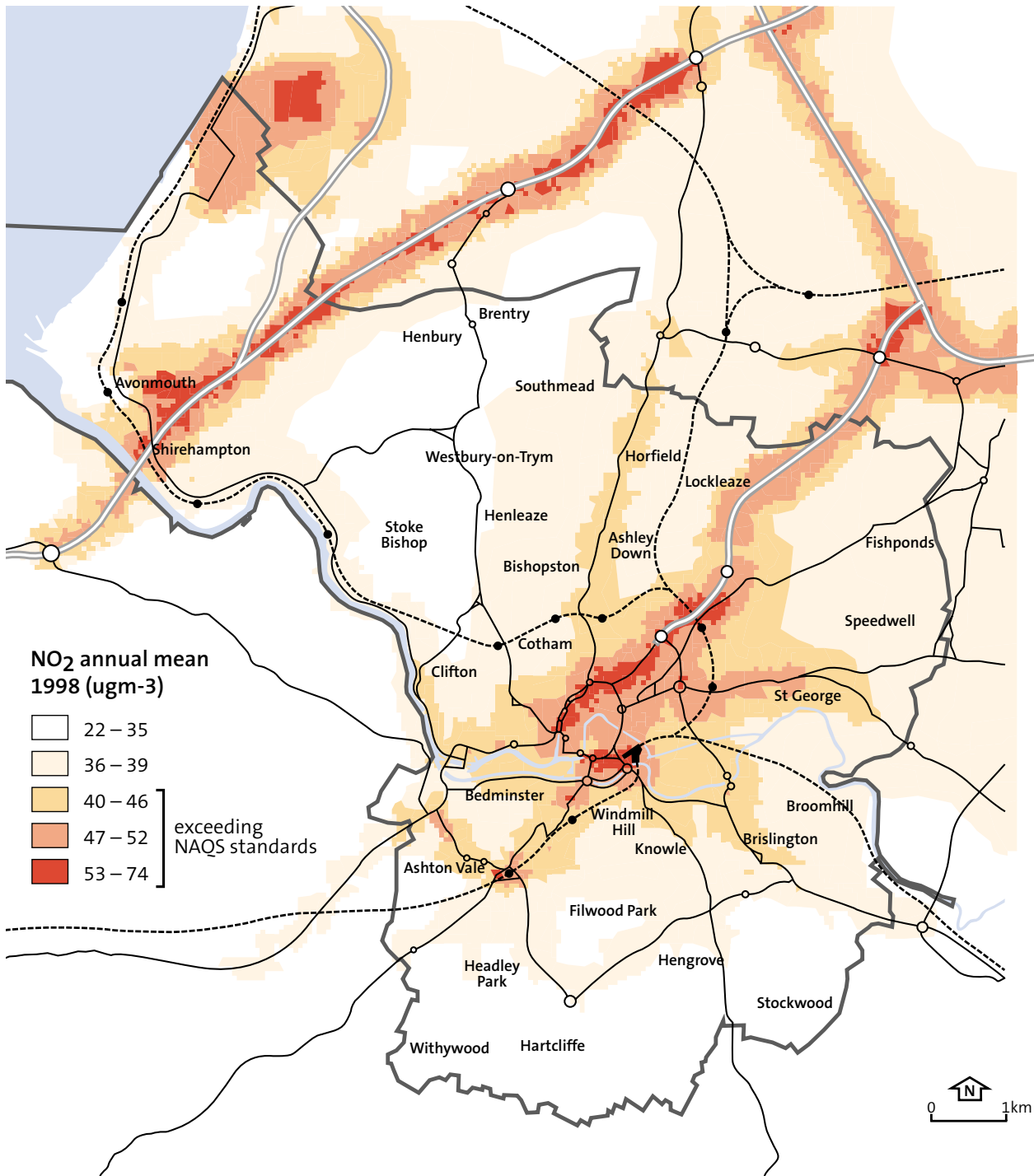
- ensure that transport contributes to a successful economy in Bristol.
- provide an integrated transport system
- improve road safety and personal safety
- encourage greater personal health
- address the needs of disabled people
- ensure all Bristol's communities benefit from transport improvements
- improve the transport alternatives to the car
- lessen dependency on the car especially at peak periods
- encourage property development which reduces the need to travel
- foster a new cultural climate towards transport issues
- reduce air and noise pollution.

Also endorsed in principle were the expenditure plans of the Provisional Plan. These are now focussed and refined in the full plan bid.

Respondents' contributions illustrated the magnitude of the task. Serious public concerns included the level of bus fares, bus reliability, socially irresponsible road behaviour, and road conditions experienced by pedestrians and cyclists.

The council convened a transport commission of nine members drawn from a wide cross-section of official, commercial and user bodies. The commission heard the evidence of the consultation exercise and drew up 70 recommendations to the council which helped to shape the Provisional Plan.

Figure 2
Nitrogen Dioxide (NO₂) annual mean (model output for 1998)



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Further on-going consultation, including a reconvened commission, has resulted in the full Transport Plan summarised here, and will inform up-dates of this plan in due course.

Public involvement is seen as a continuous process, for example the council will be involving the community in developing elements of the plan, such as light rail, traffic calming and safer routes to school.

Achieving the objectives

The vision

In Bristol we have a city to be proud of. But we need straightforward ways to get around the city which don't congest and pollute, and we need to be part of the process of making it happen. We need a commitment to a more careful use of our resources, energy, materials, water and air. We need to safeguard our own environment from the pollution that we as humans inevitably cause and which only we can reverse.

(From Bristol's Local Agenda 21 Strategy)

The transport strategy

The long-term strategy is concerned with lessening the dependence on the car by developing and promoting alternatives, particularly through high quality public transport improvements, and complementary restraint measures. This will be achieved in partnership with other stakeholders to ensure that the economic vitality and sustainability of the city is enhanced.

These strands involve travel widening choice, strategic network management, and influencing land use and economic development.

In seeking to widen the transport choice, the Transport Plan attempts to foster the full range of methods of transport.

In managing strategic networks, the plan proposes a system of transport user priorities and road-space reallocation, that puts the needs of pedestrians, cyclists, public transport users and disabled travellers at the top, and at the same time takes account of the needs of servicing access. This cannot be applied rigidly, but is a method of approaching highway management decisions.

The land use policies are derived from strategic plans agreed at regional, sub-regional (the authorities in the former Avon area) and city level. The Bristol Local Transport Plan seeks to further promote the local economy and encourage land use patterns which work towards reducing car dependency.

The council, meeting its obligations under the Road Traffic Reduction Act (1997) and the Environment Act (1995), has produced a road traffic reduction report and a local air quality strategy. The road traffic reduction report details today's traffic situation. The Transport Plan adopts the targets of a reduction of private car traffic growth by 20% by 2005, and thereafter a 20% absolute reduction over the following 10 to 15 years. The report notes that benchmark indicators may be appropriate for different parts of the city; specific local indicators are likely to flow from the review of the road system and from the air quality management strategy. The local air quality strategy is identifying those parts of the city to be declared Air Quality Management Areas, and will consult on this and on the measures to be taken (Figure 2).

In addition, since the publication of the Provisional Plan, much progress has been made in developing approaches to the road system, short car journeys, bus and rail strategies, and in developing links with the Health Authority, economic and social regeneration budgets, and the Local Agenda 21 quoted above.



Widening choice

Buses

*"If the bus service is not improved I am going to buy a car."
(Woman with disabilities).*

The major concerns raised through public consultation included service frequency, reliability and bus fares.

The council does not control the city's bus services; these are provided by private companies. Most daytime services are provided by First Group, with the council paying for "socially necessary" services outside these periods. However, the council can influence provision in a number of ways. More bus-lanes, low-floor buses, automatic timetable information systems and bus stop facilities are already being delivered by the council's Bus Quality Partnership with First Group. These agreements will continue to be developed, notably through a series of "showcase routes" across the city which will provide high quality bus services. Work on the first "showcase" bus service 77 starts in 2000/01.

The council recognises that Bristol is becoming a "24 hour" city and a network of experimental night bus services has been funded by the council in 2000/1, initially operating on Saturday and Sunday mornings (Figure 3). If successful the council will consider improving these, including extending the days of operation. The council has also recently reduced pensioners' concessionary fares to 50% of ordinary fares.

The council's draft bus strategy raises the possibility of further system developments in conjunction with bus operators including better and cheaper ticketing, passenger information and an ongoing review of the current network to see how it can be improved. These could include more night buses, improvements to orbital bus routes and measures to serve areas poorly served by the current network. The draft strategy proposed that modifications to existing services will be in a logical and economic way through a series of pilot schemes. The council will continue to review "value for money" over the routes it pays for. The full bus strategy is due to be published in summer 2001.



Park & ride

Park and ride services on the A4 (Bath Road) and A370 (Long Ashton) corridors already offer attractive express bus services. A further scheme, based at Avonmouth and serving the M5, M49 and A4 Portway, will be open in 2001.

Park & Ride will be pursued for all major corridors, associated with bus, rapid transit (modern trams) or rail services. Most potential sites lie outside the city boundary and will rely on inter-authority co-operation. Particularly significant is likely to be park & ride associated with the M32, the city's busiest road; the government's Highways Agency is already looking into ways of favouring buses and multi-occupied cars as part of its proposals for this motorway, in order to maximise the use of this corridor for the movement of people. To the east of Bristol, the council supports South Gloucestershire's concept of multi-modal interchanges serving both radial and orbital buses, though the needs of long distance travellers are to be considered.

Ways of allowing local pedestrians, cyclists and bus users to access express park & ride services will be explored.



Rail

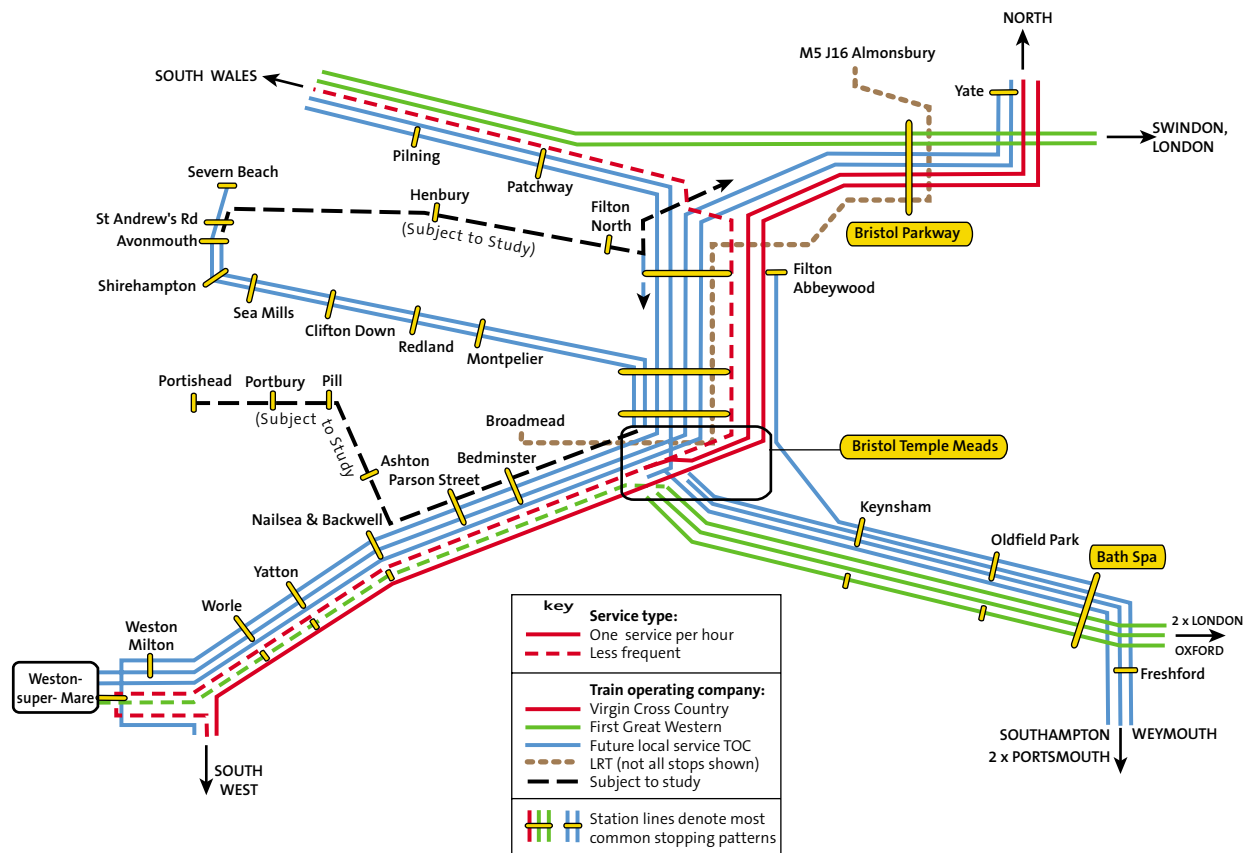
Bristol is the focus of a sub-regional rail network reaching into North Somerset, South Gloucestershire, Bath and North East Somerset, and West and North Wiltshire. Rail services carry commuters many of whom would otherwise enter the city by car. The council has joined with the other former Avon local authorities in drawing up a sub-regional rail strategy, and supports the concept of a train operator's management unit centred on Bristol (Figure 4).

Particular interest focuses on the existing suburban line to Avonmouth, and the currently freight-only lines to Portishead and via Henbury. The council is active also in attempting to secure currently redundant railway land for future rail expansion, including rail freight.

Figure 3
Night Bus Routes



Figure 4
Target Rail Services 2006



Rapid transit (modern trams)

"A rapid transit scheme is the measure most likely to achieve long term success."

(Questionnaire response)

This is the major public transport scheme in the Strategy. It is to be delivered jointly with South Gloucestershire Council and in partnership with the private sector. Line 1 will connect the rapidly expanding communities of Bradley Stoke, Filton and the large employment areas of the north fringe, to the very centre of the city via Bristol Parkway and Temple Meads stations (Figure 5). It has emerged as the top priority from consultation and several local polls. Rapid Transit is essential to enable targets for reducing travel demand by car, and the resulting congestion and pollution, to be met. A park and ride terminus and interchange near the M5 motorway and another at Parkway North will be included. Construction powers under the Transport and Works Act are being applied for with a view to commissioning Line 1 in 2005/6. It is estimated that the line will be carrying 11.5 million passengers per annum by 2015.

Pedestrians

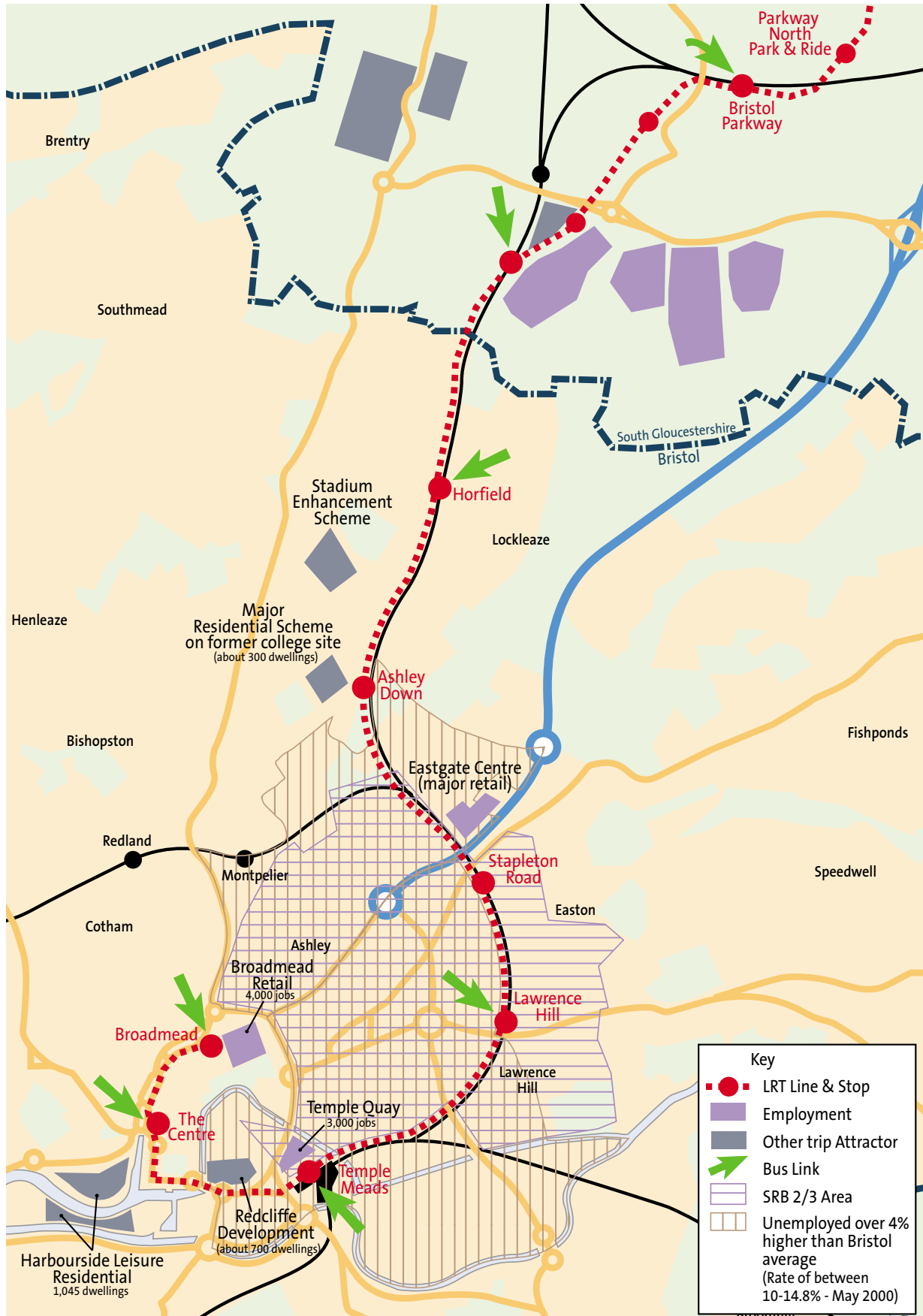
"People do not walk enough, some would like to drive right into the shop."

(Questionnaire response)

Almost everybody is at some point a pedestrian in the city: be it walking from the car or walking to the bus-stop. The city council has made considerable progress in providing new crossings, routes and is dealing with certain problem sites like unpopular subways. Progress now has to be made to remove the menace of illegal pavement parking (current law makes it difficult for the police to act), perhaps through a new bylaw.

Proposals within the Transport Plan include an audit of walk routes to local shopping centres and to public transport facilities, with the overall aim of increasing walking by 10% by 2012. The city road system review will enable the definition of some pedestrian and cyclist priority routes along selected roads to local centres, and into the city centre. The Bristol Local Plan's proposed Greenways, a network of safe and pleasant routes through public open spaces and out into the countryside, will be developed. The network of 600 public rights of way also will be maintained and developed.

Figure 5
Proposed Rapid Transit Line 1



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Cycling

"People in Bristol really do want to cycle, and any improvements for cycling will be very welcome."

(Questionnaire response)

The Council's cycling policy aims to quadruple the level of cycling in the City by 2012. The policy emphasises the need to integrate cycling as part of a wider transport strategy, including traffic restraint and speed reduction and reducing the need to travel. Whilst provision of new facilities will continue to be important, so will a range of other measures aimed at reducing danger from traffic.

A review of the main road system is examining the best solutions for cyclists. The council will continue to innovate, as we have with contra-flow cycling schemes. We are also working towards the completion of three new legs of the National Cycling Network, focussing on the centre of Bristol, and on the development of more local routes including the sharing of Greenways.

Particular work will focus on encouraging cycling to secondary schools, and cycling as an alternative to Bristol's high level of short car journeys.

Safer routes to school

The school run is now a major contributor to rush-hour congestion, and children's health and independence are affected. The city council has produced a Safer Routes to School pack to encourage school authorities and parents to allow more children to bus, cycle or walk to school. But the roads have to be safer. The Safer Routes to School strategy aims to involve all schools at one of three possible levels - from education on road safety to reconstructing the routes to the school to make them safe for walking and cycling. At the two highest levels, we aim to work with at least ten new primary schools and two secondary schools per year. At the city-wide level we want to pursue parallel initiatives including an order to enable enforcement of "School Keep Clear" road markings, flashing amber lights at school gates, and adjacent 20mph speed limits.

Other supportive modes of transport

The plan will assist community transport, dial-a-ride, taxis and ferries to make their full contribution to the transport system. The council likewise supports innovative modes including the Bristol Electric Railbus on Harbourside, and community initiatives like the Bristol Community Car Clubs Association whose first car club has started in Knowle. All these supportive modes have the potential to reduce car commuting, and ease local parking problems. Similarly, the commercial sector's expansion into home deliveries will be examined for further potential.

Benefiting all sections of society

The plan has to meet the council's objectives of "social inclusion" for all Bristol's people. Liaison has been undertaken, and will continue, with groups and forums representing disabled people, women, elderly people, young people and ethnic minorities, to ensure the plan is addressing the travel needs of all groups.



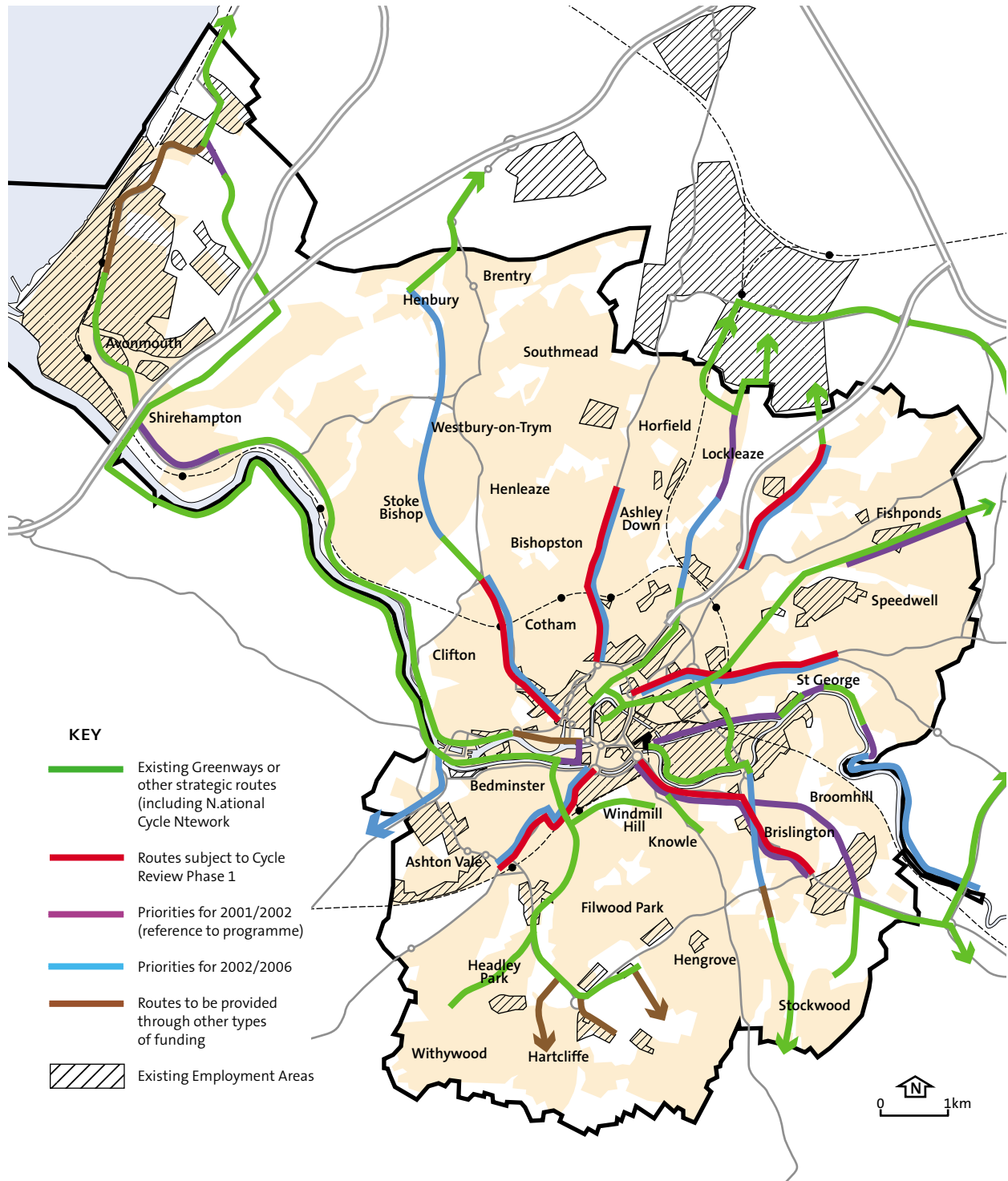
Goods traffic

The plan initiates the discussion of a sustainable approach to goods traffic. This discussion will proceed through a Quality Freight Partnership with all interested parties, and will include aids to and control of lorry movements, rail freight development and Bristol's ports.

New roads

While it is not the council's policy to pursue road building as a general solution to transport problems, there are localities where improvements to the road system are being considered. The plan therefore includes the Callington Road Link scheme, a 1km new road to improve access from St Philip's Causeway to south Bristol. Similarly, the council supports the proposed A38-A370 Link scheme just outside the city boundary, which will improve access to Bristol Airport, and lessen congestion on the A38 around the Parson Street one-way system and on Winterstoke Road in the city. Both schemes will enhance the regeneration of south Bristol.

Figure 6
Proposed Strategic Cycle Network 2002/2007



Strategic network management

Review of the road system

The road system in Bristol is overloaded in the peak hours. Traffic in the outer suburbs has seen a growth of 40% since 1985, and throughout the city there are lesser streets carrying unsuitable traffic flows (see Figure 8). There is little room for new roads, so we must use those we have in the most efficient way possible. A review of the city's road network is necessary. In particular, road accidents show regular patterns, which in cities like Gloucester, York and Hull are being tackled successfully by road system reform.

The review will be concerned with:

- clearly signing routes for lorries,
- reducing delays to buses on principal bus routes,
- improving road safety, especially along identified problem roads,
- completing the management of traffic in the city centre,
- achieving a better balance between the social and health needs of neighbourhoods, and the levels of traffic flowing through them.

This will be achieved by identifying the place of each road within the city's road hierarchy, and then applying the appropriate road user priorities, speed control and traffic management. Consultation on the local details of this process will take place in the course of the plan period (see Community neighbourhoods, below).

Urban Traffic Management and Control (UTMC)

Introduced to Bristol in 1992, the Urban Traffic Control (UTC) system co-ordinates the traffic signals in the city centre by computer. Since 1998, variable message signs tell drivers which city centre car parks still have spaces. Within the lifetime of the plan, it is intended to extend UTC to some of the main radial roads and to upgrade to UTMC (Urban Traffic Management and Control). This will embrace bus priority and air quality monitoring.

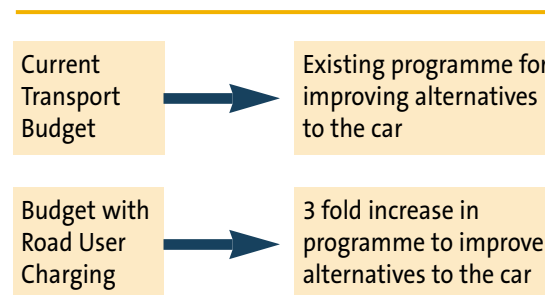
Road user charging

There are two basic reasons why the council is considering the introduction of road user charging. It is now widely recognised that "carrots" alone will not be sufficient to reduce car use in line with national objectives on air quality and traffic reduction. Secondly, road user charging will allow a local authority to charge for particular roads, on the condition that the money is then spent on improving the city's transport. The impact this extra funding would make on the Transport Plan is shown in the Figure 7.

The concept was given broad approval in the Provisional Plan public consultation exercise, provided that good transport alternatives were in place first. The government has now agreed that the council be one of the "fast track" authorities exploring the practicalities of introducing this new measure (perhaps by 2005/6) now that the Transport Act has granted the necessary powers. If introduced, a cordon within the city centre loop road would charge motorists to enter the city centre during morning peak hours only (see Figure 9).

Based on trials on the Bath Rd a charge of £5 is likely to lead a 15% fall in traffic entering the city centre, and at the same time could raise perhaps £100 - 150 million over a 15 year period. The council is now receiving funds from government in advance to make the necessary improvements to public transport, cycling and walking before road user charging could be introduced.

Figure 7



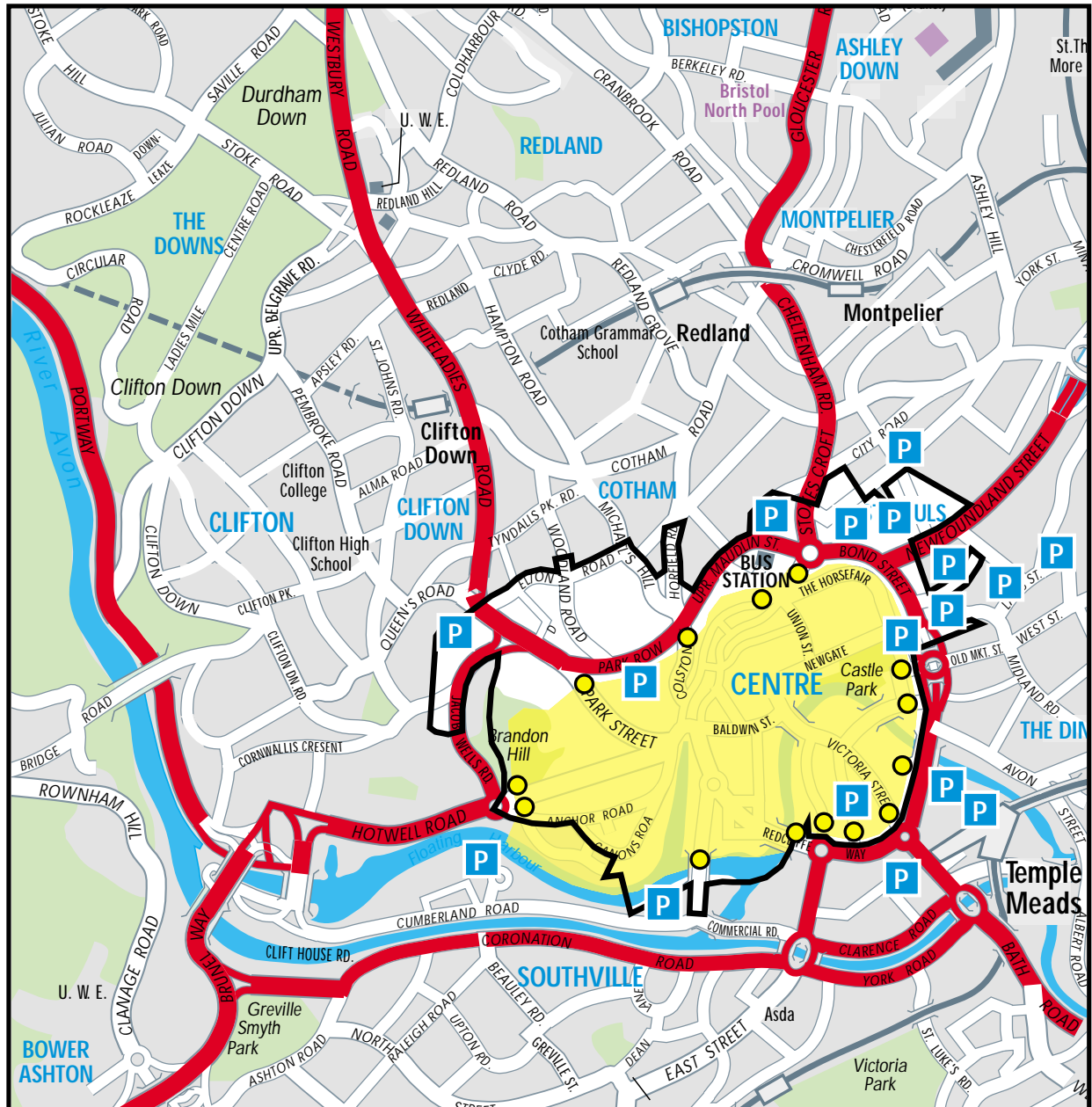
Interchanges

Rapid transit stations, rail stations, and park & ride car parks, are all examples of public transport interchange points. So are places where you can change buses. The council aims to make interchange more attractive, paying particular attention to major sites including Temple Meads station. Pedestrian and cycle access to interchanges will be improved

Parking strategy / Residents' parking schemes

The availability of parking space is an important consideration when deciding whether to keep or use a vehicle. The Transport Plan parking strategy seeks to foster a pricing regime to enable good availability of short-stay parking, whilst discouraging commuter car journeys to the city centre. There is a refurbishment programme for short-stay multi-storey parking in the city centre (as at Tollgate, West End and Trenchard St). The Council is looking into ways of according legal status to parking bays for disabled persons holding Blue Badges (formerly Orange Badges).

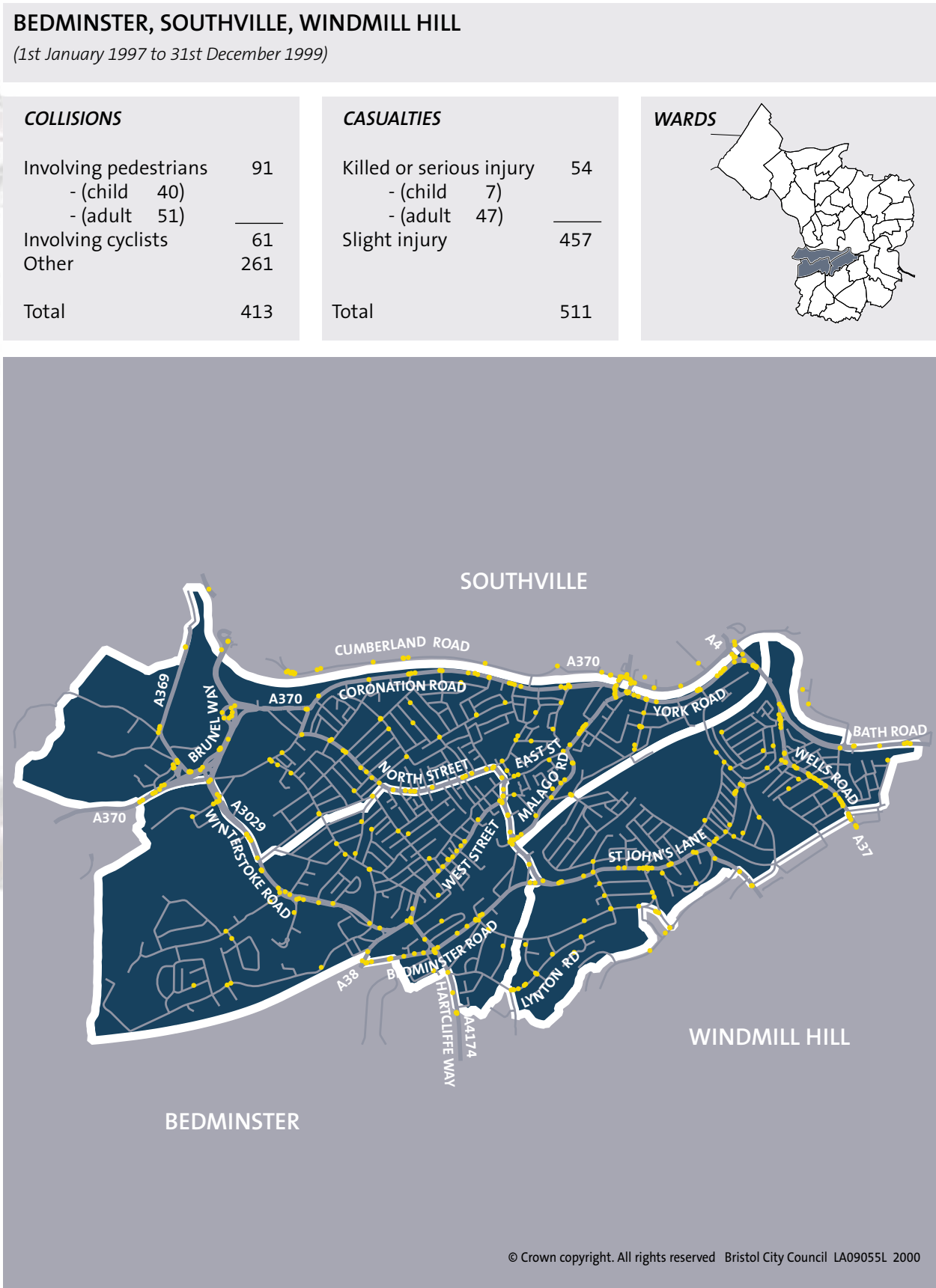
Figure 9
Proposed Road User Charging Scheme



- Through/Radial routes
- Preferred Cordon Area
- Existing controlled parking zone (CPZ)
- Entry Points
- P Car Parks

Figure 10

Road Casualties 1997-9 (Sample Ward)



Community neighbourhoods

Traffic in residential areas greatly affects our quality of life. We have started to take it for granted that our children cannot play outside safely and that pollution may affect our health.

A number of existing and proposed city council initiatives are helping local people regain a fair share of their streets. These include the Safer Routes to School, the accident remedial programme, speed reduction initiatives including 20mph zones, parking control and Home Zones (residential areas or neighbourhood centres where pedestrians have greater priority on the roads).

Communities need to be consulted in an effective way, and any opportunities taken for the better integration of available budgets. In particular, the council would like to give attention to the problem of "rat-runs" through residential areas. These routes are a significant factor in the rise in urban traffic, and the sites of many road casualties. Once calmed, some former problem roads may make good pedestrian/cyclist priority routes, assisting the shorter journeys strategy. It is recognised that getting agreement on what sort of scheme is right, can be difficult. The council also has to prioritise where the money is best spent, particularly where areas are suffering road casualties. The plan offers a "toolkit" of traffic management measures currently available, including for example a simple road closure (£6,000), cycle lanes (£3,000+), road narrowing (£4,000), and automated speed-activated signs (£5,000+), as well as more expensive area-wide schemes. During the life of this plan, much of this work can be co-ordinated under the review of and consultation on the local elements of the city's road system.

Communities can play a part in reducing the need to travel, through local co-operation and organisation of various sorts. A budget is available to support local projects designed to reduce short car journeys. Again, this is not to deny that economic prosperity and local business support are vital issues when reducing traffic in residential areas or neighbourhood centres.



Promotion and information

Much can be achieved through better information, organisation and co-ordination. The following are examples from the plan:

- real-time service information at bus-stops and railway stations,
- better timetables at bus-stops,
- the proposed Bristol Integrated Travel Information Centre,
- the Legible City route and sign initiative for pedestrians and vehicles in the city centre,
- cycle route maps,
- adult cycle training.

If people are confident in their knowledge of the choices available, they are more likely to choose public transport, walking or cycling. (See also the contacts list at the end of this document).

Travel plans

Most peak road congestion is caused by people driving to or from work. Travel plans are aimed at reducing unnecessary car trips to and from work and during work; they are not anti-car but about making more considered use of the car.

The council aims to work with six major employers per year, to develop ways in which employees can be encouraged and assisted to take more sustainable means of travelling to work, whether it be public transport, cycling or other means. A resource pack has been launched, and the city council is taking the lead in delivering its own site plans. (To join the Travel Plan Club, see the contacts list at the end).

Land Use and economic development

Regeneration initiatives

Some parts of the city have relatively low car-ownership and are not always well served by other transport options. Assistance for these areas is essential to meet the city council's objectives of social inclusion.

The government's Single Regeneration Budget was first focussed on Lawrence Weston and Southmead in north Bristol. Now this status also extends to Hartcliffe and Withywood in the south-west of the city. This area has experienced loss of its traditional industrial base, and now suffers high unemployment rates and a variety of associated forms of social exclusion. Particular problems are remoteness from new employment centres, and insufficient accessibility to attract new employment. The council recognises that the Callington Road link will better connect south Bristol with the motorway network, and gives high priority to extending the rapid transit network. Orbital and express buses will also be examined, and the cycle network further developed. A local transport forum is being established.

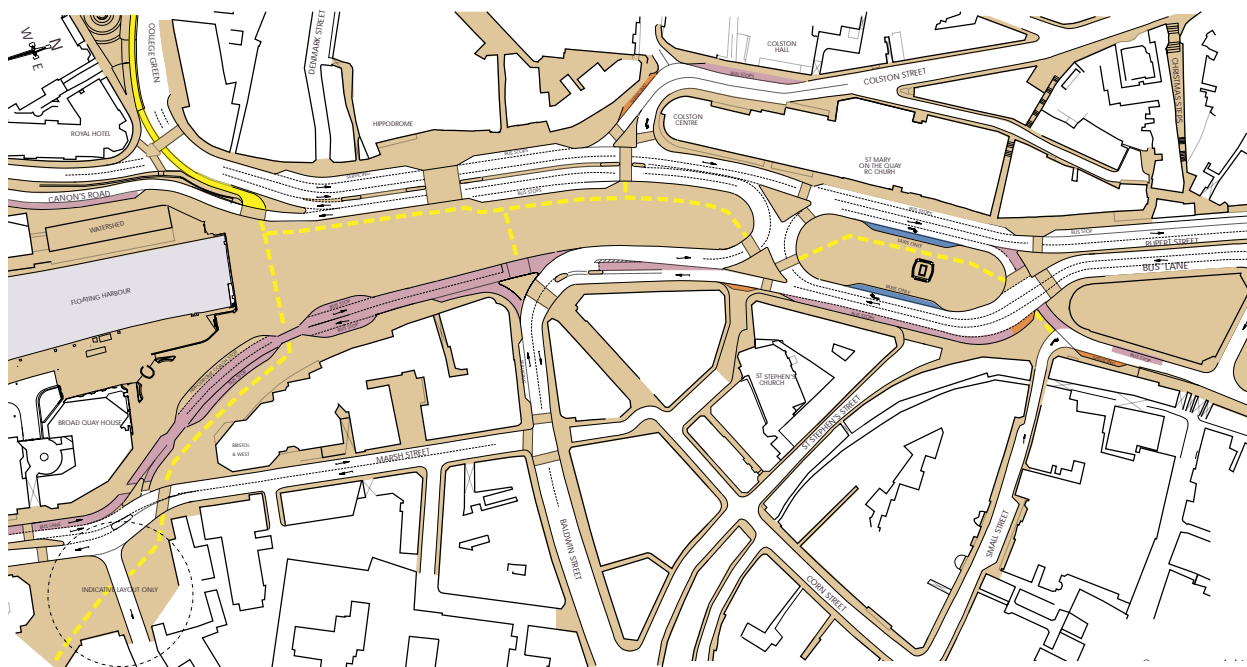
EU Objective 2 status has been awarded to five wards in the inner east and inner south of the city. This is an area of Victorian housing and post-war estates, with high levels of unemployment. The presence of the M32 and other traffic routes give parts of this area the city's worst air pollution and road casualty records. The city council will continue with its policy of calming traffic as part of its work to improve the housing stock and streets in this area. Lawrence Hill and Stapleton Road stations will become bus/rail interchanges on the rapid transit system. Air quality strategy has the potential to directly benefit this area.

The city centre

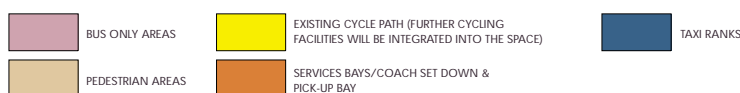
An extensive programme of traffic reduction in the city centre has been developed. Its aim is to give the area a safer and more relaxed atmosphere in which pedestrians can move easily and business and tourism can thrive. New civic spaces include Queen Square, The Centre (Figure 11), and Harbourside. Road-user charging and parking control will aid a second phase of this work, as traffic will be further reduced by these methods.

As the pedestrianised area of the city centre increases, so will the need for careful management of city centre traffic - the pedestrians (particularly disabled people), cyclists, buses and delivery vehicles within the centre and on its

Figure 11
Changes to the City Centre



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approaches, and through-traffic and circulating access traffic on the city centre loop road. Rapid transit will improve public transport accessibility in the city centre, especially to Temple Meads station. The potential for enhancing the river ferry service will be examined, as will a pedestrian-friendly, pollution-free transport system within pedestrian areas (like the flywheel-powered electric railbus which has been operating on Harbourside). Such measures will help Bristol meet its air-quality obligations for the city centre.

Major development sites

Major development sites bring with them the potential to create traffic problems, but sometimes also to help in their solution. Financial assistance from developers can create opportunities for transport investment. Major sites in the city centre include an expansion of Broadmead shopping centre, and the redevelopment of parts of Temple Meads station and Harbourside. Elsewhere in the city, particular potential arises in the Severnside industrial area, and the former Wills factory and Hengrove Park sites in south Bristol.

Other planning issues

The plan recognises other interrelations between land use and transport. The Structure Plan of the former Avon authorities will allocate housing expansion land in corridors leading towards Bristol, with implications for transport. The Bristol Local Plan identifies levels of public transport accessibility within the city, as an influence on planning decisions. Sustainable ways of reaching the countryside around Bristol for leisure purposes, are being examined too.



The Way Forward

Targets

The plan sets out a number of targets, from the reduction in traffic and road casualties, to the improvement of bus services and the increase of cycling. These targets will be further refined and programmed.

Monitoring

No target is of use if it is not effectively monitored for achievement. The city council is refining its monitoring methods and will make the resultant data available in annual reports. The council in addition must meet a number of government statutory performance indicators, which include for example the condition of carriageways, and the percentage of pedestrian crossings with facilities for disabled people.

Publicity and Information

Publicity and changing “heart and minds” is almost as important as debate. Information - for example, information on public transport services - is essential to the potential transport user.

Fun events also have their part to play - Bristol's annual Biggest Bike Ride attracts 5,000 cyclists and the Severn Way Fun Day encourages use of both the network of public footpaths and the Severn Beach railway line. The new civic spaces of Queen Square, Harbourside and The Centre are enhancing the city's public life, and publicise Bristol as not only a healthy and pleasant place, but an economically vibrant one.

The city has everything to gain from the great public debate about transport in Bristol.



What happens next?

The government announced Bristol's local transport settlement for 2001/02 in December 2000. A total of £10.455 million has been allocated, compared with the bid of £11.455 million which is set out in the Table 1. Though the precise allocation of this funding from April 2001 has yet to be determined, the award represents a very encouraging increase in funding. The funding allocated by government has increased from £3.225 million in 1999/2000 and £6.479 million in 2000/01 as set out in Table 2.

The Bid For Finance

Table 1

Transport Plan 2001/2 bid capital programme

Scheme	Cost (£000's)
Bus service enhancements	1,800
Bus-based park and ride	1,500
Community transport	70
Taxis	20
Rail	50
Rapid transit ¹	250
Water transport	40
Interchange facilities	250
Pedestrian enhancement schemes	277
Cycling	800
Safer routes to school	500
Experimental transport initiatives ²	100
City centre loop (Scope Route)	330
Traffic signals control	250
Road user charging ¹	400
Coach / lorry / motorcycle parking	820
Travel Information Centre / Legible City	1,290
Travel plans	50
Shorter journeys strategy	80
Air quality management measures	160
Traffic management / road safety	1,205
Highway and bridge maintenance/ lighting ³	1,702
TOTAL	11,944

Notes:

1. The figures for rapid transit and road user charging are for development costs only.
2. Experimental initiatives include car clubs and future EU programmes.
3. Highway and bridge maintenance / lighting costs include a large element for bridge strengthening.

Table 2

Total Approved by Government

For Year	£ millions
2001/2002	10.455
2000/2001	6.479
1999/2000	3.225

Useful Contacts

(BCC - Bristol City Council)

Air Quality.

For a leaflet on air quality and traffic in Bristol ring – 0117 922 3389 or log onto the Website at www.bristol-city.gov.uk/airquality

Blue (formerly Orange) Disabled Persons' Parking Badges.

Contact 922 2997.

Bristol Community Transport.

General Information – 0117 902 0158

Bristol Electric Railbus.

information – 0117 930 0901

Bus Services.

Travelline South West
(bus/rail/coach; 8am to 8pm, 7 days) - 0870 6082608.

Car Clubs.

Bristol Community Car Clubs Association/ Information on Knowle Car Club – 0117 908 0376 or email info@bestcarclub.co.uk

Community Areas.

Information on grants from the Neighbourhood Transport Initiative contact Mike Ginger or Alistair Cox (BCC) – 0117 903 6815 or 903 6713.

Concessionary Bus Passes.

Contact 0117 922 2930.

Cycling.

Cycle maps and routes from Cyclewest – 0117 929 0440 or email post@cyclewest.org.uk

Other information from Jon Lucas or Neil Terry (BCC) – 0117 903 6827 or 903 6824

Dial-a-Ride.

Local Enquires – 0117 939 5525

Disabled Drivers Association.

Contact – 01508 489449.

Disabled Passengers.

Transport information from TRIPSCOPE – 0117 941 4094

Disabled Peoples Access Group.

Contact Celia Beeson (BCC) – 0117 922 2343

Disabled Persons Parking Bays.

Enquires line – 0117 922 3006

Ferry Services.

Local Enquiries – 0117 927 3416

Lorry Matters.

Information (BCC) – 0117 922 2843

Land Use Planning.

Information from Dick Sage (BCC) – 0117 903 6721

Motorcycles.

Information from Helen Grant (BCC) – 0117 903 6449

Parking.

Enquires line – 0117 922 3091

Highway Maintenance.

Report problems and potholes to Neighbourhood & Housing Services – 0117 922 3838

Pedestrian Access and Walking Strategy.

Information from Gill Andrews and Mike Ginger (BCC) – 0117 903 6840 or 903 6815

Public Rights of Way.

Contact Christine Pouncett (BCC) – 0117 903 6841

Rail Services.

For travel news: NATIONAL RAIL ENQUIRES (operates 24 hours) – 08457 484950

Rapid Transit.

Contact Andrew Spearman (BCC) – 0117 903 6703

Road Safety (Education, Training and Publicity)

For educational resources and information leaflets – 0117 922 4383

Road Safety Engineering.

Report problems to Gareth Vaughan-Williams or John Hastie (BCC) – 0117 903 6833 or 903 6828

Road User Charging.

Contact Melanie Alexander (BCC) – 0117 903 6706

Roadworks helpline.

Report problems – 0117 903 1212

Safer Routes to Schools.

Contact Gill Andrews (BCC) – 0117 903 6840

Street Lighting.

Report problems to Neighbourhood & Housing Services – 0117 922 3838

Taxis.

General information: Licensing Team – 0117 977 8075 or 977 0413.

Traffic Signals Faults.

Report problems 24 hours a day – 0800 854229

Traffic Signs.

Report problems to Neighbourhood & Housing Services – 0117 922 3838

Travel Plans and Travel Plan Club.

Information available from Mike Ginger and Alistair Cox (BCC) – 0117 903 6815 or 903 6713



2001/2 - 2005/6



BRISTOL LOCAL TRANSPORT PLAN

SUMMARY DOCUMENT

submission July 2000

getting Bristol to work

